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City Council Meeting Agenda

July 21, 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.

Provide feedback during Community Comment by calling 312-535-8110. Enter access code XXXX XXX XXXX. 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: Regular, June 16, 2026

6.2. Payment of Claims

6.3. Purchase Request: Fire Station #2 Building Generator Controls Replacement

6.4. Ordinance 2026-11: Amending Chapter 10 of the Edina City Code Regarding Conduct on Rental Property

6.5. Cannabis and Substance Use Prevention Services Agreement with City of Bloomington

6.6. Purchase Request: Jetting Hydro Excavator Truck

6.7. Purchase Request: Construction Materials Testing at West 72nd Street

6.8. Purchase Request: Temporary Power Line Move for Rosland Park Pedestrian Bridge

6.9. Purchase Request: ENG 26-9 2026 Watermain Improvements

6.10. Purchase Request: Sanitary Lift Station #6 Odor and Corrosion Control Study

6.11. Hennepin County Joint Community Police Partnership Contract Amendment

6.12. Energy & Environment Commission Mid-Point Work Plan Modification

6.13. Traffic Safety Report of May 26, 2026

6.14. Ordinance 2026-10: Amendment Regarding Reasonable Accommodations

6.15. City Manager Employment Agreement

6.16. Resolution No. 2026-39: Appointing Election Judges for the August 11 Primary and November 3 General Elections

7. Special Recognitions and Presentations

7.1. 2025 PACS Fund Summary Report

7.2. Bag Fee Policy Report

8. Reports/Recommendations

8.1. Resolution 2026-38: Accepting Donations

8.2. 2026 Student Commission Appointments

8.3. Wooddale Avenue Bike Lane Project

8.4. Sketch Plan Review for 5201 Grandview Lane (4 Townhomes)

8.5. Sketch Plan Review for Macy's Furniture Store Site, Northwest Lot (7235 France Avenue)

9. Manager's Comments

10. Mayor and Council Comments

11. Adjournment

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Item Report

July 21, 2026
City Council

Item Number: 5.1 **Department:** Administration

Item Activity: Information **Prepared By:** Sharon Allison, City Clerk

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 at https://www.edinamn.gov/2051/Responses-to-Community-Comment. City Manager Neal will provide summaries of those responses during the meeting.

Supporting Documentation:
None

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Item Report

July 21, 2026
City Council

Item Number: 6.1 **Department:** Administration

Item Activity: Action **Prepared By:** Sharon Allison, City Clerk

Item Title: Minutes: Regular, June 16, 2026

Action Requested:
Approve minutes as presented.

Information/Background:

Supporting Documentation:
1. Minutes: Regular, June 16, 2026

MINUTES
OF THE REGULAR MEETING OF THE
EDINA CITY COUNCIL
HELD AT CITY HALL
JUNE 16, 2026
7:00 P.M.

1.0. CALL TO ORDER

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

2.0. ROLLCALL

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

3.0. PLEDGE OF ALLEGIANCE

4.0. MEETING AGENDA – APPROVED

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

5.0. COMMUNITY COMMENT

Ryan Siemers shared comments against the proposed bike lane on Wooddale Avenue.

Will Maddrey shared comments for the proposed bike lane on Wooddale Avenue.

Darrell Krieger shared comments for the proposed bike lane on Wooddale Avenue with modifications to meet the needs of everyone.

Pat Merrigan shared comments against the proposed bike lane on Wooddale Avenue.

Ellery Buckley shared comments against the proposed bike lane on Wooddale Avenue.

Amy Buckley shared comments against the proposed bike lane on Wooddale Avenue.

Mel Bernstein shared comments for the proposed bike lane on Wooddale Avenue.

Eileen O'Shaughnessy shared comments against the proposed bike lane on Wooddale Avenue.

Bill Egen shared comments for the proposed bike lane on Wooddale Avenue.

Jason Morrall shared comments against the proposed bike lane on Wooddale Avenue.

Brennan Galloway shared comments for the proposed bike lane on Wooddale Avenue.

Max Weinberger shared comments against the proposed bike lane on Wooddale Avenue.

Mary Lou Hopperstad requested more safety for pedestrians walking on sidewalks, and thinks that bikes on residential sidewalks are an accident waiting to happen.

John and Nicole Righini shared comments against the proposed bike lane on Wooddale Avenue.

Taylor Bruhschwein shared comments for the proposed bike lane on Wooddale Avenue.

Randy Howe shared comments against the proposed bike lane on Wooddale Avenue.

David Dahl shared comments against the proposed bike lane on Wooddale Avenue.

Sarah Dalsin shared comments against the proposed bike lane on Wooddale Avenue.

Ann Kasid shared comments against the proposed bike lane on Wooddale Avenue.

Luke Van Santen shared comments for the proposed bike lane on Wooddale Avenue.

Huong Dang shared comments for the proposed bike lane on Wooddale Avenue.

Ana Jennings shared comments against the proposed bike lane on Wooddale Avenue.

Jeremy Winter shared comments for the proposed bike lane on Wooddale Avenue.

Alexander Koenen shared comments for the proposed bike lane on Wooddale Avenue.

Molly Smith shared comments against the proposed bike lane on Wooddale Avenue.

David Frenkel discussed the buckthorn and potholes on Wooddale Avenue and the safety concerns they create. Mr. Frankel also asked the City to ban RoundUp, as Minneapolis does.

Chris Hill shared comments against the proposed bike lane on Wooddale Avenue.

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 Agnew made a motion, seconded by Member Jackson, approving the consent agenda as revised to remove Item 6.1, Regular Meeting Minutes of June 2, 2026, Item 6.4, Compensation and Classification Study Consulting Services Contract, Item 6.7, Purchase Request: CloverRide Service Contract, Item 6.8, Traffic Safety Report of April 28, 2026 and Petition Responses, Item 6.11, Resolution 2026-33: Amending MnDOT Agreement No. 1062130 for Rosland Park Pedestrian Bridge to include Noise Wall Installation, and Item 6.17, Purchase Request: Edinborough Park Facility Study, as follows:

- **6.1. Approve ~~regular meeting minutes of June 2, 2026~~, work session meeting minutes of June 2, 2026, and retreat minutes of April 28, 2026**
- **6.2. Approve Claims for Payment for Check Register Pre-List Dated May 29, 2026, totaling $2,235,439.64, Check Register Claims Pre-List Dated May 31, 2026, totaling $22,837.27, Check Register Claims Pre-List Dated May 31, 2026, totaling $114,010.93, and Check Register Claims Pre-List Dated June 5, 2026, totaling $2,812,463.06**
- **6.3. Approve 2026-2027 City Insurance Renewal**
- ~~**6.4. Compensation and Classification Study Consulting Services Contract**~~
- **6.5. Liability Coverage Statutory Limits**
- **6.6. Request for Purchase, Demo Old Fire Station #2, awarding the bid to the recommended low bidder, Fratallone Companies, at $80,093**
- ~~**6.7. Request for Purchase, CloverRide Service Contract, awarding the bid to the recommended low bidder, DARTS, at $35,000**~~
- ~~**6.8. Traffic Safety Report of April 28, 2026, and Petition Responses**~~

6.9. Request for Purchase, 2026 Watermain Pipe Condition Assessment Professional Services, awarding the bid to the recommended low bidder, Short Elliott Hendrickson, Inc., at $111,100

6.10. Request for Purchase, Canadian Pacific Railroad At-Grade Crossing Improvements at Dewey Hill Road, awarding the bid to the recommended low bidder, Canadian Pacific Railroad, at $56,000

~~**6.11. Adopt Resolution No. 2026-33 Amending MnDOT Agreement No.1062130 for Rosland Park Pedestrian Bridge to include Noise Wall Installation**~~

6.12. Adopt Resolution No. 2026-34 Supporting the City of Edina's Metropolitan Council Active Transportation Grant Application for Vernon Avenue (CSAH 158) Multi-Modal Improvements

6.13. Adopt Resolution No. 2026-35 Supporting the City of Edina's Metropolitan Council Bridge Connections Grant Application for the Wooddale Avenue Bridge Replacement Project

6.14. Request for Purchase, Fred Richards Wetland Impact Replacement, awarding the bid to the recommended low bidder, Peterson Farm Holding #3, at $42,626

6.15. Request for Purchase, Wooddale Park Trail Replacement, awarding the bid to the recommended low bidder, Bituminous Roadways, at $80,225.96

6.16. Request for Purchase, Weber Park Basketball Court Replacement, awarding the bid to the recommended low bidder, Bituminous Roadways, at $85,590.46

~~**6.17. Request for Purchase, Edinborough Park Facility Study, awarding the bid to the recommended low bidder, I & S Group, Inc. (ISG), at $103,000**~~

6.18. Request for Purchase, Braemar Arena Rink Flooring, awarding the bid to the recommended low bidder, Becker Arena Products Inc., at $88,408

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

ITEMS REMOVED FROM THE CONSENT AGENDA

6.1. REGULAR MINUTES OF JUNE 2, 2026 - TABLED

The Council stated that they would like to table these minutes to add the desired clarification regarding the discussion on Section 24-130 of the City Code.

Member Risser made a motion, seconded by Member Pierce, tabling the regular meeting minutes of June 2, 2026, until the July 21, 2026, City Council Meeting. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

6.4. COMPENSATION AND CLASSIFICATION STUDY CONSULTING SERVICES CONTRACT - APPROVED

The Council asked for clarification on what this study will be and Director Nikunen noted that it is an important project for employees on how they are compensated and classified, and has not been done since 2013.

Member Jackson made a motion, seconded by Member Pierce, approving the Compensation and Classification Study Consulting Services Contract. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

6.7. PURCHASE REQUEST: CLOVERRIDE SERVICE CONTRACT - APPROVED

The Council asked about what the ridership in the City is like. Andrew Scipioni noted that CloverRide has averaged 22.5 riders per week.

Member Jackson made a motion, seconded by Member Pierce, approving Purchase Request: CloverRide Service Contract, awarding the bid to the recommended low bidder, DARTS, at $35,000. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

6.8. TRAFFIC SAFETY REPORT OF APRIL 28, 2026, AND PETITION RESPONSES - APPROVED

The Council noted that in this report, staff is recommending an all-way stop control at 55th and Brookview.

Member Hovland made a motion, seconded by Member Pierce, approving the Traffic Safety Report of April 28, 2026, and Petition Responses. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

6.11. RESOLUTION 2026-33: AMENDING MNDOT AGREEMENT NO. 1062130 FOR ROSLAND PARK PEDESTRIAN BRIDGE TO INCLUDE NOISE WALL INSTALLATION - ADOPTED

The Council highlighted that they added the noise wall installation. Chad Millner, City Engineer, noted that MnDOT came in with some funding and stated that they thought it was a great idea.

Member Jackson introduced and moved the adoption of Resolution No. 2026-33, Amending MnDOT Agreement No. 1062130 for Rosland Park Pedestrian Bridge to include Noise Wall Installation. Member Agnew seconded the motion. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

6.17. PURCHASE REQUEST: EDINBOROUGH PARK FACILITY STUDY - APPROVED

The Council asked for the timeframe for this study to be completed. City Manager Neal noted that it will be completed by the end of this year.

Member Jackson made a motion, seconded by Member Pierce, approving Purchase Request: Edinborough Park Facility Study, awarding the bid to the recommended low bidder, I & S Group, Inc. (ISG), at $103,000. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

7.0. SPECIAL RECOGNITIONS AND PRESENTATIONS

7.1. RAILROAD CROSSING SAFETY & QUIET ZONE STUDY – PRESENTED

Chad Millner, City Engineer, noted that they hired SRF to conduct a study on railroad crossings and quiet zones.

Justin Scott, Project Manager with SRF, gave a presentation regarding information on the quiet zone overview, crossings, diagnostic meeting, crossing zone graphic, construction cost estimates for crossing, and crossing zone details.

The Council asked questions regarding St. Louis Park, private crossings, and safety concerns that exist.

Mr. Scott noted that St. Louis Park is moving forward with implementing a quiet zone in town. Mr. Scott stated that the next thing they could work through with the City is a quiet zone implementation effort, which could take 2-3 years. Mr. Scott stated that private crossings are very easily included in a quiet zone. He also stated that they did a risk analysis.

City Engineer Millner stated that they have not found a grant that has been applied to this project at this point.

The Council expressed a desire to get a proposal on how the community engagement process will be done going forward.

7.2. 2025 TRAFFIC SAFETY SUMMARY REPORT – PRESENTED

Nick Bauler, Traffic Safety Coordinator, presented the 2025 traffic safety summary report including information regarding traffic safety request process, traffic safety request categories, 2025 traffic safety requests (TSR), actions taken place, the 58 TSR in Northwest Edina, the 35 TSR in Southwest Edina, the 40 TSR in Southeast Edina, the 74 TSR in Northeast Edina, 2025 TSR trends, and 2021-2025 requests.

The Council asked questions on if they can gather data about e-bikes to add to the traffic safety report in the future. Mr. Bauler noted that they could look into doing that.

8.0. PUBLIC HEARINGS HELD – Affidavits of Notice presented and ordered placed on file.

8.1. BOJAE'S LIQUOR LICENSE SUSPENSION - APPROVED

City Clerk Allison stated that this was Bojae's second offense within 24 months, and the presumptive civil penalty is a 3-day liquor license suspension and $1,000 fine. She added that staff recommends Monday-Wednesday, June 22-24, for the 3-day suspension.

The Council clarified that BoJae's is closed on Mondays, so they will choose different days.

Lyndsey Jacques, BoJae's Wine Bar Bistro, expressed her apologies for the offense and noted that her employees have gone through the proper training on how to ID guests. Ms. Jacques asked if there was anything else they could do to avoid the 3-day suspension.

David Kendall, City Attorney, noted that the suspension is required by the City Ordinance.

Mayor Hovland opened the public hearing at 9:29 p.m.

Public Testimony
No one appeared to comment.

Member Jackson made a motion, seconded by Member Agnew, to close the public hearing. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

Member Jackson made a motion, seconded by Member Pierce, approving Bojae's 3-day liquor license suspension on 6/23, 24, and 25, and a $1,000 fine for their second liquor license offense within 24 months. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

Member Agnew made a motion, seconded by Member Pierce, to reconsider the period of suspension and fine. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

Member Jackson made a motion, seconded by Member Pierce, approving Bojae's suspension instead of 6/23, 24, 25; it is 6/30, 7/1, 7/2, and a $1,000 fine. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

8.2. ORDINANCE 2026-09 AMENDMENT REGARDING PARKING REQUIREMENTS FOR THE 50TH & FRANCE DISTRICT - ADOPTED

Addison Lewis, Community Development Director, stated that Section 36-1312 of the Edina Zoning Ordinance allows commercial properties at 50th & France to rely on the public ramps to satisfy their parking requirement up to a floor area ratio (FAR) of 1.0. Buildings that exceed an FAR of 1.0 must provide additional parking for the square footage exceeding an FAR of 1.0.

Mr. Lewis noted that in the fall of 2025, a variance from this provision was requested at 5036 France Avenue to allow a restaurant to expand up to an FAR of 1.2 without providing additional parking. The variance was strongly supported by the community and, as a result, the City Council provided feedback to staff to explore amending the parking requirement at 50th & France to give other property owners the same opportunity.

Mr. Lewis added that the staff has analyzed the parking data for the three ramps and the potential for redevelopment in the district, and is proposing an amendment to Section 36-1312 to increase the amount of FAR allowed before additional parking is required from 1.0 to 1.25.

Mayor Hovland opened the public hearing at 9:38 p.m.

Public Testimony
No one appeared to comment.

Member Jackson made a motion, seconded by Member Pierce, to close the public hearing. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

Member Jackson made a motion to grant First and waive Second Reading, adopting Ordinance 2026-09, Amendment Regarding Parking Requirements for the 50th & France District. Member Pierce seconded the motion. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

9.0. REPORTS / RECOMMENDATIONS

9.1. RESOLUTION NO. 2026-36, ACCEPTING DONATIONS – ADOPTED

Mayor Hovland explained that in order 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 Jackson introduced and moved the adoption of Resolution No. 2026-36 accepting various grants and donations. Member Pierce seconded the motion. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

9.2. ANNUAL COMPREHENSIVE FINANCIAL REPORT FOR THE YEAR ENDED DECEMBER 31, 2025 – RECEIVED

Nelly Chick-Brewer, Assistant Finance Director, stated that BerganKDV LTD, a firm of licensed certified public accountants, has issued an unmodified (clean) opinion on the City's financial statements for the year ended December 31, 2025.

Andy Grice, BeganKDV, gave a presentation including information regarding their independent auditor's report, audit communications, general fund, assigned vs. unassigned general fund balance compared to annual expenses, general fund revenues, general fund expenditures, general fund budget and actual, utilities operations, utilities fund, aquatic center operations, golf course operations, arena operations, liquor operations, per capita revenues and expenditures, tax capacity, certified levy, City tax rate, and governmental activities.

The Council expressed concerns regarding TIF expenditures and SPARC money not being included in this report.

Mr. Grice clarified that, as an independent auditor's report, those concerns and questions should be directed towards City staff.

Pa Thao, Finance Director, noted that the Office of State Auditor's (OSA) has a TIF reporting that they are working towards and will soon be on the City's website.

Member Jackson made a motion, seconded by Member Pierce, to receive the 2025 Annual Comprehensive Report (ACFR). Ayes: Agnew, Jackson, Pierce, Hovland. Abstain: Risser. Motion carried.

9.3. RESOLUTION 2026-31: AWARDING THE SALE OF $9,315,000 GENERAL OBLIGATION BONDS, SERIES 2026A – ADOPTED

Nick Anhut, Ehlers & Associates, discussed the bond presale authorization for the series 2026A and 2026B, bond issuance process, 2026A bonds bidding results, 2026B bonds bidding results, the final results, and Council consideration.

Member Jackson introduced and moved adoption of Resolution 2026-31, Awarding the Sale of $9,315,000 General Obligation Bonds, Series 2026A. Member Agnew seconded the motion. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

9.4. RESOLUTION 2026-32: AWARDING THE SALE OF $12,215,000 TAXABLE GENERAL OBLIGATION SALES TAX REVENUE BONDS, SERIES 2026B – ADOPTED

Member Jackson introduced and moved adoption of Resolution 2026-32, Awarding the Sale of $12,215,000 Taxable General Obligation Sales Tax Revenue Bonds, Series 2026B. Member Pierce seconded the motion. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

9.5. ZONING ORDINANCE AMENDMENT, REZONING & SITE PLAN FOR 4200 76TH STREET WEST (SALVATION ARMY) – ADOPTED

Addison Lewis, Community Development Director, stated that The Salvation Army is proposing to remodel and reuse the existing 28,000 square foot building at 4200 76th Street West into an 18,425 square foot Salvation Army retail store with a 9,434 square foot warehouse and indoor drop off.

Mr. Lewis stated that staff supports the Planning Commission recommendation to amend the Ordinance to allow secondhand stores to exceed 2,500 square feet in the PCD-2 and PCD-3 Districts, and leave the restriction on the size requirement in the PCD-1 District.

Member Jackson made a motion to grant First and waive Second Reading, adopting Ordinance 2026-8, Amending Chapter 36, Article VIII, Division 8, Section 36-609. Member Pierce seconded the motion. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

Member Jackson introduced and moved adoption of Resolution 2026-27, Rezoning & Site Plan. Member Risser seconded the motion. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

9.6. ORDINANCE 2026-10: AMENDMENT REGARDING REASONABLE ACCOMMODATIONS – FIRST READING GRANTED

David Kendall, City Attorney, stated that the Americans with Disabilities Act (ADA) and Federal Fair Housing Act (FHA) require cities to ensure individuals who have disabilities have equal access to housing and city programs or services. The ADA requires equal access to city-provided programs, services, or property. The FHA applies to equal opportunity to use and enjoy housing.

Mr. Kendall noted that the purpose of this ordinance is to establish a formal process for handling accommodation requests according to federal legal standards. This will provide clarity to the public regarding how individuals may submit a reasonable accommodation request.

The Council asked if this is consistent with other cities.

Mr Kendall noted that he looked at the processes in place in surrounding communities and tried to take the best parts from those processes.

Member Jackson made a motion to grant First Reading to Ordinance 2026-10, Amendment to Chapter 2, adding new Article XI. Member Pierce seconded the motion. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

10.0. COMMISSION CORRESPONDENCE (MINUTES AND ADVISORY COMMUNICATION) – Received

10.1. ADVISORY COMMUNICATION: WOODDALE AVENUE BIKE LANE PROJECT

11.0. MANAGER'S COMMENTS – Received

12.0. MAYOR AND COUNCIL COMMENTS – Received

13.0. ADJOURNMENT

Member Jackson made a motion, seconded by Member Agnew, to adjourn the meeting at 10:46 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, July 21, 2026. Video Copy of the June 16, 2026, meeting available.

EDINA
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Item Report

July 21, 2026
City Council

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 06.12.2026 Total $2,866,782.28
2. Check Register Claims Pre-List Dated 06.15.2026 Total $37,020.00
3. Check Register Claims Pre-List Dated 06.19.2026 Total $826,590.26
4. Check Register Claims Pre-List Dated 06.26.2026 Total $5,402,570.31
5. Check Register Claims Pre-List Dated 06.30.2026 Total $24,837.27
6. Check Register Claims Pre-List Dated 06.30.2026 Total $99,066.58
7. Check Register Claims Pre-List Dated 07.03.2026 Total $2,185,039.99
8. Check Register Claims Pre-List Dated 07.10.2026 Total $3,711,212.49

Purchase Request

July 21, 2026
City Council

Item Number: 6.3
Department: Public Works

Item Activity: Action
Prepared By: Noah Silver, Electrical Supervisor

Item Title: Purchase Request: Fire Station #2 Building Generator Controls Replacement

Action Requested:
Approve Purchase Request for Fire Station #2 Building Generator Controls Replacement from Cummins LLC for $32,861.86.

Requisition Number: 12600188

Vendor: Cummins LLC

Equipment Status: Replacement

Funding Source: Facilities Capital Building

Cost: $32,861.86

Information/Background:
On May 11, 2026, lightning struck adjacent to the new Fire Station #2. The lighting damaged several building electrical systems, including the building generator controls. A temporary repair was made to allow the generator to operate during a utility power loss. The generator controls upgrade will ensure the building's generator returns to a reliable backup for the critical operations of this emergency services facility. The cost for this replacement is being submitted to the City's insurance for reimbursement.

Resources/Financial Impacts:
This replacement is part of an insurance claim due to a lighting strike.

Relationship to City Policies/Plans/Budget Pillars:
This aligns with the Comprehensive Plan.

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Values Impact:

Health	Reliable backup power to this facility ensures reliable emergency services for the community.
Stewardship	Capital assets and infrastructure systems are managed to minimize risk and sustain service levels to be safe and reliable.

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

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Item Report

July 21, 2026
City Council

Item Number: 6.4 **Department:** Fire

Item Activity: Action **Prepared By:** Jeff Brown, Community Health Administrator

Item Title: Ordinance 2026-11: Amending Chapter 10 of the Edina City Code Regarding Conduct on Rental Property

Action Requested:
Approve Ordinance 2026-11 amending Chapter 10 of the Edina City Code Regarding Conduct on Rental Property and grant first reading.

Information/Background:
This ordinance will update City Code regarding conduct on rental property. The City Attorney drafted the language with input from staff in Police, Community Development and Public Health. The code was reviewed for potential updates as the rental licensing program has been in place for over 5 years and recent behavior at some rental properties drove staff to review.

Resources/Financial Impacts:
None

Relationship to City Policies/Plans/Budget Pillars:
This action will allow City Staff to appropriately address disorderly behavior issues at rental property and require landlords to take actions to prevent future issues. This should have a positive impact on community relationships in the area of the property.

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Values Impact:

Health	Addressing disorderly behavior through the rental licensing enforcement process should reduce negative social and mental health impacts resulting from that behavior.
Stewardship	The ability to conduct efficient enforcement should reduce the amount of staff time spent on inspections and enforcement at a disorderly premise.

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

The City Council of Edina, Minnesota Ordains:

Section 1. Chapter 10 - BUILDINGS AND BUILDING REGULATIONS, Article XVIII. - RENTAL LICENSING, Section 10-731. - Conduct on rental property of the Edina City Code is hereby amended to read as follows, with the following original text, added text, and ~~deleted text~~:

Sec. 10-731. - Conduct on rental property.

(a) It is the responsibility of the owner/licensee to see that ~~persons occupying~~ occupants of a rental dwelling conduct themselves in such a manner as not to cause the premises to be disorderly. For purposes of this section, a rental dwelling is disorderly when an occupant or their guest engages in any of the following types of conduct ~~occur~~ on the rental premises, including common areas, under any of the following provisions:

~~(1) Section 8-241 and chapter 23, article II of this Code (animal noise and public nuisances).~~

~~(2) Section 22-123 of this Code (noisy parties).~~

(3) Section 22-164 of this Code (unlawful possession, delivery or purchase) or violation of laws relating to the possession of controlled substances as defined in Minn. Stats. §§ 152.01 et seq. and Section 102 of the Controlled Substance Act, 21 U.S.C. § 802.

(4) Sections 22-49 to 22-52 of this Code (disorderly conduct) or laws relating to disorderly conduct as defined in Minn. Stats. § 609.72.

(5) Sections 22-49 to 22-52 of this Code (unlawful sale of intoxicating liquor or 3.2 malt liquor) or laws relating to the sale of intoxicating liquor as defined in Minn. Stats. §§ 340A.401, 340A.701, 340A.702 or 340A.703.

(6) Laws relating to prostitution or acts relating to prostitution as defined in Minn. Stats. § 609.321, subd. 9 and 609.324, housing individuals engaged in prostitution.

(7) Sections 22-78 to 22-80 of this Code (weapons) or laws relating to unlawful use, transportation, sale, or possession of a firearm ~~as defined in~~ under Minn. Stats. §§ 609.66 et seq., 97B.021, 97B.045, and 624.712 through 624.716, ~~on the licensed premises.~~

(8) Laws relating to assault as defined in Minn. Stats. § 609.221 et seq.

(9) Laws relating to contributing to the need for protection or services or delinquency of a minor as defined in Minn. Stats. § 260C et seq.

(10) Minn. Stats. § 609.33, relating to owning, leasing, operating, managing, maintaining or conducting a disorderly house or inviting or attempting to invite others to visit or remain in a disorderly house.

(11) Minn. Stats. § 609.50 which prohibits interference with a police officer, firefighter, or member of an ambulance service in the performance of their official duties.

(12) Minn. Stats. § 609.713 which prohibits terroristic threats.

(13) Minn. Stats. § 609.715 which prohibits presence of unlawful assembly.

(14) Minn. Stats. § 609.71 which prohibits riot.

(15) Minn. Stats. §§ 609.226 and 347.56, relating to dangerous dogs.

(16) Minn. Stats. § 609.78 which prohibits interfering with "911" phone calls.

(17) Minn. Stats. §§ 609.75 through 609.76, which prohibits gambling.

(18) Minn. Stats. § 243.166 (predatory offender registration).

(19) Minn. Stats. § 609.229 (crime committed for benefit of a gang).

(20) Minn. Stats. § 609.26, subd. 1(8) (causing or contributing to a child being a runaway).

(21) Minn. Stats. § 609.903 (racketeering).

(22) Minn. Stat. § 609.595 which prohibits damage to property.

(23) Minn. Stat. § 609.582 which prohibits burglary, but which shall not apply to acts that could also be considered shoplifting.

(24) Minn. Stat. §§ 609.561, 609.562, 609.563, 609.5631, and 609.5632 which prohibit arson.

(25) Minn. Stat. § 609.53 which prohibits receiving stolen property, but only if the value of the property is no less than $1,000 such that the underlying theft would qualify as a felony.

(26) Minn. Stat. § 609.52 which prohibits theft.

(27) Minn. Stat. §§ 609.342, 609.343, 609.344, 609.345, and 609.3451 which prohibit criminal sexual conduct.

(28) Minn. Stat. § 609.25 which prohibits kidnapping.

(29) Minn. Stat. § 609.255 which prohibits false imprisonment.

(30) Any crime of violence, as defined in Minn. Stat. § 624.712, subd. 5.

(b) Conduct enforcement. The city manager, or their designee, is responsible for enforcement and administration of this article.

(c) Upon determination by the city manager, or their designee, that a rental dwelling was used in a disorderly manner, as described in paragraph (a) of this section, the city manager must give notice to the owner/licensee of the violation and direct that steps be taken to prevent further violations.

(d) If a second instance of disorderly use of a rental dwelling occurs within the 12-month period following an incident for which a notice in paragraph (c) of this section was given, the city manager, or their designee, must notify the owner/licensee of the violation and must also require the owner/licensee to submit a written report of the actions taken, and proposed to be taken to prevent further disorderly use. This written report must be submitted to the city manager, or their designee, within ten business days of receipt of the notice of disorderly use and must detail all actions taken by the owner/licensee in response to all notices of disorderly use within the preceding 12 months.

(e) If a third instance of disorderly use of a rental dwelling occurs within the 12-month period following any two previous instances of disorderly use for which notices were given, the city manager, or their designee, must notify the owner/licensee of the violation and must also require the owner/licensee to submit a written report of the actions taken, and proposed to be taken, to prevent further disorderly use. The 12-month period begins on the date of the police report generated in response to the first instance of disorderly use. The written report must be submitted to the city manager, or their designee, within ten business days of receipt of the notice of disorderly use and must detail all actions taken in response to all notices of disorderly use within the preceding 12 months.

(f) After the third instance of disorderly use, the city manager may deny, revoke, suspend or not renew the license for the premises. Before such an action, the city manager must give to the owner/licensee written notice of a hearing before the city manager to consider such denial, revocation, suspension or non-renewal. Such written notice must specify all violations of this section, and must state the date, time, place and purpose of the hearing. The hearing must be held no less than ten days and no more than 30 days after giving such notice.

(g) Following the hearing, the city manager may deny, revoke, suspend or decline to renew the license for all or any part or parts of the rental dwelling or may grant a license upon such terms and conditions as it deems necessary to accomplish the purposes of this section.

(h) The decision made by the city manager to deny, revoke, suspend, decline to renew a license or the terms and conditions of approval may be appealed to the city council by filling a notice of appeal with the city clerk within ten days after the manager's decision.

(i) No adverse license action shall be imposed where the instance of disorderly use occurred during the pendency of eviction proceedings (unlawful detainer) or within 30 days of notice given to a tenant to vacate the premises where the disorderly use was related to conduct by that tenant or by other

occupants or guests of the tenant's unit. Eviction proceedings are not a bar to adverse license action, however, unless they are diligently pursued by the licensee.

(j) A determination that a rental dwelling has been used in a disorderly manner as described in paragraph (a) of this section shall be made upon a fair preponderance of the evidence to support such a determination. It is not necessary that criminal charges be brought in order to support a determination of disorderly use nor does the fact of dismissal or acquittal of such a criminal charge operate as a bar to adverse license action under this section.

(k) All notices given by the city under this section must be personally served on the owner/licensee, or emailed to all contacts associated with the property rental license, or sent by certified mail to the owner/licensee's last known address. ~~or,~~ If no method of service ~~effects~~ provides notice, ~~by~~ posting the notice on a conspicuous place on the rental dwelling completes notification.

(l) Enforcement actions provided in this section are not exclusive, and the city manager may take any action with respect to a licensee, a tenant, or a rental dwelling as is authorized by the city Code, state or federal law. The city manager may postpone or discontinue any enforcement action, including an action to deny, revoke, suspend, or not renew a license, if it appears that the owner/licensee has taken appropriate measures to prevent further instances of disorderly use.

(m) For purposes of this section, a rental dwelling is not considered disorderly as to any individual seeking emergency assistance on their own behalf or on behalf of another, including through making an "emergency call" as defined in Minn. Stat. 609.78. "Emergency assistance" that is not considered disorderly use of a rental dwelling includes the following situations:

a. Any individual who seeks emergency services as or on behalf of a victim of criminal activity, including but not limited to domestic abuse as defined in Minn. Stat. 518B.01, subd. 2;

b. Any individual who seeks emergency services for their own or another's mental health, disability-related, or substance abuse crises; and

c. Any individual seeking emergency services who is not a health care professional and acts in good faith in administering an opiate antagonist to another person whom the person believes in good faith to be suffering a drug overdose.

Section 2. This ordinance is effective immediately on its passage and publication

Passed by the City Council of Edina on July 21, 2026.

First Reading: July 21, 2026
Second Reading: Waived

Summary for Publication:
Ordinance 2026-11 updates City Code regarding conduct on licensed rental premises and clarifies which offenses can lead to a rental property being designated as disorderly. The ordinance does not

change the intent of the code section, but adds clarity and also includes a section that clarifies that someone seeking emergency assistance cannot lead to a property being designated as disorderly.

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

Approved for summary publication by the Edina City Council July 21, 2026.

Purchase Request

July 21, 2026
City Council

Item Number: 6.5
Department: Fire

Item Activity: Action
Prepared By: Jeff Brown, Community Health Administrator

Item Title: Cannabis and Substance Use Prevention Services Agreement with City of Bloomington

Action Requested:
Approve amendment to Cannabis and Substance Use Prevention Services Agreement between the Cities of Edina and Bloomington.

Requisition Number: 12600192

Vendor: City of Bloomington

Equipment Status: NA

Funding Source: CSUP Grant - Minnesota Department of Health

Cost: $178,070

Information/Background:
This amendment will extend an existing service agreement between Edina and Bloomington for services related to the Cannabis and Substance Use Prevention grant provided to the City of Edina Community Health Board, and the related grant duties. This amendment will extend the term of the agreement until June 30, 2028 and increase the amount of the agreement by $178,070.00. This agreement is completely funded by the Cannabis and Substance Use Prevention Grant.

Resources/Financial Impacts:
Funded completely by Cannabis Substance Use Prevention Grant.

Relationship to City Policies/Plans/Budget Pillars:
Grant duties align with the Edina Community Health Board's (City Council) statutory duties in M.S. 145A.04 to 'promote healthy communities and healthy behavior through activities that improve health in a population'. Grant duties include outreach and education to the community around prevention of substance abuse.

Values Impact:

Engagement	CSUP Grant duties include outreach and education to the community around substance abuse.
Equity	Grant duties include advancing health equity as a goal. As a vendor, Bloomington Public Health incorporates Health Equity into activities whenever possible.

Health	With the legalization of cannabis, community members should be aware of effects of use and abuse. The grant also allows funds to be used for other substance abuse prevention education, so outreach will go beyond cannabis only.
Stewardship	Agreement completely funded by grant from the Minnesota Department of Health.

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

Purchase Request

July 21, 2026
City Council

Item Number: 6.6

Department: Public Works

Item Activity: Action

Prepared By: Derik Otten, Facility Manager, Nathan Kaderlik, Assistant Director-Utilities, Davion Conover, Equipment Operations Supervisor

Item Title: Purchase Request: Jetting Hydro Excavator Truck

Action Requested:
Approve Purchase Request for Jetting Hydro Excavator Truck with Flexible Pipe Tools and Equipment for $681,413.

Requisition Number: 12600193

Vendor: Flexible Pipe And Tool Company

Equipment Status: Replacement

Funding Source: CIP

Cost: $681,413

Information/Background:
This truck is used during emergency water main breaks, sewer jetting / backups and in everyday operations. This truck is for the utilities division. It is purchased as part of a state purchase contract. It is replacing a current truck.

Resources/Financial Impacts:
Capital Equipment Fund

Relationship to City Policies/Plans/Budget Pillars:

This piece of equipment is used to provide preventative maintenance for the City's infrastructure and provide emergency repairs.

Strong Foundation

Reliable Service

Values Impact:

Stewardship

Purchasing this piece of equipment now ensures reliable service for the City during emergencies.

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

Purchase Request

July 21, 2026
City Council

Item Number: 6.7

Department: Public Works

Item Activity: Action

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

Item Title: Purchase Request: Construction Materials Testing at West 72nd Street

Action Requested:
Approve Purchase Request for Construction Materials Testing at West 72nd Street with Braun Intertec for $29,506.

Requisition Number: 12600197

Vendor: Braun Intertec

Equipment Status: NA

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

Cost: $29,506

Information/Background:
This contract is for construction material testing to support 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.

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Values Impact:

Engagement	Residents have voiced many concerns about traffic speeds, volumes and pedestrian safety.
Stewardship	Replacing aging infrastructure at the appropriate time is sound asset 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).

None

Purchase Request

July 21, 2026
City Council

Item Number: 6.8

Department: Public Works

Item Activity: Action

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

Item Title: Purchase Request: Temporary Power Line Move for Rosland Park Pedestrian Bridge

Action Requested:
Approve Purchase Request for Temporary Power Line Move for Rosland Park Pedestrian Bridge with Xcel Energy for $37,423.

Requisition Number: 12600198

Vendor: Xcel Energy (Northern States Power Company)

Equipment Status: NA

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

Cost: $37,423

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.

This purchase will provide space for the contractor to work safely near power lines and reduces the risk of outages in the area.

Resources/Financial Impacts:
Project is funded from legislative directed, MnDOT, PACS, MSA, and Centennial Lakes TIF funds. The total project costs is estimated at $8.0 million.

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.

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Strong Foundation Reliable Service

Values Impact:

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

Purchase Request

July 21, 2026
City Council

Item Number: 6.9
Department: Public Works

Item Activity: Action
Prepared By: Aaron Ditzler, Assistant City Engineer

Item Title: Purchase Request: ENG 26-9 2026 Watermain Improvements

Action Requested:
Approve Purchase Request for 2026 Watermain Improvements with Kurilla Contracting Company for $574,874.45.

Requisition Number: 12600199

Vendor: Kurilla Contracting Company

Equipment Status: N/A

Funding Source: Watermain CIP ENG23035

Cost: $574,874.45

Information/Background:
The project involves replacement of deteriorated watermain pipe and valves with 1,950 feet of new watermain at two locations:

1. Under Nine Mile Creek at 5901 Lincoln Drive, and
2. Along Long Brake Trail, Delaney Boulevard, Coventry Way and Shannon Circle in the Dewey Hill A and B neighborhood.

A majority of the work will occur via horizontal directional drilling of the watermain pipe. Restoration of pavement and turf will occur following the watermain improvements by open-cut excavation. Both project areas have been prone to waterman breaks and other operational challenges.

Resources/Financial Impacts:
The improvements are listed in the 2025-2030 Capital Improvement Plan (CIP) under CIP number ENG23035. The improvements will be funded by the water utility fund. Public Works will maintain the infrastructure following the warranty period.

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.

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Values Impact:

Stewardship	Replacing aging infrastructure at the appropriate time is sound asset 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).

None

Purchase Request

July 21, 2026
City Council

Item Number: 6.10
Department: Public Works

Item Activity: Action
Prepared By: Nathan Kaderlik, Assistant Director-Utilities

Item Title: Purchase Request: Sanitary Lift Station #6 Odor and Corrosion Control Study

Action Requested:
Approve Purchase Request for Sanitary Lift Station #6 Odor and Corrosion Control Study with Apex Engineering Group for $34,846.

Requisition Number: 12600200

Vendor: Apex Engineering Group

Equipment Status: N/A

Funding Source: Sanitary Sewer Utility Fund

Cost: $34,846.00

Information/Background:
The purpose of the proposed study is to conduct aqueous and atmospheric monitoring of hydrogen sulfide at strategic locations in the wastewater collection system that contribute to Lift Station No. 6, to quantify current odor conditions, and possibly identify sources of odor and corrosion. After sampling has been conducted, recommendations will be made regarding odor control technologies and locations. Preliminary sizing of equipment and opinions of probable costs will also be developed, along with the potential for further study and pilot testing. The ultimate goal of the study is to provide the Edina Public Works Utility with recommendations for a potential strategy to control odors and corrosion effectively and economically within the wastewater collection system contributing to Lift Station No. 6.

Resources/Financial Impacts:
This study is funded from the sanitary sewer utility fund.

Relationship to City Policies/Plans/Budget Pillars:
This project aligns with the Comprehensive Plan's Water Chapter for effective wastewater conveyance.

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Values Impact:

Engagement — Residents have noted odor concerns near this facility. This study will determine possible options to reduce odors.

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 Report

July 21, 2026
City Council

Item Number: 6.11 **Department:** Police

Item Activity: Action **Prepared By:** Jacob Heckert, Lieutenant

Item Title: Hennepin County Joint Community Police Partnership Contract Amendment

Action Requested:
Approve the contract amendment with Hennepin County to extend the Joint Community Police Partnership contract.

Information/Background:
The Joint Community Police Partnership (JCPP) is a collaborative program between Hennepin County and local police departments, where a liaison is embedded in the Edina Police Department to organize community events and facilitate dialogue with residents. This amendment extends the existing contract with Hennepin County for the JCPP program for two years.

Resources/Financial Impacts:
This is an extension of an existing contract and is within budget.

Relationship to City Policies/Plans/Budget Pillars:

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Values Impact:

Engagement	The JCPP liaison engages with the community through events and programming.
Equity	Programming is designed to reflect the backgrounds, identities, and lived experiences of youth and community members. By ensuring that outreach and engagement efforts are accessible, representative, and community-driven, the JCPP liaison helps reduce gaps in trust and participation across different groups within 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).

None

EDINA MINNESOTA

Item Report

July 21, 2026
City Council

Item Number: 6.12 **Department:** Public Works

Item Activity: Action **Prepared By:** Marisa Bayer, Sustainability Manager

Item Title: Energy & Environment Commission Mid-Point Work Plan Modification

Action Requested:
Approve mid-point work plan modification.

Information/Background:
The Energy & Environment Commission (EEC) voted to discontinue Work Plan Initiative 7, Green Business Outreach Program (GBOP) from its 2026-2027 Work Plan at the May 2026 EEC meeting due to lack of interest from the business community. The commission approved an alternative work plan item related to dark skies at the July 2026 EEC meeting. The initiative will explore options for dark skies lighting ordinances, including best practices like: safety and security; reducing light pollution that obscures star visibility and minimizes artificial light exposure; wildlife protection for migratory birds, insects and pollinators; and removing unnecessary illumination that can reduce energy costs. This item will be Council Charge 2: Study and Report.

EEC is requesting Council approve this mid-point work plan modification. Staff support the modification request.

Resources/Financial Impacts:
No budget required for Council Charge 2: Study and Report.

Relationship to City Policies/Plans/Budget Pillars:
Reducing light pollution is an action in the Climate Action Plan's Buildings & Energy sector.

Values Impact:

Engagement	The Energy & Environment Commission work plan creates an opportunity for City Council and the advisory body to align priorities and support meaningful resident participation in local government.
Health	Dark skies initiatives can remove unnecessary artificial illumination, which has both mental and physical health benefits.
Sustainability	Dark skies initiatives promote energy conservation and can reduce greenhouse gas emissions from electricity, supporting Edina's climate goals. In addition, removing unnecessary illumination protects migratory birds, insects and pollinators.

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. EEC Dark Skies Initiative Description

EEC Mid-point Work Plan Modification

Initiative Title: Explore Options for Dark Skies Lighting Ordinances

Initiative Description:

What will we do:

- Contact Starry Skies North, Minnesota's local chapter of DarkSky International, to see what information/resources are available.
- Research Edina's existing ordinances (ex: Sec. 36-1260) and how they compare to those of other cities both in terms of the quality of standards being used and the level to which those standards are being enforced.
- Research what DarkSky compliant ordinances could potentially be implemented in Edina as allowed by existing Minnesota Statutes (ex: Chapter 16B.328 Outdoor Lighting Fixtures Model Ordinance & Chapter 216C.19 Energy Conservation).
- Create advisory communication and report summarizing findings.

The impact of dark skies ordinances and best practices include safety and security, minimizing the disruptive effects of artificial light exposure, wildlife protection for migratory birds, insects and pollinators, removing unnecessary illumination and reducing energy costs, and reducing light pollution that obscured star visibility.

Deliverable:
Deliverable is an Advisory communication and report summarizing findings.

Targe Completion Date:	**Owner:**	**Contributors:**
Q4 2027	Chris Olson	Cory Lukens

Council Charge: ☐ 1: Review & Comment ☒ 2: Study & Report ☐ 3: Review & Recommend ☐ 4: Review & Decide ☐ 5: Event

Budget Required (completed by staff): No budget required for a study & report.

Staff Support Required (completed by staff): Minimal staff time will be required to support outside the Staff Liaison's time. Some hours may be needed by Planning and Facilities to share information about existing zoning and building code implications.

Liaison Comments: The Commission has expressed interest in exploring how to minimize light pollution in the community. This is the first step to understanding what might be possible in reducing light pollution beyond what existing code already does.

EDINA
MINNESOTA

Item Report

July 21, 2026
City Council

Item Number: 6.13

Department: Public Works

Item Activity: Action

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

Item Title: Traffic Safety Report of May 26, 2026

Action Requested:
Approve the recommendations of the Traffic Safety Committee.

Information/Background:
The Traffic Safety Committee recommends action on three items and further study on one item. The Transportation Commission reviewed the report at their July 16 regular meeting and provided one additional recommendation. See attached staff 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 this report 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." The staff recommendations are guided by the Minnesota Manual on Uniform Traffic Control Devices and the City's local traffic policies.

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

1. Traffic Safety Report of May 26, 2026

The CITY of EDINA

CITY GOALS: Strong Foundation | Reliable Service | Livable City | Better Together

Staff Report

Date: July 21, 2026

To: Mayor and City Council

From: Nick Bauler, Traffic Safety Coordinator

Subject: Traffic Safety Report of May 26, 2026

Information/Background:

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on May 26. The Traffic Safety Coordinator, Engineering/Public Works Director, Police Sargeant 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 July 21 meeting.

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

A1. Request for Share the Road sign on Valley View Rd

Description	Resident concerned with the gap between bike facilities between McCauley Trail, Valley View Road and Hwy 169 Frontage Road.
AADT	3,043 (2023)
Crashes	One at each end of segment of concern.
Previous Work	McCauley was overlaid in 2025
Current Facilities	Standard bike lanes on Valley View end at McCauley. Sidewalks end on both ends of segment.
Proposed Facilities	A shared-use path is proposed along McCauley.
Safe & Equitable Mobility Action Plan	This roadway is not on the Roadway Safety Priority Networks.

Staff recommends a Share The Road signs along McCauley Trail and Hwy 169 frontage road.

A2. Request for Accessible parking near Rosland tennis/pickleball courts

Description	With high-use of courts off W 64th St, a request for an accessible parking spot is requested.
ADT	238 (2012)
85% Speed	24.4 MPH (2012)
Crashes	One eastbound vehicle ran-off-road DUI.
Miscellaneous	Rosland Bridge to be replaced *soon*
Safe & Equitable Mobility Action Plan	This roadway is not on the Roadway Safety Priority Networks.

Staff recommends adding one accessible parking space on W 64th St during the Rosland pedestrian bridge project.

A3. Request to increase crosswalk treatment at Interlachen Blvd and Vandervork Ave

Description	Continued complaints and petition about lack of traffic stopping for pedestrians and added flashers can better inform drivers of users intending to cross.
AADT	7,260 (2024)
Crashes	None reported in past ten years.
Bike & Ped Crosses	61 Bike and Pedestrian crosses in one day Peak hour of 12 crosses (7:30-8:30 AM)
Crossing Distance	35' – two travel and two bike lanes.
Past & Future Work	Interlachen was overlaid in 2019. Interlachen is anticipated a 2021 reconstruction,
Crosswalk Policy	Policy recommends current treatment: in-street markings with road-side signs.
Safe & Equitable Mobility Action Plan	This intersection is identified as Very High Priority on the Roadway Safety Priority Networks.

Staff recommends adding Rectangular Rapid Flashing Beacons in coordination with the anticipated 2027 Interlachen Blvd street reconstruction project. Staff have already added advanced crosswalk warning signs and an in-street crossing sign to increase crossing safety.

The Transportation Commission recommends adding Rectangular Rapid Flashing Beacons with the anticipated 2027 Interlachen Blvd street reconstruction project.

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

C1. Review street parking on Sherwood Road

Description	Resident on Pinewood is requesting to remove 2-hour parking restrictions on Sherwood to allow clinic employees street parking, instead of parking on Pinewood Tr.
Current Parking	Parking restricted on west side (enacted in 1993), with 2-hour restrictions on east side.
ADT	506 (2007)
Crashes	None reported in past ten years.
Future Work	Sherwood overlay in 2026.
Street Width	29', measured aerially (Living Streets allows two-sided parking).
Miscellaneous	Clinic policy restricts workers from parking in parking lot. Police respond frequently to six-hour restriction ordinance on Pinewood.

Safe & Equitable Mobility Action Plan	This roadway is identified as High Priority on the Roadway Safety Priority Networks.

Staff needs further study of street parking history in the district and relevant safety countermeasures.

Section D: Other traffic safety items handled

D1. Many requests submitted for added traffic control on W 66th St at West Shore. All-way stops, signals and roundabouts were reviewed and not recommended. Staff will add W 66th to the list for the portable speed display sign to raise speed awareness.

D2. A complaint submitted regarding a car parked in accessible parking space without proper identification. The requestor was notified to contact non-emergency police for enforcement.

D3. Requests for crosswalk over Vernon Ave at Schaefer Rd. The request was sent to Hennepin County staff for review.

D4. Complaints made of trash bins placed I the bike lane within the 5200 block of Blake Rd. The Health Division sent a notice to the home owner of proper trash placement.

D5. A request for all-way stop controls on both sides of Gus Young Ln due to congestion from HWY 100 bridge project detours. Added stops are not warranted and may lead to further congestion or unsafe movements.

D6. A driver request a Do Not Block Driveway sign in front of entrance to 6500 France Ave. The driver was encouraged to speak to the building management for such signage.

D7. A staff member at a daycare center on W 42nd St requested a school sign to be replaced following a recent street reconstruction project in the area. Upon review the sign was still in place.

D8. Requests for the speed display sign on Blake Rd near Mirror Lake and Valley View Rd near Edina High School. These locations were added to the display sign list.

D9. A resident requested speed bumps on Sunnyside Alley between Grimes Ave and Wooddale Ave. City staff requested feedback of adjacent properties when the pavement was rehabilitated in 2024. The majority of properties were not in favor of the speed bumps and were not installed.

Item Report

July 21, 2026
City Council

Item Number: 6.14 **Department:** Community Development

Item Activity: Action **Prepared By:** Cary Teague, Community Development Director

Item Title: Ordinance 2026-10: Amendment Regarding Reasonable Accommodations

Action Requested:
Adopt the Ordinance Amendment as written and grant second reading.

Information/Background:
The Americans with Disability Act (ADA) and Federal Fair Housing Act (FHA) require cities to ensure individuals who have disabilities have equal access to housing and city programs or services. The ADA requires equal access to city-provided programs, services, or property. The FHA applies to equal opportunity to use and enjoy housing. Courts have interpreted the FHA to require consideration of accommodation from zoning requirements if that may afford the individual the opportunity to live in a residential dwelling.

If a specific disability-related barrier prevents an individual from achieving either of these goals, the individual is permitted under the applicable federal law to request accommodation to address the barrier they face. They may request a waiver or modification of city regulations, policies, services, programs, or procedures, including zoning and housing regulations. Federal law sets the standard for evaluating these requests and cities are not required to grant requests for reasonable accommodation if they do not meet legal standards. However, federal law does not contain specific instructions for how a city must process these requests. The purpose of this ordinance is to establish a formal process for handling accommodation requests according to federal legal standards. This will provide clarity to the public regarding how individuals may submit a reasonable accommodation request.

Supporting Documentation:
None

The City Council of Edina, Minnesota Ordains:

Section 1. Chapter 2 - ADMINISTRATION of the Edina City Code is hereby amended to add a new Article XI to read as follows:

Article XI – REASONABLE ACCOMMODATION

Sec. 2-796. - Policy and intent.

The city has authority and a legitimate interest to impose regulations, policies, and procedures protecting the public health, safety, and welfare, including regulating the use of land and housing within its boundaries, and to establish programs and services beneficial to its community. It is the policy and intent of the city to ensure that persons with disabilities have a process by which to seek reasonable accommodation when programs or services may not be equally accessible to them or when the application of city regulations, policies, or procedures may not allow fair and equal access to housing pursuant to the Americans with Disabilities Act and the Federal Fair Housing Act, including any amendments to such Acts.

Sec. 2-797. - Definitions.

The following words, terms, and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Disability means those disabilities or handicaps [PA1] which are recognized under the Americans with Disabilities Act or the Federal Fair Housing Act, including amendments to such Acts, as applicable.

Person means an individual with a disability.

Reasonable accommodation means a waiver or modification to the city's regulations, policies, services, programs, or procedures, including zoning and housing regulations, that is reasonable and necessary to allow a person to have equal opportunity to use and enjoy housing and city programs and services without fundamentally altering the nature of the city's regulations, policies, services, programs, or procedures or otherwise imposing an undue financial or administrative burden on the city.

Sec. 2-798. - Process.

a. *Application.* A person or their authorized representative, or an organization, company, corporation, or other legal entity providing or owning housing for the benefit of a person(s) may apply for a reasonable accommodation on an application form provided by the city. Forms must be submitted to the City Community Development Director. The application

shall include a detailed explanation of the specific modification or waiver sought and how that modification or waiver is both reasonable and necessary to provide a person with a qualifying disability with equal access or use of city programs or services, or fair and equal access to the specific housing available to the person, as applicable. If there is a request to exceed any City zoning regulations, the application shall include an updated survey per City Policy for surveys. The applicant should address the factors outlined in part (b) of this section. If the request requires additional city reviews or approvals, the applicant shall file the reasonable accommodation request concurrently with those other applications.

b. *City Review.* Withing 15 business days of receiving an application, city staff, in consultation with the city attorney, shall determine whether an application is complete or if additional information is needed, contact the applicant for such information before deeming such application complete. Within sixty (60) days of receipt of a completed application, City shall mail to the applicant a decision granting or denying the accommodation requested, or granting an alternative reasonable accommodation, based on the following factors:

    1. Whether there is a qualifying disability under the applicable federal law;

    2. Whether the request is necessary to allow the person equal opportunity to use and enjoy a dwelling or live in a particular residential neighborhood as individuals without disabilities, or to allow a person equal access and use of city programs or services as individuals without disabilities, as applicable;

    3. Whether the request is reasonable in scope and nature considering:

        i. Whether the request would constitute a fundamental alteration of the nature of a city's regulations, policies, services, programs, or procedures applicable to the request, including as to the request's impact on surrounding uses;

        ii. Whether the request would impose an undue financial or administration burden on the city;

        iii. Any alternatives that may meet the need of the person without causing undue financial or administrative burden on the city or a fundamental alteration of the city's regulations, policies, services, programs, or procedures applicable to the request; and

    4. Any other information that may have bearing on the request, as determined by the city in compliance with applicable law. Applicants may supplement their application with additional information bearing on the request at any time before the City issues its written decision.

c. *Written Decision.* The City's decision shall be in writing and include notice of the right to appeal the decision pursuant to part (d) of this section. The decision shall be mailed to the applicant and, if a zoning-related decision, mailed to all owners of property immediately adjacent to the property, but not including those separated by a public street, a maximum of 10 days following the decision.

d. *Conditions.* A granted reasonable accommodation does not run with the land unless the city identifies in its written decision that the accommodation would be physically integrated into the residential structure such that it cannot be easily removed or altered. If a future owner or occupant desires to keep a reasonable accommodation not running with the land, they must apply to the city under part (a) of this section. The city may also require in its written decision that the applicant record a covenant agreeing to comply with certain conditions related to the factors for approval for a reasonable accommodation granted with respect to the use of real property.

e. *Appeal.* An applicant or immediately adjacent property owner receiving notice of a reasonable accommodation decision may appeal to the city council by submitting a written request setting forth fully the grounds for appeal to the City Community Development Director within 10 days after the decision is mailed to the aggrieved party. The City Council will hold a public hearing within sixty (60) days of receiving a written request for appeal to reconsider the decision based on the factors outlined in part (b) of this section. The applicant and the appealing party may present testimony or evidence at this hearing.

f. *No Fees.* No fees shall be charged for an application for a reasonable accommodation or an appeal thereof.

g. *Noncompliance.* Failure to apply for a reasonable accommodation prior to initiating any use of property that is in violation of city code does not preclude the city from taking any criminal or civil action to enforce such violations of city code. [PA2] The City Community Development Director may also at any time revoke or modify a granted reasonable accommodation if any of the conditions of such accommodation are violated. Revocation or modification of a granted reasonable accommodation is appealable within 10 days after notice of revocation or modification as set forth in part (e) of this section.

Section 2. Effective date. This ordinance becomes effective immediately upon its passage and publication.

First reading: June 16, 2026
Second reading:
Published:

Summary for Publication:
The Americans with Disability Act (ADA) and Federal Fair Housing Act (FHA) require cities to ensure individuals with disabilities have equal access to housing and city programs or services. The ADA requires equal access to city-provided programs, services, or property. The purpose of this ordinance is to establish a formal process for handling reasonable accommodation requests according to federal standards. This will provide clarity to the public regarding how individuals may submit a reasonable accommodation request.

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

Approved for summary publication by the Edina City Council July 21, 2026.

EDINA
MINNESOTA

Item Report

July 21, 2026
City Council

Item Number: 6.15 **Department:** Administration

Item Activity: Action **Prepared By:** Ari Lenz, Deputy City Manager

Item Title: City Manager Employment Agreement

Action Requested:
Approve a proposed extension of the City Manager's current employment agreement's terms and conditions to expire on Friday, January 8, 2027

Information/Background:
On January 26, 2026, the City Manager announced his plan to retire on January 8, 2027. In the City Manager's employment agreement, under section 2, Terms and Termination, it states, "The term of this Agreement is for three (3) consecutive years commencing on January 1, 2024 ("effective Date") and ending on December 31, 2026." However, under section 18 of the City Manager's employment agreement it states, "If both parties mutually agree, and provide mutual written notice to the other, this Agreement may be extended, with no material changes, for additional two-year periods, beginning in January 1, 2026, without additional action by the Employer."

The City Manager has provided the City his written notice, per the employment agreement, requesting an eight-day extension of the current employment agreement to conform with his retirement date of January 8, 2027. For both clarity and transparency purposes, staff request the Council approve the proposed action to serve as the City's official written notice to extend the City Manager's employment agreement to expire on his proposed retirement date of January 8, 2027

Supporting Documentation:
None

EDINA
MINNESOTA

Item Report

July 21, 2026
City Council

Item Number: 6.16 **Department:** Administration

Item Activity: Action **Prepared By:** Sharon Allison, City Clerk

Item Title: Resolution No. 2026-39: Appointing Election Judges for the August 11 Primary and November 3 General Elections

Action Requested:
Approve Resolution No. 2026-39 appointing election judges for the August 11, 2026 Primary and November 3, 2026 General Elections.

Information/Background:
M.S. 204B.21, Subd. 2, requires the Council to appoint election judges for election.

From the attached list, staff will make assignments to ensure the required party balance and number of election judges.

Supporting Documentation:
1. Exhibit A

Resolution No. 2026-39: Appointing Election Judges for the August 11 Primary and November 3 General Elections

Whereas, Minnesota Election Law 204B.21 requires that persons serving as election judges be appointed by the Council at least 25 days before election.

BE IT RESOLVED by the Edina City Council that the individuals names on Exhibit A, and on file in the office of the City Clerk be appointed as the City of Edina Election Judges for the August 11, 2026 Primary and November 3, 2026 General Elections; and

BE IT FURTHER RESOLVED the Edina City Council also establishes an Absentee Ballot Board as authorized under Minn. Stat. 203B121; and

BE IT FURTHER RESOLVED that the Edina City Clerk is with this, authorized to make any substitutions or additions as deemed necessary.

Dated: July 21, 2026

Exhibit A

Vyan Abdullah
Kamille Hawkinson
Andrea Bender
Leon Berg
Robert Beyerl
John Bjorklund
Sheila Bjorklund
Yvonne Bjorklund
Janice Bolin
Joan Bonello
Joan Marie Mason Bowlin
Rachel Brekke
Sherra Buckley
Paula Budde
Kim Budish
Nancy Carlson
Kathleen Carter
Susan Chandler
Erin Choudhary
Diane Cisewski
Susan Clark
Jennifer Collins
Deidre Corniea
Deborah Croker
Robert Cummins
Shawn Curti
Michelle D'Almeida Araujo
David Dahl
Melissa Dahl
Mary Dalsin
Amy Dermarest
Claire Dempsey
Cassi Dermody
Janice DeSirey
Julie Donovan
Jan Doudiet
Jim Doudiet
Scott Forbes
Alison Ford
Carrie Fordahl
Kathryn Fredell
Michelle Freese
Kelly Fries
Victoria Keats Frost
Denise Gamache
Devorah Goldstein
Kimberly Griswold
Jonathan Gross
Carolyn Hagford
Andy Halper
Lizabeth Halva
John Haugen
Esther Haskvitz
John Hatzung
Lisa Hatzung
John Haugen
Kamille Hawkinson
Joy Hazucha
Eileen Hokkanen
Lynn Hovde
Karen Huffman
Madeline Isaacson
Michael Jehring
Cecily Johnson
Grant Johnson
Laura Johnson
Karl Junke
Donna Jurina-Monaghan
Patricia Karasov
Susan Keator
Louise Kellams
Brian Kemp
Victoria Paprocki Kent
Carol Kerr
Leslie-Ann Kiedrowski
Linda King
Tom Kluis
Maggie Knack
Mary Knapp
Beth Kolles
Judith Krzyzek
Rob Latta
Gabriela Outhaitep Leovan
Dan Lew
Susan Lundgren
Teresa Luterbach
Linda Maetzold
Catherine Mahowald
Traci Mann
Lori Manning
Winnie Martin
Mary McDonald
Kathryn Miesen
Nancy Miller
Deborah Minkler
Marina Mortoglou
Sally Narey
Jai Negri
Lorna Nelson
Debra Neuger
Sarah Neumeier
Patrick Nolan
Donald Nygaard
Nanette Nys
Katherine Oberle
Norman Owens
Katherine Palmquist
Kathryn Patzner
Tracy Pepper
Jason Peterson
Taylor Polomis
Linda Prethus
Paul Prethus
Allyson Price
Carl Priest
Hansel Ramirez-Ferrer
Eric Rehm
Joshua Riley
Elaine Doris-Rivera
Susan Robb
Gil Robles
Gregory Roers
Rebecca Koenig Roloff
Rebecca Rorke
Tamara Marie Rosselit
Russel Rubin
Nancy Ryman
Erica Schmiel
Sara Schwiebert
Robert Scott
Marty Sedoff
Jessica Shortall
Mary Skube
Del Smith
Megan Anne Smith
Ruth Smith
Tanya Snyder
Anne Marie Solberg
Mary Stanton
Mara Stelzer
Michelle Swanson
Christine Sweeney
Ann Swenson
Haidee Tan
Stephanie Thomas
Ann Thompson
Kalsang Topgyal
Terri Traudt
Judith Trombley
Mary Watson
Martha Weicht
Barbara Wendt
Carolyn Wenger
Wayne Wenger
Cristina Werling
Laura Westlund
Ardis Wexler
Kelly Wheaton
Nancy Williams
Ron Williamson
Amy Wimmer
Lynne Winninger
Lisa Wittmer
Michael Wood
Hilary Zuleger

Item Report

July 21, 2026
City Council

Item Number: 7.1
Department: Public Works

Item Activity: Information
Prepared By: Andrew Scipioni, Transportation Planner

Item Title: 2025 PACS Fund Summary Report

Action Requested:
None.

Information/Background:

The PACS Funds available in 2025 were $1,828,443. This includes $106,439 in rollover funds from 2024. Approximately $555,397 will be deducted from the current (2026) PACS Fund budget. $2,383,840 (130%) of available funds were spent on PACS-related projects and items in 2025 (an increase of approximately $900,505 or 61% from 2024). About 1.5 miles of new pedestrian and bicycle facilities were installed in 2025 using the PACS Fund (the same as 2024). See attached staff report and supporting materials.

Resources/Financial Impacts:
New multi-modal facilities are constructed as part of roadway reconstruction, roadway maintenance, external agency projects and stand-alone projects. Off-street facilities are maintained per the City's Sidewalk Maintenance Policy.

Relationship to City Policies/Plans/Budget Pillars:
PACS Fund projects support goals within the Comprehensive Plan, Living Streets Plan, Climate Action Plan, and Pedestrian and Bicycle Master Plan.

Strong Foundation

Livable City

Values Impact:

Equity	These projects seek to improve safety for pedestrians and cyclists, who face a greater risk of serious injury on roadways than motorists.
Health	These projects seek to encourage more active transportation within the community by providing safe, comfortable multi-modal facilities.
Sustainability	These projects seek to reduce the City's greenhouse gas emissions by encouraging use of sustainable transportation modes.

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. 2025 PACS Fund Report
2. 2025 PACS Fund Summary Table (Board Portal)
3. 2025 PACS Fund Projects Map (Board Portal)
4. Staff Presentation

Date: July 21, 2026

To: Mayor and City Council

From: Andrew Scipioni, Transportation Planner

Subject: 2025 Pedestrian and Cyclist Safety Fund Report

Information / Background:

The PACS Funds available in 2025 were $1,828,443. This includes $106,439 in rollover funds from 2024. Approximately $555,397 will be deducted from the current (2026) PACS Fund budget. $2,383,840 (130%) of available funds were spent on PACS-related projects and items in 2025 (an increase of approximately $900,505 or 61% from 2024). About 1.5 miles of new pedestrian and bicycle facilities were installed in 2025 using the PACS Fund (the same as 2024). Table 1 shows a breakdown of all related expenditures in 2025. Detailed project costs and locations are shown in the attached summary table and project map.

PACS Project Type	Cost		Percentage
New Pedestrian & Bicycle Facilities	$ 1,073,724		45.0%
Maintain Existing Pedestrian & Bicycle Facilities	$ 40,995		1.7%
Final Payments for Previous Projects	$ 296,187		12.4%
Total Construction:		**$ 1,410,906**	**59.1%**
Professional Services	$ 814,529		34.2%
Promotional Activities	$5,617		0.2%
Other (maintenance, supplies, etc.)	$ 10,449		0.5%
Transportation Planner Salary and Benefits	$ 142,339		6.0%
Total Administrative:		**$ 972,934**	**40.9%**
Total 2024 PACS Expenditures:		**$ 2,383,840**	**100.0%**

Table 1: 2025 PACS Fund Expenditures

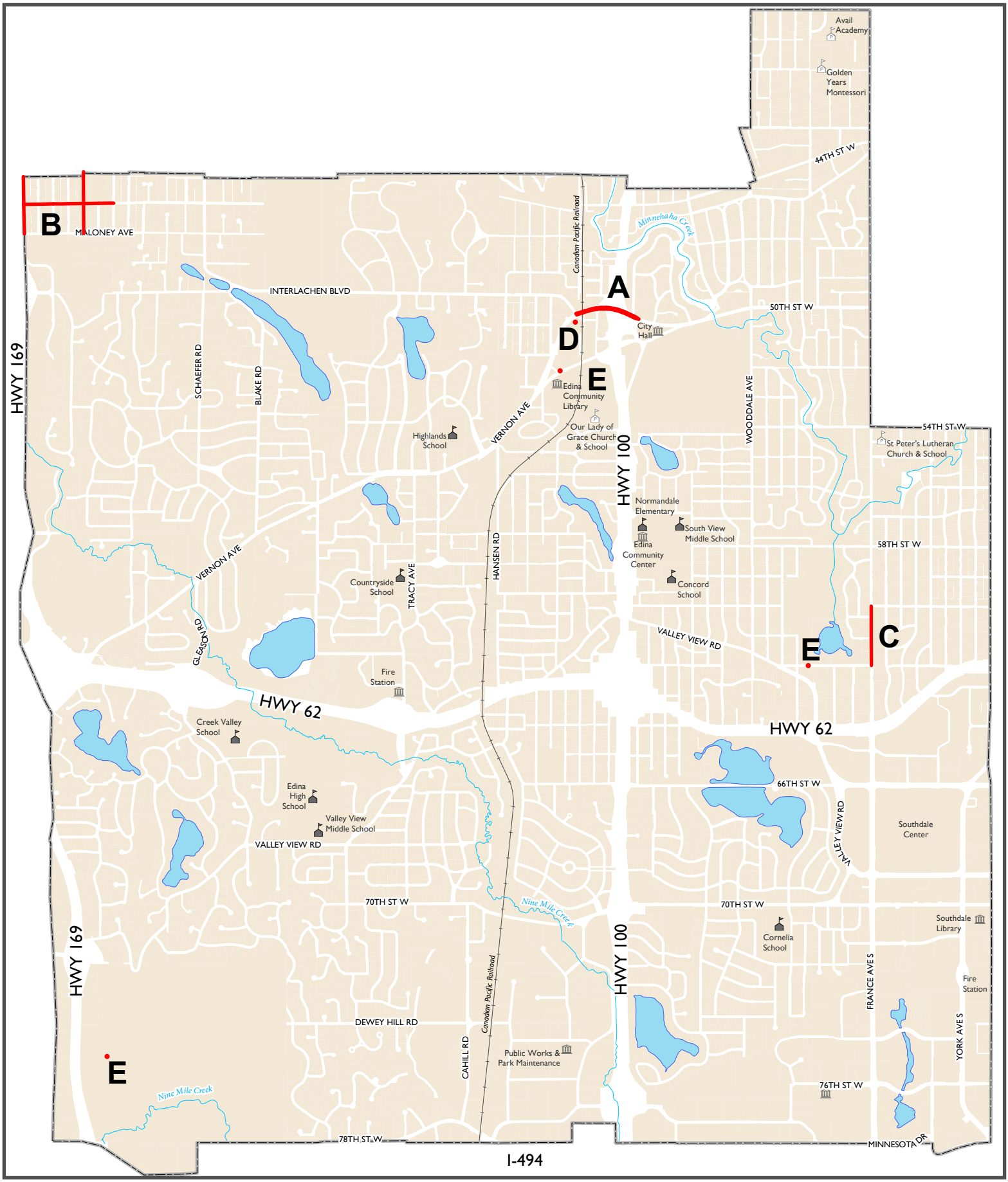
While most of the costs shown are actual construction costs, some are estimated based on pending final payments to contractors.

Attached:
2025 PACS Fund Summary Table
2025 PACS Fund Projects Map

2025 Pedestrian and Cyclist Safety Fund Expenditures

Revenue		
	Franchise Fees =	$ 1,566,383.88
	Intergovernmental (Grants) =	$ -
	Other =	$ 155,619.74
	2024 PACS Fund Rollover =	$ 106,439.51
	2025 PACS Budget =	**$ 1,828,443.13**

Category	Project	Location	Map Key	Approx. LF of New Facility	Notes	Cost	% of Expenditures
Construction	Vernon Avenue shared-use paths	Interlachen Blvd to Grange Rd	A	2,491	Vernon Avenue and Highway 100 Interchange	$ 100,000.00	57.5%
	Presidents sidewalk, shared-use paths		B	4,331	Presidents A/B roadway reconstruction	$ 347,350.87	
	France Ave sidewalk	W 60th St to W 62nd St	C	1,260		$ 625,566.10	
	Edina Liquor Store bike racks	5013 Vernon Ave	D		3 units	$ 807.00	
	Final payments on 2024 projects					$ 296,186.63	
Maintenance	Sidewalk Inspection Program				DeepWalk sidewalk inspection software	$ 3,500.00	1.7%
	Rectangular Rapid Flashing Beacons	Eden Ave, W 62nd St, Braemar Blvd	E		Concrete bases, electrical equipment, signage	$ 32,259.94	
	Mobile dynamic display speed sign					$ 5,235.40	
Professional Services	Safe & Equitable Mobility Action Plan development				Alliant Engineering	$ 100,456.08	34.2%
	France Ave sidewalk	W 60th St to W 62nd St			Bolton & Menk	$ 133,270.50	
					Barn Intertec	$ 14,722.00	
	Rosland Park pedestrian bridge	Hwy 62			Snow Kreilich Architects	$ 17,453.00	
					Bolton & Menk	$ 485,446.00	
					Braun Intertec	$ 14,086.80	
	France Ave sidewalk	W 62nd St to Hwy 62			Bolton & Menk	$ 40,482.00	
	Wooddale Ave bridge	Minnehaha Creek			SEH	$ 330.98	
	Interlachen Blvd shared-use path	Blake Rd to Mirror Lakes Dr			SEH	$ 1,919.69	
	W 66th St sidewalk	Ridgeview Dr to Josephine Ave			Braun Intertec	$ 820.50	
	Final payments on 2024 projects				Braun Intertec	$ 5,541.00	
Promotion	E-bike safety campaign				Sidewalk stickers, social media ads, flyers	$ 4,546.72	0.2%
	Bike bells					$ 455.00	
	Bike lights					$ 615.76	
Other	Internal services (I.T., equipment maintenance)					$ 10,449.04	0.4%
Staff	One full-time employee (direct and indirect labor costs)	Transportation Planner				$ 142,339.25	6.0%
					Total =	**$ 2,383,840.26**	100.0%
				8,082	**Rollover to 2026 Budget =**	**$ (555,397.13)**	



City of Edina
2025 PACS Fund Projects

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June 2026

Feet

The CITY of EDINA

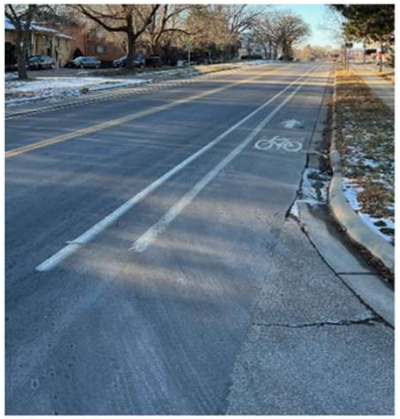
2025 Pedestrian and Cyclist Safety Fund Summary Report

July 21, 2026

EdinaMN.gov

Agenda

- PACS Fund overview
- 2025 Expenditures
- 2025 Projects
- 2026-2027 Projects



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PACS Fund Overview

- Approved in 2012
- Revenue from utility franchise fees (~$1.5M annually)
- Used exclusively for non-motorized transportation network improvements

The CITY of EDINA

2025 Expenditures

- $1,828,443 available
- $2,383,840 spent on PACS items (45% on new facilities)

PACS Project Type	Cost	Total	Percentage
New Pedestrian & Bicycle Facilities	$ 1,073,724		45.0%
Maintain Existing Pedestrian & Bicycle Facilities	$ 40,995		1.7%
Final Payments for Previous Projects	$ 296,187		12.4%
	Total Construction:	**$ 1,410,906**	**59.1%**
Professional Services	$ 814,529		34.2%
Promotional Activities	$5,617		0.2%
Other (maintenance, supplies, etc.)	$ 10,449		0.5%
Transportation Planner Salary & Benefits	$ 142,339		6.0%
	Total Administrative:	**$ 972,934**	**40.9%**
	Total 2025 PACS Expenditures:	**$ 2,383,840**	**100.0%**

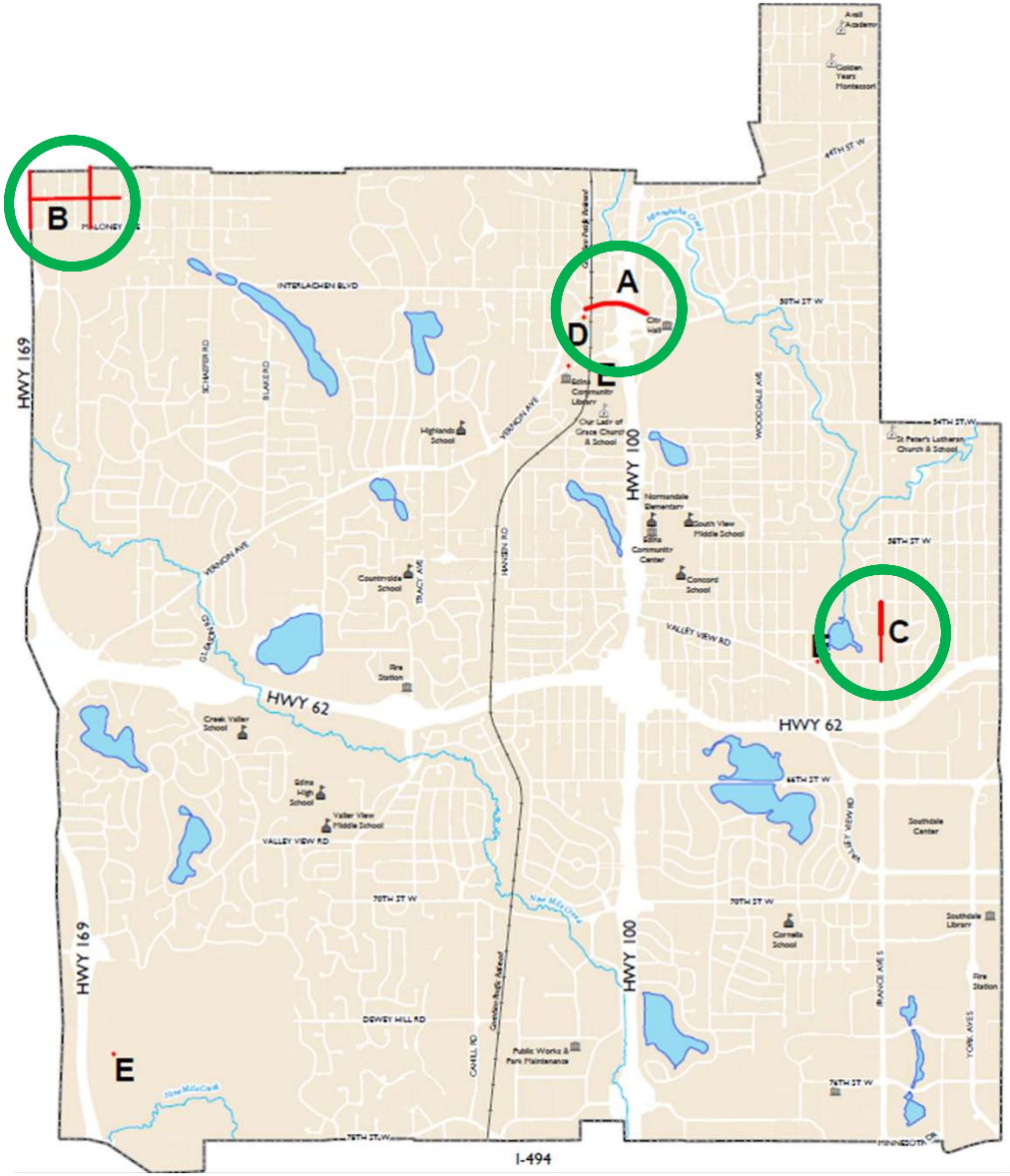
The CITY of EDINA

2025 Projects

A. Vernon Avenue/Highway 100 interchange project
   - Interlachen Blvd to Grange Rd
   - Shared-use paths, curb ramps, APS pushbuttons

B. Presidents A/B roadway reconstruction
   - Washington Ave, Belmore Ln shared-use paths
   - Monroe Ave sidewalk
   - Curb extensions

C. France Ave sidewalk
   - W 60th St to W 62nd St

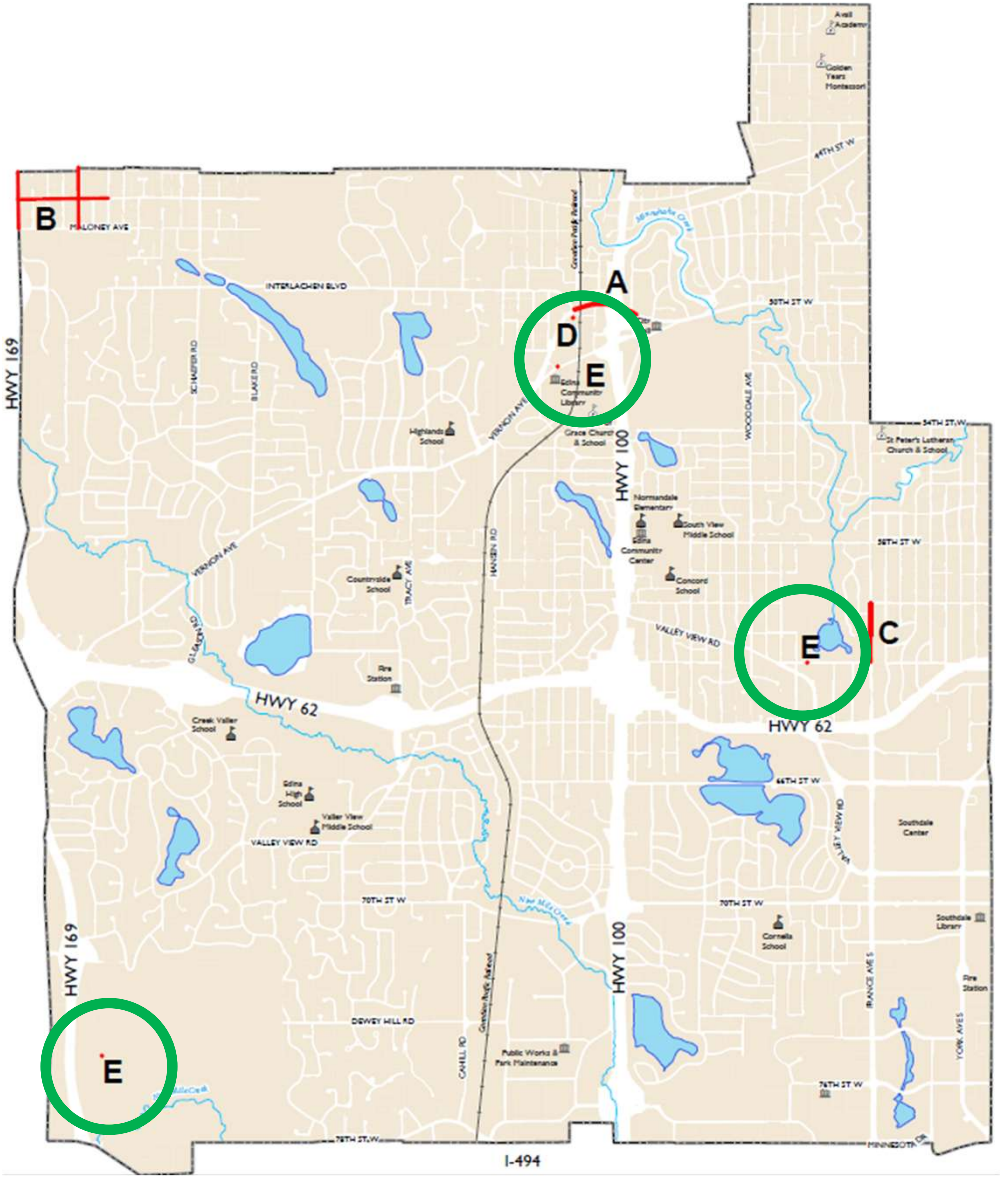


The CITY of EDINA

2025 Projects

D. Edina Liquor Store bike racks
   - 3 units

E. RRFB equipment
   - Eden Ave/Grandview Sq
   - Braemar Blvd/mountain bike trail crossing
   - W 62nd St/Pamela Park



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2026 Projects

- Rosland Park pedestrian bridge replacement
- W 72nd St shared-use path
  - Cornelia Dr to France Ave
  - Trunk sanitary sewer rehabilitation project
- Parklawn Ct sidewalk
  - Parklawn Ave to cul-de-sac
  - Roadway reconstruction project
- Wooddale Ave bike lanes
  - Wooddale Ln to Valley View Rd
  - Bituminous overlay project
- France Ave sidewalk
  - W 62nd St to Hwy 62
- Sidewalk Inspection Program
- 50th & France bike racks
  - 10 units to date

The CITY of EDINA

2027 Projects

- Olinger Blvd sidewalk
  - Vernon Ave to Villa Way
  - Active Routes to School project
- Interlachen Blvd shared-use path, bike lanes
  - Blake Rd to Mirror Lakes Dr
  - Roadway reconstruction project
- W 69th St bike lanes
  - France Ave to York Ave
  - Bituminous overlay project
- Vernon Ave multi-modal improvements
  - Eden Ave to Interlachen Blvd
  - Shared-use paths, road diet
  - Hennepin County cost-share project
- Sidewalk Inspection Program

The CITY of EDINA

Item Report

July 21, 2026
City Council

Item Number: 7.2
Department: Public Works

Item Activity: Information
Prepared By: Marisa Bayer, Sustainability Manager

Item Title: Bag Fee Policy Report

Action Requested:
No action requested.

Information/Background:
The Edina City Council adopted Ordinance 2023-18 to establish a 5 cent carryout bag fee for most retail merchants, which applies to plastic bags, compostable plastic bags, paper bags and reusable bags. Businesses are required to self-report both the total number of bags distributed and the total value of the bag fees collected. There is no penalty for not reporting.

The ordinance has been effective since July 1, 2024, and the City currently has 18 months worth of reporting data from 74 unique businesses. Forty-three businesses submitted data both years.

At the April 7, 2026, Council meeting, Council members requested additional analysis on the bag fee reporting data to determine if there is a decrease in the total number of bags being distributed in Edina. Staff completed a comparison analysis focused on 34 businesses who submitted data both years to provide a more representative sample of year-to-year changes and observations of operational and customer behavior changes.

Resources/Financial Impacts:
No fiscal or capacity impact. Information only.

Relationship to City Policies/Plans/Budget Pillars:
The carryout bag fee ordinance is one action supporting the Climate Action Plan goal to reduce waste.

Values Impact:

Sustainability	Reducing waste and adopting sustainable behavior changes like bringing your own bag while shopping, supports Edina's Climate Action Plan.

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. Bag Fee Analysis Staff Report
2. Bag Fee Data Business List

3. Bag Fee Analysis Staff Presentation (Board Portal)

Staff Report

Date: 06/02/2026

To: Mayor and City Council

From: Marisa Bayer, Sustainability Manager

Subject: Carryout Bag Fee Analysis

Introduction & Overview

To understand the impact of the carryout bag fee, a comparison analysis focused on 34 businesses (three grocery stores and 31 retail stores) who submitted data both years to provide a more representative sample of year-to-year changes and observations of operational and customer behavior changes.

For the grocery stores and retail stores in the analyzed data set, the estimated total monthly number of bags and average monthly number of bags distributed per store decreased from 2024 to 2025. These decreases demonstrate there is likely some change in store operations (e.g., prompting customers if they would like a bag) and customer behaviors (e.g., bringing a bag).

Assuming the data is directionally accurate, there is a high variability in the reporting data and low confidence in the accuracy and completeness of the data:

- The accuracy of the reporting data is affected by the data being self-reported. Self-reported data lacks reliability and can be impacted by reporting biases like social desirability, where a business submits data because they are expected to even if inaccurate, or submits data that shows a decrease in bags distributed assuming that's the desired outcome of the reporting. Examples of unreliable data in the data set include businesses reporting distributing zero or one bag, reporting the same value both years or reporting values that show almost a 100% decrease in bags distributed.
- The accuracy of the reporting data is also affected by the lack of ordinance enforcement, where businesses might not consistently adhere to the ordinance (i.e., tracking and charging for each carryout bag), so may be under-reporting the actual number of bags distributed. This has been observed in anecdotal conversations with City staff, City commissioners and residents who have shared that businesses did not charge for their carryout bag(s) during a transaction, either because they were never prompted to or were advised that the policy did not apply to their transaction (e.g, thinking the fee does not apply to paper bags).
- The completeness of the reporting data is affected by the low number of businesses reporting. Several retailers who are assumed to distribute a high number of carryout bags did not submit data, such as Target and Walgreens, which would influence the monthly bag distribution numbers. In addition, most retailers at Southdale Mall and the Galleria did not submit data. Of the estimated 300 retailers in Edina, only 69 submitted data (23% reported).

Data Analysis

To understand the impact of the carryout bag fee, the analysis focused on 34 of 43 businesses who submitted data both years to provide a more accurate year-to-year change and observation of operational and customer behavior changes. Because of anomalies in the self-reported data, such as reporting the same value each year or a 100% increase in bags distributed, nine retail businesses who submitted data for both years were not included in this analysis.

Grocery Store Trends

Three grocery stores submitted data both years, providing a more consistent look at changes to in-store operations and customer behaviors. Both the total monthly bags distributed and the average monthly bags distributed per store decreased from 2024 to 2025. Looking at each individual store, two grocery stores saw a decrease from 2024 to 2025 for monthly bags distributed, and one saw an increase from 2024 to 2025.

Table 1. Bag Fee Reporting Data and Comparison for Grocery Stores with 18 Months of Data (n=3)

Grocery Stores	2024	2025	2024 to 2025 Change
Total Monthly Bags Distributed	166,526	150,506	-10%
Average Monthly Bags Distributed per Business	55,509	50,169	-10%

Retail Store Trends

Thirty-one retail stores submitted data both years in the analyzed data set. Similar to grocery stores, both the total monthly bags distributed and the average monthly bags distributed per store decreased from 2024 to 2025, but at a higher rate than grocery stores.

Table 2. Bag Fee Reporting Data and Comparison for Retail Stores with 18 Months of Data (n=31)

Retail Stores	2024	2025	2024 to 2025 Change
Total Monthly Bags Distributed	13,333	8,412	-37%
Average Monthly Bags Distributed per Business	430	271	-37%

Staff completed an additional task to scrub the data for retail stores because of the range of values and annual changes in the dataset of 31. Staff removed retail businesses whose monthly estimated bags distributed increased or decreased more than 25% from 2024 to 2025. This resulted in 17 retail businesses being removed. This smaller dataset (Table 3) still shows a decrease from 2024 to 2025 in the monthly bags distributed, but at a smaller rate than the dataset with 31 stores (Table 2) that is more consistent with the grocery store sector (Table 1).

Table 3. Bag Fee Reporting Data and Comparison for Retail Stores with 18 Months of Data, Scrubbed (n=14)

Retail Stores	2024	2025	2024 to 2025 Change
Total Monthly Bags Distributed	5,096	4,641	-9%
Average Monthly Bags Distributed per Business	364	331	-9%

Submitted Carryout Bag Fee Data

This list includes all businesses who self-reported bag distribution data.

"2024 Bags" represents July 1–December 31, 2024, and "2025 bags" represents January 1–December 31, 2025. To estimate the count of monthly bags distributed, the 2024 values were divided by 6 and the 2025 values were divided by 12. The monthly change was only calculated for businesses who submitted data for both reporting cycles.

"Yes" in the "Included in Analysis" column indicates a business was included in the comparison analysis summarized in the June 2, 2026 Staff Report. An asterisk (*) denotes businesses removed during the secondary scrub for retail stores with a 25% or higher increase or decrease in monthly bags.

Business Name	Business Address	Business Classification	2024 Bags	2025 Bags	Monthly Estimate, 2024	Monthly Estimate, 2025	2024 to 2025 Monthly Change	Included in Analysis
Advanced Skin Therapeutics	6525 Barrie Road	Retail	83	149	14	12	-10%	
Allure Intimate Apparel	3400 Galleria Edina MN	Retail	5,000	-	833	-	-	
Anderson Dentalcare	3925 W 50th St, Suite 104	Retail	124	-	21	-	-	
Art Frame of Edina MN	5111 Gus Young Lane	Retail	-	250	-	21	-	
Aveda	1855 Southdale Center	Retail	-	2,553	-	213	-	
Bean Plus Ro, LLC	4506 Valley View Rd	Retail	1,200	-	200	-	-	
Blick Art Materials	3867 Gallagher Drive	Retail	6,341	12,764	1,057	1,064	1%	Yes
bluebird boutique	3909 W 50th Street	Retail	500	1,000	83	83	0%	
Chuck & Don's	6821 York Avenue S	Retail	-	2,635	-	220	-	
Coccinella	4946 France Ave S	Retail	-	1,701	-	142	-	
Cos Bar Edina	3905 W 50th St	Retail	-	4,184	-	349	-	
Cub Foods Southdale	6775 York Avenue S	Grocery	380,162	651,560	63,360	54,297	-14%	Yes
CVS Pharmacy	6905 York Avenue S	Retail	-	35,500		2,958	-	
Dalana Space, LLC	6804 Cheyenne Trail	Retail	20	-	3	-	-	
Dermatology Specialists	3316 West 66th Street	Retail	147	69	25	6	-76%	
Droolin' Moose	4545 77th Street West	Retail	-	1,560	-	130	-	
DUGO	3939 Market St	Retail	839	1,773	140	148	6%	Yes

Business Name	Business Address	Business Classification	2024 Bags	2025 Bags	Monthly Estimate, 2024	Monthly Estimate, 2025	2024 to 2025 Monthly Change	Included in Analysis
East West Girl	3933 Market St	Retail	1,936	2,970	323	248	-23%	Yes
Edina Skin Care Specialists	7450 France Ave, Suite 230	Retail	130	-	22	-	-	
Evereve Incorporated	6800 France Ave S, Suite 700	Retail	3,450	1,232	575	103	-82%	Yes*
Faribault Mill	3922 W 50th Street	Retail	-	1	-	0	-	
Fashion Avenue	4936 France Ave S	Retail	1,762	3,563	294	297	1%	Yes
Fawbush's	3585 Galleria	Retail	2,047	4,533	341	378	11%	Yes
Finish Line	2120 Southdale Center #A	Retail	-	9,505	-	792	-	
Flirt Boutique	3927 Market Street	Retail	1,800	1,600	300	133	-56%	Yes*
Games by James	1930 Southdale Center	Retail	3,167	5,252	528	438	-17%	Yes
GEAR Running Store	4406 France Ave S	Retail	127	-	21	-	-	
goGLOW	7493 France Ave S	Retail	200	200	33	17	-50%	
Goodnight Moon	4388 France Avenue S	Retail	-	1,000	-	83	-	
Great Clips	5125 Gus Young Lane	Retail	158	126	26	11	-60%	Yes*
grethen house	4930 France Avenue S	Retail	4,786	4,556	798	380	-52%	Yes*
Harriet and Alice	3922 W 50th St	Retail	762	1,470	127	123	-4%	Yes
Hobo	3490 Galleria	Retail	838	1,450	140	121	-14%	Yes
J Crew	1150 Southdale Center	Retail	2,677	5,154	446	430	-4%	Yes
JB Hudson	3555 Galleria	Retail	2,520	3,000	420	250	-40%	Yes*
Jerry's Do It Best Hardware	5115 Vernon Avenue S	Retail	-	6,060	-	505	-	
Jerry's Foods Edina	5101 Vernon Avenue S	Grocery	469,730	822,100	78,288	68,508	-12%	Yes
Jett Beauty	3940 West 50th Street	Retail	23	61	4	5	34%	
Jos A. Bank	6380 Rogerdale Road	Retail	3,750	2,420	625	202	-68%	Yes*
Kowalski's Edina Market	324 Southdale Center	Grocery	149,263	332,408	24,877	27,701	11%	Yes
lululemon	10 Southdale Center, Suite 2585B	Retail	-	70,000	-	5,833	-	
lululemon 50th & France	3914 W 50th St	Retail	4,800	5,000	800	417	-48%	Yes*

Business Name	Business Address	Business Classification	2024 Bags	2025 Bags	Monthly Estimate, 2024	Monthly Estimate, 2025	2024 to 2025 Monthly Change	Included in Analysis
LUNDS & BYERLYS (LUND FOOD HOLDINGS, INC.)	7171 France Ave S	Grocery	172,777	-	28,796	-	-	
LUNDS & BYERLYS (LUND FOOD HOLDINGS, INC.)	3945 W 50th St	Grocery	180,457	-	30,076	-	-	
Lush Handmade Cosmetics	3915 W 50th Street	Retail	1,490	2,787	248	232	-6%	Yes
Madewell	1562 Southdale Center	Retail	2,114	7,636	352	636	81%	Yes*
MADEWELL	3510 Galleria, Space 3464	Retail	7,052	7,838	1,175	653	-44%	Yes*
Mainstream Boutique of Edina	7523 France Ave S	Retail	322	654	54	55	1%	Yes
Massage Envy	7101 France Ave S	Retail	1,080	75	180	6	-97%	
Melly	3327 Galleria	Retail	1,000	7,000	167	583	250%	
Oliver Taylor & Company	3939 W 69th St, Suite #28	Retail	5	-	1	-	-	
Pacifier	4942 France Ave S	Retail	1,050	3,462	175	289	65%	Yes*
PARACHUTE HOME INC	3165 Galleria	Retail	138	-	23	-	-	
Pathway Books and Music	6901 Normandale Road	Retail	264	326	44	27	-38%	Yes*
Pumpz	3511 Galleria	Retail	326	-	54	-	-	
PXG	10 Southdale Center, Suite 2180C	Retail	-	0	-	0	-	
Ragstock	10 Southdale Center, #2015	Retail	-	485	-	40	-	
SENTi	3922 West 50th Street	Retail	756	1,296	126	108	-14%	Yes
Serge + Jane	4532 France Ave S	Retail	750	700	125	58	-53%	Yes*
shop in the city	3921 Market St.	Retail	-	39	-	3	-	
Sloane's on 44th	4388 France Avenue S, #100	Retail	318	202	53	17	-68%	Yes*
Spalon Montage	3909 Market Street	Retail	6	2,200	1	183	1,8230%	
Talbots	3936 W. 50th Street	Retail	1,748	-	291	-	-	
The Men's Wearhouse	6380 Rogerdale Road	Retail	12,500	2,491	2,083	208	-90%	Yes*
The Metropolitan Clinic	7300 France Ave S	Retail	161	212	27	18	-34%	Yes*
Tiffany and Company	10 Southdale Center, Suite 2754	Retail	-	791	-	66	-	

Business Name	Business Address	Business Classification	2024 Bags	2025 Bags	Monthly Estimate, 2024	Monthly Estimate, 2025	2024 to 2025 Monthly Change	Included in Analysis
TimeScape USA LLC	6800 France Ave S, Suite 173	Retail	150	-	25	-	-	
Trail Mark	3265 Galleria	Retail	4,380	7,072	730	589	-19%	Yes
Twill, Inc	3295 Galleria	Retail	3,257	4,950	543	413	-24%	Yes
Vernon Avenue BP	5209 Vernon Avenue	Retail	100	100	17	8	-50%	
Victoria's Secret	10 Southdale Center	Retail	-	11,777	-	981	-	
Vivront	4948 France Ave S	Retail	2,153	2,179	359	182	-49%	Yes*
Walgreens	4916 France Ave S	Retail	5,400	-	900	-	-	
Whole Foods Market	7401 France Ave S	Grocery	-	427,200	-	35,600	-	
Yeti Coolers	3510 Galleria	Retail	1,800	2,273	300	189	-37%	Yes*

The CITY of EDINA

Carryout Bag Fee Report Update

July 21, 2026

Marisa Bayer, Sustainability Manager

EdinaMN.gov/BagFee

Background

- As of July 1, 2024, most merchants must charge 5 cents per carryout bag, which applies to plastic bags, compostable plastic bags, paper bags, and reusable bags.
- Businesses are required to self-report the total number of bags distributed and the total value of the bag fees collected.
  - The City currently has 18 months worth of reporting data from 74 unique businesses.
- During the Annual Sustainability Update, City Council requested additional analysis on the bag fee reporting data to determine if there is a decrease in the total number of bags being distributed.

Comparison Analysis

- Analysis focused on 34 businesses—three grocery stores and 31 retail stores—who submitted data both years to provide a more representative sample of year-to-year observations of operational and customer behavior changes.
- For the grocery stores and retail stores in the analyzed data set, the estimated number of bags distributed per store decreased from 2024 to 2025.
  - Estimated 9% average decrease for grocery stores.
  - Estimated 10%-37% average decrease for retail stores.
    - Smaller percentage is from analyzing a smaller data set of 14 businesses.
- These decreases demonstrate there is likely some change in store operations (e.g., prompting customers if they would like a bag) and customer behaviors (e.g., bringing a bag).

Accuracy and Completeness of Data

- A high variability in the data impacts the accuracy and completeness:
  - Data is self-reported, which can be unreliable due to biases to report the desired outcome (e.g., a decrease in bags distributed) or submission of data just to comply.
  - Lack of ordinance enforcement may result in under-reporting of the actual number of bags distributed where businesses might not track and charge for each carryout bag.
  - Fewer businesses are reporting than expected, with several retailers who are assumed to distribute a large volume bags not reporting.

Impact of the Bag Fee

- The goal of ordinance is to change behaviors and reduce the number of bags.
  - Assuming data is directionally accurate, there is a decrease in carryout bags in both grocery and retail sectors.
- The bag fee is retained by businesses to be used at their discretion.
  - Self-reported uses include operation costs, supplement bag costs, internal sustainability initiatives, and general expenses.
- Fee is user-based—If you bring your own bag or decline a bag, you don't pay.
- As a regional shopping destination, bag-fee revenue is from residents and regional visitors, potentially influencing behaviors beyond City of Edina.

The CITY of EDINA

Thank you!

EdinaMN.gov/BagFee

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Item Report

July 21, 2026
City Council

Item Number: 8.1
Department: Administration

Item Activity: Action
Prepared By: Sharon Allison, City Clerk

Item Title: Resolution 2026-38: Accepting Donations

Action Requested:
Approve Resolution 2026-38 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 2026-38: 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.

Parks & Recreation

Rotary Club of Edina	$14,000	Public AED Donation
Edina Community Foundation	$2,870	Grandview Square Park

Dated: July 21, 2026

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Item Report

July 21, 2026
City Council

Item Number: 8.2

Department: Administration

Item Activity: Action

Prepared By: MJ Lamon, Special Projects & Engagement Manager

Item Title: 2026 Student Commission Appointments

Action Requested:
Approve student commissioners with a term starting 9/1/26 and ending 9/1/27.

Information/Background:
This year the city received 32 applications for student commission positions. Every year there are 14 commission seats available for student members. Council Member Carolyn Jackson and Energy & Environment Commissioner Hilda Martinez Salgado interviewed the applicants on June 4, 15 and 29. The following are the recommended appointments to start 09/01/2026 and end 09/01/2027.

Commission	Appointments
Arts & Culture Commission	• Marcus Trinh • Julia Peterson
Community Health Commission	• Aanika Gadia • Nishka Pandey
Energy & Environment Commission	• Genevieve Lassig • Alexander Tyshow
Heritage Preservation Commission	• Olivia Duplessis • Caleb Edelson
Parks & Recreation Commission	• Anna Harrington • Anukalp Jnagal
Planning Commission	• Leanore Just • Zitian Chen
Transportation Commission	• Parth Rawat • Liam Hart

Resources/Financial Impacts:
No fiscal or capacity impact

Relationship to City Policies/Plans/Budget Pillars:
City of Edina's boards and commissions are established by the city council and outlined in city code.

Better Together

Values Impact: The City's advisory commission is one way Edina advances its values through resident involvement in City governance. Several commissions are directly aligned with specific values—such as Sustainability through the Energy and Environment Commission and Health through the Community Health Commission—ensuring those perspectives are consistently integrated into City work. More broadly, the commission structure serves as a key engagement strategy, providing community members meaningful opportunities to collaborate with city council and, at times, influence decisions, strengthening shared ownership and connection to the community.

Engagement	Advisory commissions are a foundational engagement practice that invites residents to work on issues and, at times, help shape decisions. Through commission service, community members build meaningful connections, contribute lived experience, and strengthen trust and belonging in City governance.
Equity	Commission appointments support participation in City decision-making by creating multiple pathways for residents to contribute their perspectives and experiences. The appointment process seeks to ensure diverse representation and reduce barriers so that commissions better reflect the community they serve.
Health	By engaging residents in advisory roles, the City can integrate diverse perspectives that help identify health impacts and promote conditions that support community well-being.
Stewardship	The commission structure encourages long-term, forward-looking thinking that considers social, and economic impacts.
Sustainability	By engaging residents in advisory roles, the City can integrate diverse perspectives to support and implement Edina's Climate Action Plan.

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
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Item Report

July 21, 2026
City Council

Item Number: 8.3
Department: Public Works

Item Activity: Action
Prepared By: Andrew Scipioni, Transportation Planner

Item Title: Wooddale Avenue Bike Lane Project

Action Requested:
Direct staff on which roadway reconfiguration option to implement as part of the 2026 bituminous overlay.

Information/Background:
This project involves the bituminous resurfacing of Wooddale Avenue between Wooddale Lane and Valley View Road. It was initiated by the Public Works Department as part of the City's Proactive Pavement Management Program, identified in the Capital Improvement Plan. The project involves replacing the top surface of asphalt to extend the life of the street. This work is typically proceeded by spot repairs of concrete curb and gutter where there are cracks, settlements or poor drainage. No changes will be made to the alignment of the curbs. However, this project does provide an opportunity to reconfigure travel lanes, parking lanes and/or bicycle facilities within the existing width. See attached staff report.

Resources/Financial Impacts:
Bituminous overlays are funded by the Public Works Streets Division annual operating budget. Pavement markings and signage associated with pedestrian and bicycle facilities are funded by the Pedestrian and Cyclists Safety (PACS) Fund. There are no special assessments associated with this project.

Relationship to City Policies/Plans/Budget Pillars:

Strong Foundation | Reliable Service | Livable City | Better Together

Values Impact:

Engagement	Members of the community were invited to provide feedback on this project through an online survey.
Equity	This project seeks to improve safety for all modes of transportation, but particularly bicyclists who face dramatically greater risk of death or serious injury than motorists.
Health	This project seeks to improve quality of life within the community by providing safer, more comfortable bicycle facilities that encourage more use of active transportation.

Stewardship	The alignment of this project with the scheduled bituminous overlay allows for cost-effective implementation of new pavement markings.
Sustainability	This project supports goals within the Climate Action Plan to accelerate construction of new bicycle facilities and encourage the use of sustainable transportation modes.

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 Report: Wooddale Avenue Bike Lane Project
2. Appendix A: Commission Advisory Communications (Board Portal)
3. Appendix B: Community Feedback Summary (Board Portal)
4. Appendix B: Community Feedback Responses (Board Portal)
5. Wooddale Avenue Reconfiguration Options (Board Portal)
6. Wooddale Avenue Reconfiguration Option 4
7. Staff Presentation

Staff Report

Date: June 5, 2026

To: Mayor and City Council

From: Andrew Scipioni, Transportation Planner

Subject: Wooddale Avenue Resurface and Bike Lane Project

Summary

This project involves the bituminous resurfacing of Wooddale Avenue between Wooddale Lane and Valley View Road. It was initiated by the Public Works Department as part of the City's Proactive Pavement Management Program, identified in the Capital Improvement Plan. The project involves replacing the top surface of asphalt to extend the life of the street. This work is typically proceeded by spot repairs of concrete curb and gutter where there are cracks, settlements or poor drainage. No changes will be made to the alignment of the curbs. However, this project does provide an opportunity to reconfigure travel lanes, parking lanes and/or bicycle facilities within the existing width.

Existing Conditions

The project area is 1.36 miles long. For the purposes of this report, the corridor will be divided into three segments.

Segment 1: Wooddale Lane to W 56th Street

This segment is approximately 0.67 miles long and 35' wide (measured from face of curb to face of curb). The existing section includes a 5' southbound bike lane, an 11.5' southbound travel lane, an 11.5' northbound travel lane with a shared bike lane and a 7' northbound parking lane (see Figure 3). The roadway is bordered by Edina Country Club, single-unit residential properties and Wooddale Church to the west and a single-unit residential properties to the east. Parking is restricted on the west side of the street and a 5' unseparated sidewalk exists on the east side.

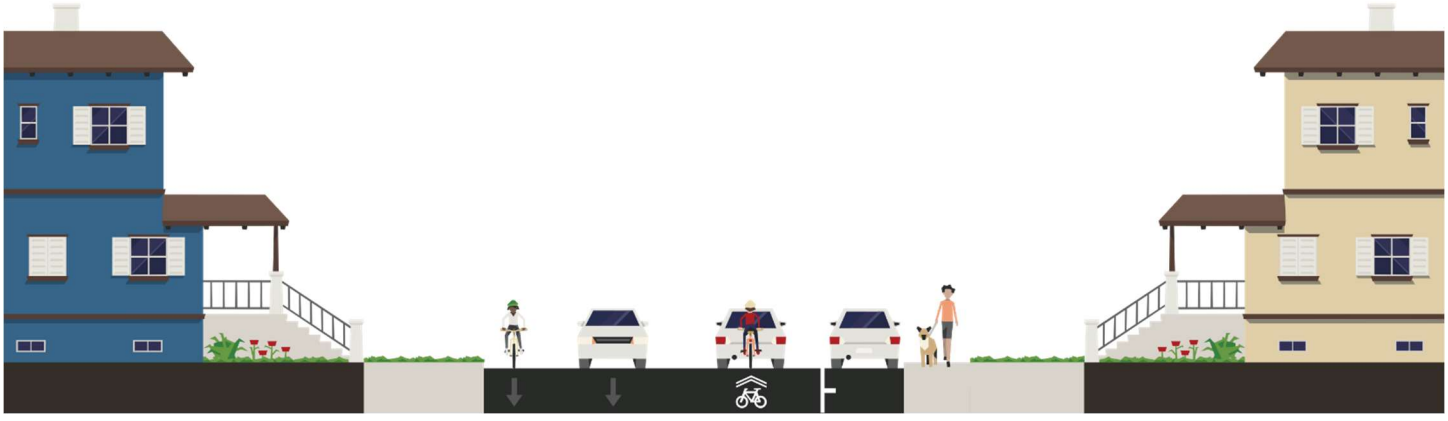


Figure 1: Existing Typical Section, Wooddale Lane to W 56th Street

Segment 2: W 56th Street to W 61st Street

This segment is approximately 0.62 miles long and 31' wide (measured from face of curb to face of curb). The existing section includes a 12' southbound travel lane with a shared bike lane, an 11.5' northbound travel lane with a shared bike lane and a 7.5' northbound parking lane (see Figure 4). The roadway is bordered by single-unit residential properties to the west and east. Parking is restricted on the west side of the street and a 5' unseparated sidewalk exists on the east side.

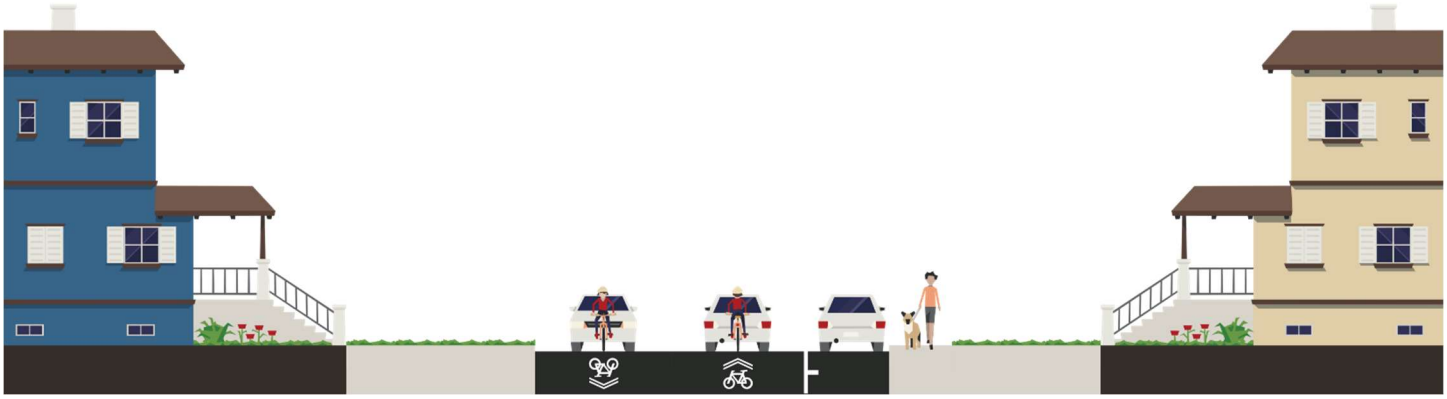


Figure 2: Existing Typical Section, W 56th Street to W 61st Street

Segment 3: W 61st Street to Valley View Road

This segment is approximately 378' long and 31' wide (measured from face of curb to face of curb). The existing section includes a 15.5' southbound travel lane with a shared bike lane and a 15.5' northbound travel lane with a shared bike lane (see Figure 5). The roadway is bordered by commercial properties to the west and east. Parking is restricted on both sides of the street, a 6' separated sidewalk exists on the west side of the street and a 7' unseparated sidewalk exists on the east side.

Figure 3: Existing Typical Section, W 61st Street to Valley View Road

Wooddale Avenue between W 50th Street and Wooddale Lane is not included in this project. This segment includes the Wooddale Avenue Bridge over Minnehaha Creek, which is scheduled for reconstruction in 2029. As part of that project, the adjacent blocks will also be reconstructed and widened to accommodate additional pedestrian and bicycle facilities.

There is no transit service within the project area. Metro Transit Local Route 46 operates on W 50th Street adjacent to the project area and the METRO E Line bus rapid transit service operates on France Avenue east of the project area.0

Traffic and Crash Data

As a two-lane urban roadway, Wooddale Avenue has an estimated daily capacity of 10,000 vehicles per day. Historical data shows average daily traffic volumes between 3,600 and 6,700 vehicles per day within the project area. The posted speed limit is 25 miles per hour. The observed 85th percentile speed (the speed at which 85% of vehicles travel at or below) ranges from 26.7 to 34.8 miles per hour within the project area.

Between January 1, 2016 and March 31, 2026, 19 crashes were reported within the project area.

Crashes by Location – Five crashes (26%) occurred in Segment 1 (Wooddale Lane to W 56th Street). 14 crashes (74%) occurred in Segment 2 (W 56th Street to W 61st Street). No crashes were reported in Segment 3 (W 61st Street to Valley View Road).

Crashes by Severity – Five crashes (26%) resulted in a minor injury. Three crashes (16%) resulted a possible injury. 11 crashes (58%) resulted in property damage only.

Crashes by Year – The average annual crash rate within the project area is 1.8 (or one crash every 6.5 months). The data shows considerable year-to-year variability. After crashes peaked at four in 2019, the project area saw several years of declining crash rate including zero crashes reported in 2023 and 2024. Three crashes were reported in 2025 and two crashes have been reported in the first quarter of 2026 (see Figure 4).

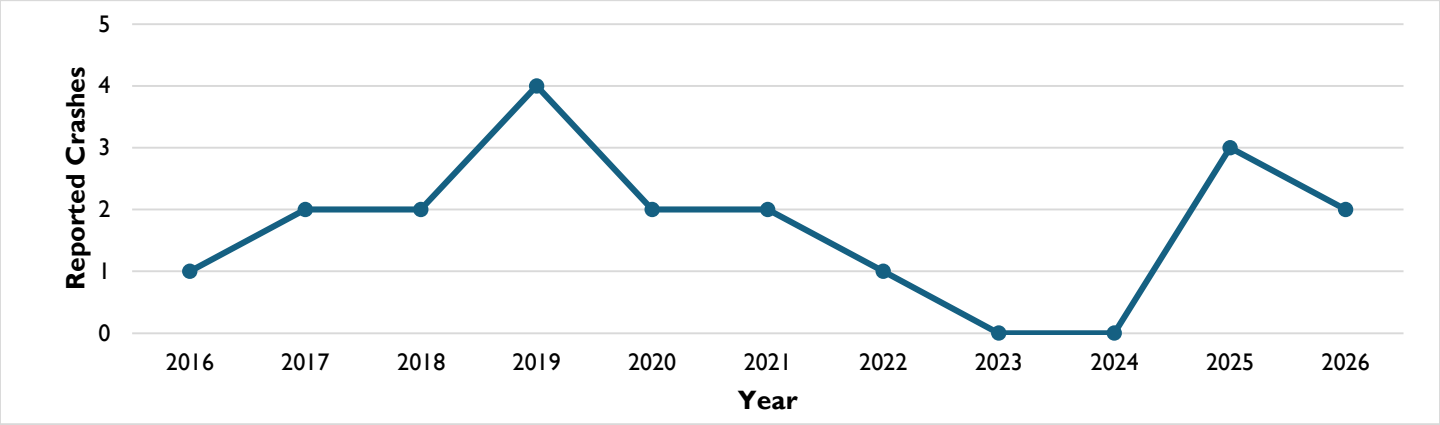


Figure 4: Crashes by Year

Crashes by Mode – One crash involved a pedestrian and resulted in a minor injury. One crash involved a bicyclist and resulted in a possible injury. 17 crashes (89%) involved only motor vehicles.

Relation to Intersections – 11 crashes (58%) occurred at intersections within the project area. Eight crashes (42%) occurred mid-block.

Parking Capacity

Wooddale Avenue has approximately 129 on-street parking spaces within the project limits. This estimate is based on linear footage between driveways, intersections and fire hydrants and an average parking space length of 20'. Parking is allowed on the east side in Segments 1 and 2. Parking is restricted on both sides in Segment 3. Table 1 provides a comparison of parking capacity to number of adjacent properties by segment and by block.

Segment	Limits	Parking Capacity	Adjacent Properties
1	Wooddale Ln to W 52nd Street	11	11
	W 52nd Street to W 53rd Street	21	9
	W 53rd Street to W 54th Street	20	10
	W 54th Street to W 55th Street	15	14
	W 55th Street to W 56th Street	12	13
	Subtotal	***79***	***55[1]***
2	W 56th Street to W Woodland Road	16	15
	W Woodland Road to W 58th Street	7	10
	W 58th Street to W 59th Street	8	22
	W 59th Street to W 60th Street	7	24
	W 60th Street to W 61st Street	12	18
	Subtotal	***50***	***89***
3	W 61st Street to Valley View Road	0	4
		129	**148**

Table 1: Parking Capacity per Segment and Block

[1] *The Edina Country Club property spans multiple blocks but is only counted once in the subtotal for Segment 1.*

On-street parking is limited to six-hours maximum per City Code Sec. 26-41. Staff also reviewed available on-street parking on side streets adjacent to the project area to better understand the impact of a potential elimination of on-street parking on Wooddale Avenue. On-street parking is allowed on at least one side of all adjacent side streets with the exception of W 54th Street, Lexington Avenue and W 58th Street. Figure 5 shows the number of available on-street parking spaces by block on Wooddale Avenue and how the same number of parking spaces could be distributed into the adajcent side streets.

This analysis showed that for most of the project area, side street parking is available less than a tenth of a mile away (about a two minute walk). The blocks most impacted include W 52nd Street to W 54th Street and W 58th Street to W 59th Street, where side street parking is available less than two tenths of a a mile away (about a four minute walk).

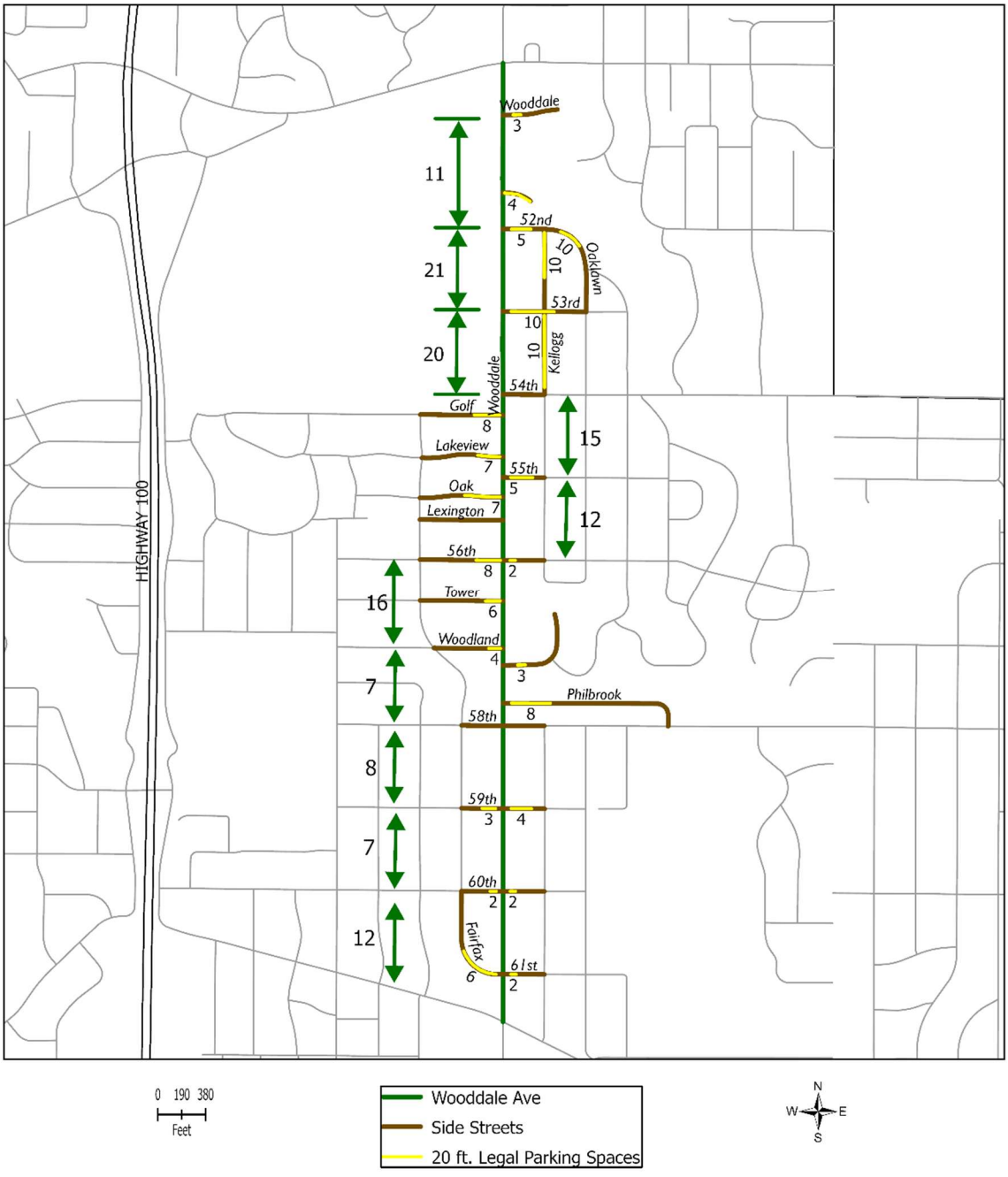


Figure 5: On-Street Parking Availability on Adjacent Side Streets

Design Input

This project was reviewed for compatibilty with the City's guiding documents, industry best-practices and community feedback.

Comprehensive Plan – Transportation Chapter

This chapter discusses the existing and planned design, function and operation of the City's transportation network. It includes several goals which focus on developing a multi-modal transportation system that is conveniently accessible to all users. The goals seek to reverse the advantage that automobile travel has has over transit and non-motorized modes; thus enabling residents and visitors to travel without increasing greenhouse has emissions, personal costs and costs to society. Relevant goals to this project include:

- Improve mobility for residents, visitors and businesses with a balanced system of transportation alternatives for transit users, pedestrians, bicyclists and motorists.
- Implement a fully multi-modal transportation system that supports the land use and future land use for managing and shaping growth.
- Minimize the impacts of the transportation system on Edina's environment and neighborhood patterns that allow for shorter vehicle trips and the use of alternative travel options.
- Reduce the overal dependence on and use of single-occupant vehicles by promoting land use pattesrn that allow for shorter vehicular trips and the use of alterantive travel options.
- Encourage and support attractive and reliable high-performance transit service and connections.
- Engage, seek input from and educate all segments of the community regarding transportation-related issues and projects impacting the City.
- Design roadway facilities according to their intended service function and neighborhood context.
- Manage, maintain and operate roadways to maximize wherever possible the safety and mobility of all users and all modes.

Living Streets Plan

The Living Streets Plan seeks to balance the needs of motorists, bicyclists, pedestrians and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability and provide meaningful opportunities for active living and better health. Wooddale Avenue within the project limits is classified as a Collector Street in this plan. Collectors "provide connections between neighborhoods, from neighborhoods to minor business concentrations and between major traffic generators." The plan also notes that "mobility and access are equally important" for this classification of street.

The plan provides guidance on roadway design elements for each classification, including drive lanes, parking lanes and mutli-modal facilities. For a Collector Street, the following design guidance is provided:

- Street width: 32-52', depending on context and facilities included
- Travel lanes: two or three
- Parking: none, one or both sides of the street, depending on context

- Bicycle Facilities: required if on an approved primary or secondary bike route
- Sidewalks: required on one side of the street at minimum, on both sides as determined by context

The Living Streets Plan is applied to all street projects, including those involving "repaving, rehabilitation or changes in the allocation of pavement space on an existing roadway."

Pedestrian and Bicycle Master Plan

The Pedestrian and Bicycle Master Plan includes recommendations for the build-out of the City's bicycle network. As mentioned before, Wooddale Avenue within the project area has a combination of shared and dedicated bike lanes. These connect to the following adjacent bikeways:

- Bike boulevard on Wooddale Avenue between W 50th Street and W 44th Street
- Bike bouelvard/advisory bike lanes on W 54th Street between Wooddale Avenue and France Avenue
- Bike boulevard on Wooddale Avenue between Valley View Road and W 64th Street/Rosland Park Pedestrian Bridge
- Buffered and standard bike lanes on Valley View Road between Wooddale Avenue and Highway 62

The plan recommends three different bicycle facilities for this corridor:

- Buffered bike lanes between W 50th Street and W 54th Street
- Shared-use path between W 54th Street and W 58th Street
- Standard bike lanes between W 58th Street and Valley View Road

This combination of facilities reflects the alignment of the Twin Loops facility, which is proposed on Wooddale Avenue between W 54th Street and W 58th Street.

Climate Action Plan

The Climate Action Plan established recommendations to reduce community-wide greenhouse gas emissions 45% by 2030 from a 2019 baseline and achieve net zero emissions by 2050. As of the 2023 greenhouse gas inventory, transportation emissions are the largest source of emissions reduction needed to achieve Edina's 2030 goals. Opportunities to reduce emissions from the transportation sector include investing in pedestrian and bicycle infrastructure and promoting micro-mobility options like e-bikes and e-scooters.

As the City focuses on reducing transportation emissions, there are several equity considerations:

- Increase opportunities for public transit and active transportation can help address health disparities for many at-risk populations.
- Affordable and reliable mobility options for people with special transportation needs can significantly improve transportation equity. Populations with special transportation needs include older adults, youth, persons with disabilities and persons with reduced incomes.

- Some neighborhoods in Edina have fewer housing and transportation options than others. This can limit people's choices in where they live and how they get to work or other activites. Households that rely on public transit service or who rent their home will be limited in where they may find housing that meets both needs.

The plan identifies five strategies to reduce transportation sector emissions. Relevant strategies and implementation actions to this project include:

- Decrease community-wide vehicle miles traveled by 7% by 2030.
    - Accelerate building on-street and off-street protected bike lanes, sidewalks, crosswalks and other walking infrastructure in high-need areas and fill connectivity gaps identified in the City's Pedestrian and Bicycle Master Plan.
- Double public transit commuter ridership from 3.3% to 6.6% by 2030.

Safe and Equitable Mobility Action Plan

The Safe and Equitable Mobility Action Plan is a roadmap for reducing and eliminating traffic deaths and serious injuries on all roadways within Edina. The City has committed to a goal of zero traffic fatalities and serious injuries on all roadways by 2050 with an interim goal of a 50% reduction by 2035. The plan utilizes the Safe System Approach to traffic safety, a multi-faceted method of improving transportation safety. The plan includes High Injury Network analysis, a tool used to identify street segments with elevated crash densities weighted by severity. The following segments of Wooddale Avenue were identified on the High Injury Networks:

- All Roadways
    - W 50th Street to Wooddale Glen (low density crash corridor)
    - Wooddale Glen to W 53rd Street (medium density crash corridor)
    - W 53rd Street to W 54th Street (low density crash corridor)
- Local Roadways
    - W 50th Street to Wooddale Glen (high density crash corridor)
    - Wooddale Glen to W 53rd Street (very high density crash corridor)
    - W 53rd Street to W 54th Street (high density crash corridor)
    - W 54th Street to Lakeview Drive (medium density crash corridor)
    - W 58th Street to W 60th Street (medium density crash corridor)

Based on the safety analysis, community input and communty context inputs, Roadway Safety Priority Networks were also developed. These are the primary tools to identify safety improvement actions. The following segments of Wooddale Avenue were identified on the Roadway Safety Priority Networks:

- All Roadways
    - Wooddale Glen to W 52nd Street (high priority)
    - W 52nd Street to W 53rd Street (medium priority)
    - W 54th Street to Lakeview Drive (high priority)
    - Tower Street to W Woodland Road (medium priority)

  - W 58th Street to W 59th Street (medium priority)
  - W 59th Street to Valley View Road (high priority)
- Local Roadways
  - Wooddale Glen to W 52nd Street (high priority)
  - W 52nd Street to W 53rd Street (medium priority)
  - W 54th Street to Lakeview Drive (high priority)
  - Tower Street to W Woodland Road (medium priority)
  - W 58th Street to W 59th Street (medium priority)
  - W 59th Street to Valley View Road (high priority)

The plan identifies several countermeasures that have been shown to improve traffic safety. These include strategies that can be implemented systemically, for specific road types or for specific crash types. Countermeasures that were considered for this project include:

- Roadway reconfiguration
- Crosswalk visibility enhancements
- Parking restrictions/daylighting
- Conventional bike lanes
- Buffered bike lanes
- Protected bike lanes
- Bicycle crossings

Municipal State Aid Design Standards

Wooddale Avenue within the project area is designated as a Municipal State Aid (MSA) street through MnDOT's State Aid for Local Transportation program. This program helps local governments construct and maintain collector and arterial roadways that have consistent design standards and are well integrated into the overal network of collector and arterial roadways. MSA streets are eligible to receive funding through the state Highway User Tax Distribution Fund for maintenance and construction projects. In exchange, MnDOT has established design standards for MSA streets that ensure capacity, operational and safety goals are met in a uniform manner across the state. The relevant design standards are detailed in Table 2.

Number of Through Lanes and Present Traffic Volume	Design Speed	Driving Lane Width	Parking Lane Width	Bikeway Design	
				ADT	Facility Type, Width
Two-Lane with ADT <10,000	25-30 mph	10-11'	7-8'	1,000 – 5,000	Wide Outside Lane 14-16' OR Bike Lane 5-6'
				5,000 – 10,000	Bike Lane 5-6

Table 2: Municipal State Aid Minimum Design Standards,
On-Road Bicycle Facilities for Urban, Reconditioning Projects

Additionally, a mininum curb reaction of one foot shall be provied unless on-street parking, a bicycle facility, or a wide outside lane are provided adjacent to the curb. The dimensions for wide outside lanes include the curb reaction distance. A combination of all minimum widths for the driving lane, on-road bicycle lane, and parking lane is only permissible with a variance.

Minnesota Bicycle Facility Design Manual

MnDOT's Bicycle Facility Design Manual is a resource to plan for and implement context-appropriate bicycle facilities within MnDOT right-of-way. However, the design guidance within can also be used on local roadway networks. This manual provides information on how to design Minnesota's transportation system to support bicycling.

The manual notes that bicycle facility selection is a context-sensitive decision. In general, as motor vehicle speeds and volumes increase, more separation between bicyclists and motor vehicle traffic is necessary. The quality of the bicycle facility selected will impact the level of comfort and, by extension, the amount of people in the community who will benefit from it and use it.

Figure 6 from the manual provides guidance on preferred bicycle facilities for urban and suburban contexts.

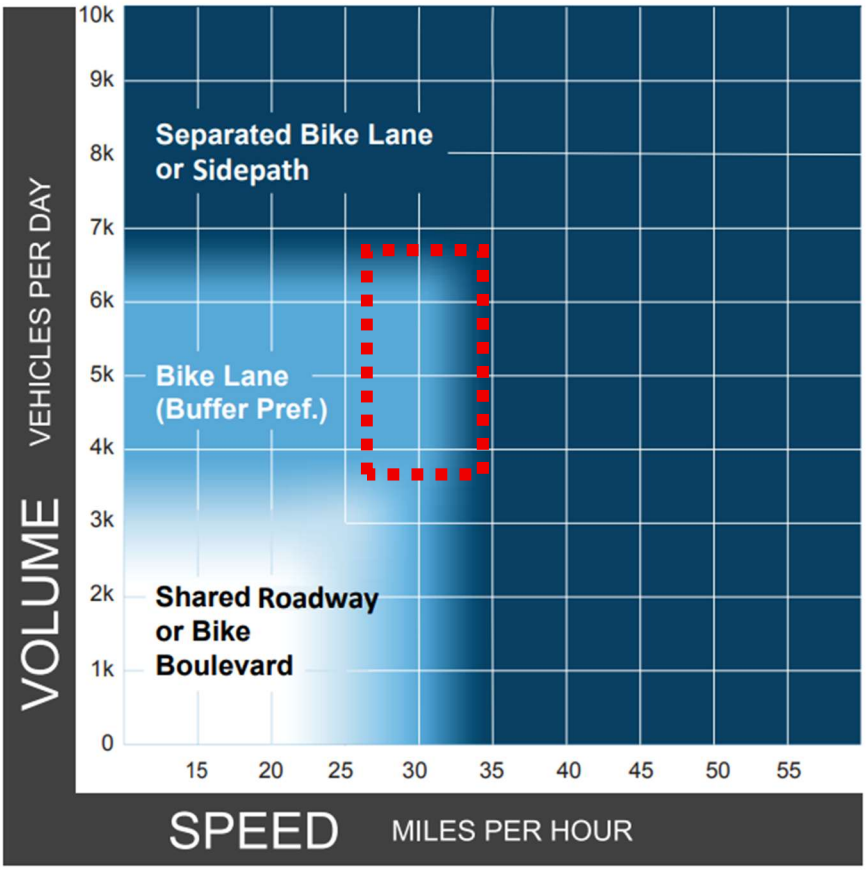


Figure 6: Preferred Bicycle Facility Type for Urban and Suburban Contexts

Using the range of observed 85th percentile speeds and traffic volumes within the project area (26.7-34.8 mph and 3,600-6,700 vehicle per day, respectively), the manual recommends convential bike lanes, separated (protected) bike lanes or a sidepath (noted on Figure 6 with the dotted red line).

Both one-way and two-way bike lanes are being considered for implementation. The manual notes that "whenever possible, separated bike lanes should be designed to operate as one-way in the same direction as motor vehicle traffic. Drivers are more likely to expect and notice people bicycling on a one-way separated bike lane operating in the same direction as motor vehicle traffic. One-way facilities provide intuitive, direct connections to the surrounding bicycle network and shared lanes."

Advisory Commission Feedback

The Transportation Commission approved an advisory communication on February 19, 2026 related to this project. The communication recommended that the City "review and present all viable all-ages-and-abilities (AAA) design alternatives for the corridor…" The Energy and Environment Commission endorsed this advisory communication on March 12, 2026. The Transportation Commission approved a second advisory communinication on May 28, 2026, recommending that City Council "adopt a protected bike lane, which includes both a vertical and horizontal separation element." The advisory communications are included in Appendix A.

Community Feedback

Adjacent property owners and other members of the community were invited to provide feedback for the design of this project. A survey was available on the Better Together Edina project page for approximately seven weeks (March 5 through April 24); 247 responses were received. Below is a summary of the survey responses:

- A plurality live on Wooddale Avenue (38%) or less than ½ mile away (48%)
- 60% of the properties on Wooddale Avenue between W 50th Street and Valley View Road responded to the survey.
- The majority (88%) drive 2-7 times per week on Wooddale Avenue.
- Half (53%) bike less than once per month on Wooddale Avenue; 27% bike 1-4 times per month and 20% bike 2-7 times per week.
- A plurality (44%) utilize on-street parking on Wooddale Avenue 2-7 times per week, but 42% utilize on-street parking less than once per month.
- Almost half (48%) are unlikely to bike on Wooddale Avenue if it had dedicated bike lanes, while 31% are likely to bike if dedicated lanes were provided.
- The majority (67%) oppose upgrading the bike lanes on Wooddale Avenue, while 31% are in support.
- The majority (72%) oppose removing on-street parking on Wooddale Avenue, while 22% are in support.

Staff also reviewed the survey responses for only the 93 respondents that identified as living directly on Wooddale Avenue. Below is a summary of these survey responses:

- Nearly all (99%) drive on Wooddale Avenue 2-7 times per week.
- More than half (53%) bike on Wooddale Avenue less than once per month. 26% bike 1-4 times per month and 21% bike 2-7 times per week.
- The majority (84%) utilize on-street parking on Wooddale Avenue 2-7 times per week.
- More than half (56%) are unlikely to bike on Wooddale Avenue if it had dedicated bike lanes, while 7% are likely to bike if dedicated lanes were provided.
- The majority (90%) oppose upgrading the bike lanes on Wooddale Avenue, while 6% are in support.
- Nearly all (99%) oppose removing on-street parking on Wooddale Avenue.

The full summary and indivudal survey responses are included in Appendix B.

Reconfiguration Options

Staff developed multiple options for roadway reconfiguration guided by the proposed scope of work, the City's approved guiding documents, industry best-practices and community feedback.

Option 1: One-Way Bike Lanes with No On-Street Parking

This option creates dedicated one-way bike lanes along the entire corridor. The travel lanes would be reduced to 10' in both directions and the bike lanes would 5.5'. The bike lanes would feature 2' buffers between Wooddale Lane and W 56th Street, and would be unbuffered between W 56th Street and Valley View Road. On-street parking would be restricted on both sides between Wooddale Lane and Valley View Road (see Figures 7-9).

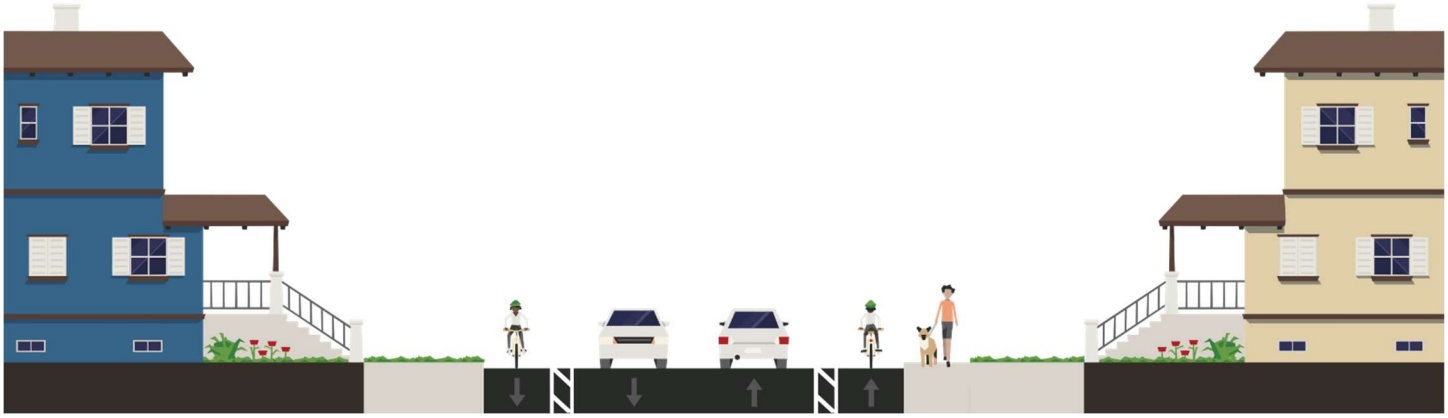


Figure 7: Option 1, Wooddale Lane to W 56th Street

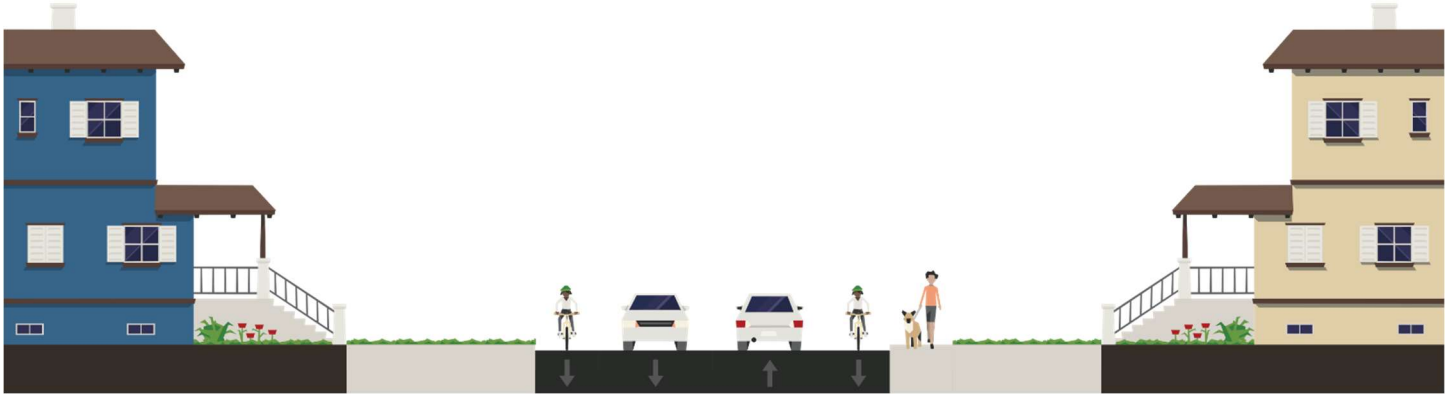


Figure 8: Option 1, W 56th Street to W 61st Street

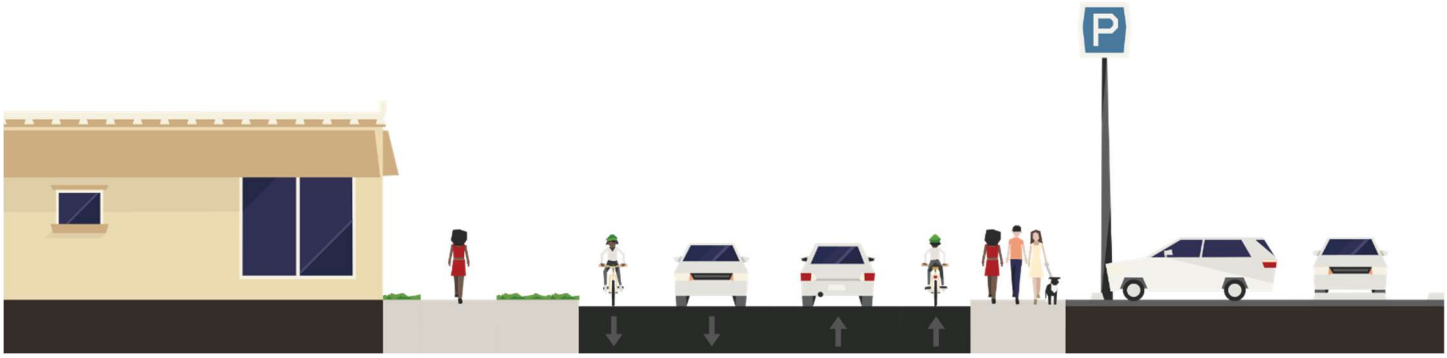


Figure 9: Option 1, W 61st Street to Valley View Road

This option would remove on-street parking between Wooddale Lane and W 61st Street.

Option 2A: Two-Way Bike Lane on East Side with Partial On-Street Parking

This option creates a dedicated two-way bike lane on the east side along the entire corridor. The travel lanes would be reduced to 10' in both directions with an 8' two-way bike lane. On-street parking would be allowed between Wooddale Lane and W 56th Street. The bike lane would features a 3' buffer between Wooddale Lane and Valley View Road. On-street parking would be allowed on the east side between Wooddale Lane and W 56th Street (see Figures 10-12).

Figure 10: Option 2A, Wooddale Lane to W 56th Street

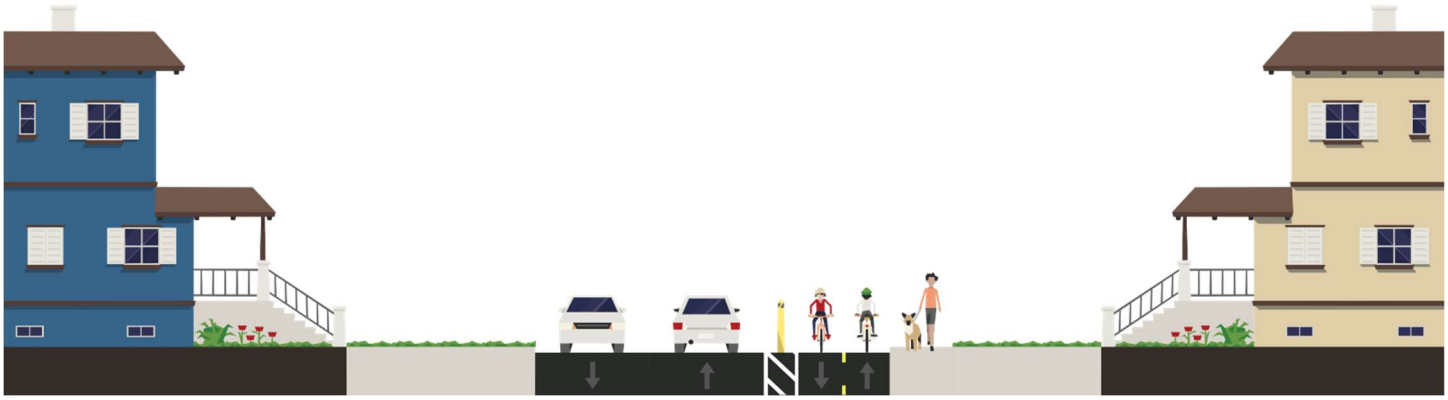


Figure 11: Option 2A, W 56th Street to W 61st Street

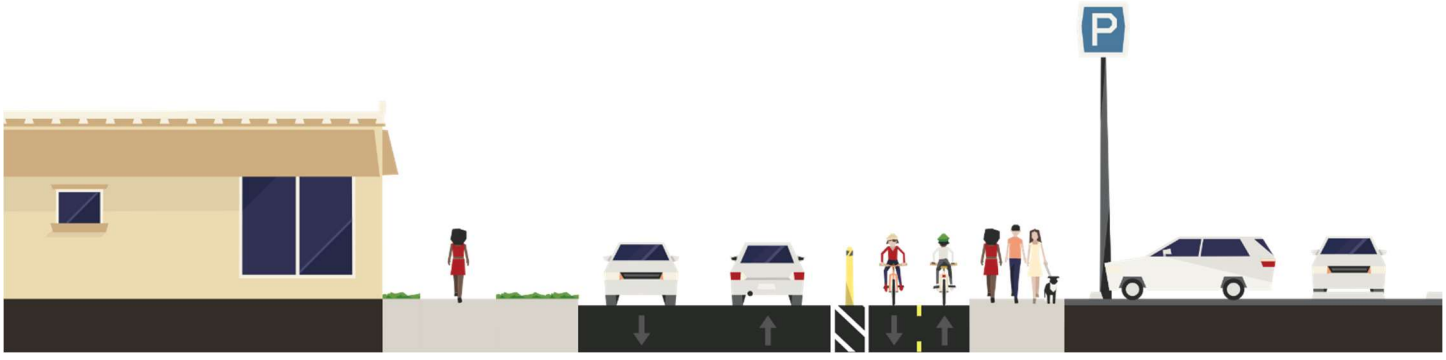


Figure 12: Option 2A, W 61st Street to Valley View Road

This option seeks to minimize the impact of the bike facility by combining the one-way bike lanes into a narrower two-way bike lane. It would remove on-street parking between W 56th Street and W 61st Street.

Option 2B: Two-Way Bike Lane on East Side with No On-Street Parking

This option also creates a buffered two-way bike lane on the east side along the entire corridor. The travel lanes would be reduced to 10' in both directions with an 8' two-way bike lane. The bike lane would feature a 3' buffer between Wooddale Lane and Valley View Road. A 4' southbound shoulder would be provided between Wooddale Lane and W 56th Street. On-street parking would be restricted on both sides between Wooddale Lane and Valley View Road (see Figures 13-15).

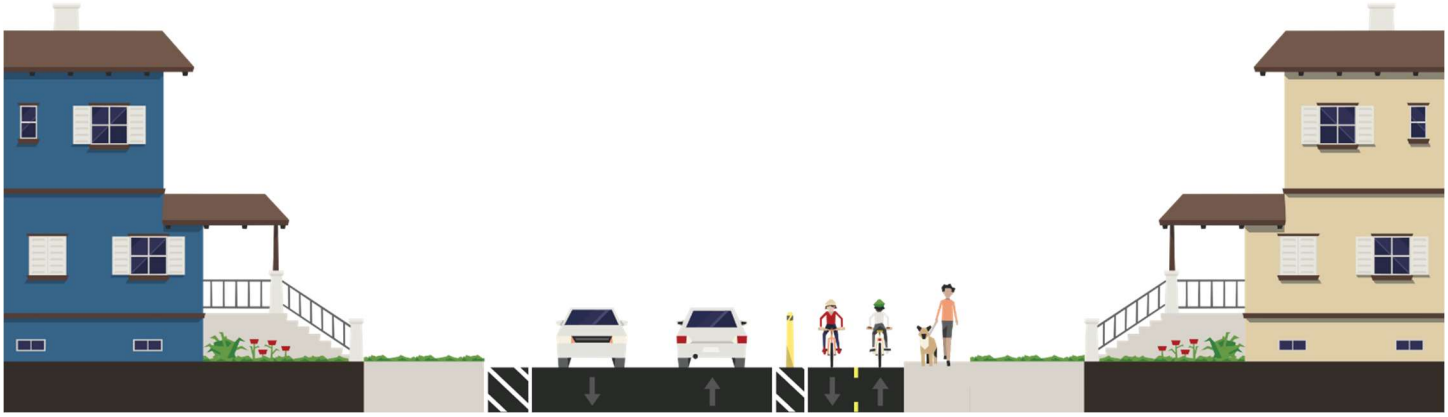


Figure 13: Option 2B, Wooddale Lane to W 56th Street

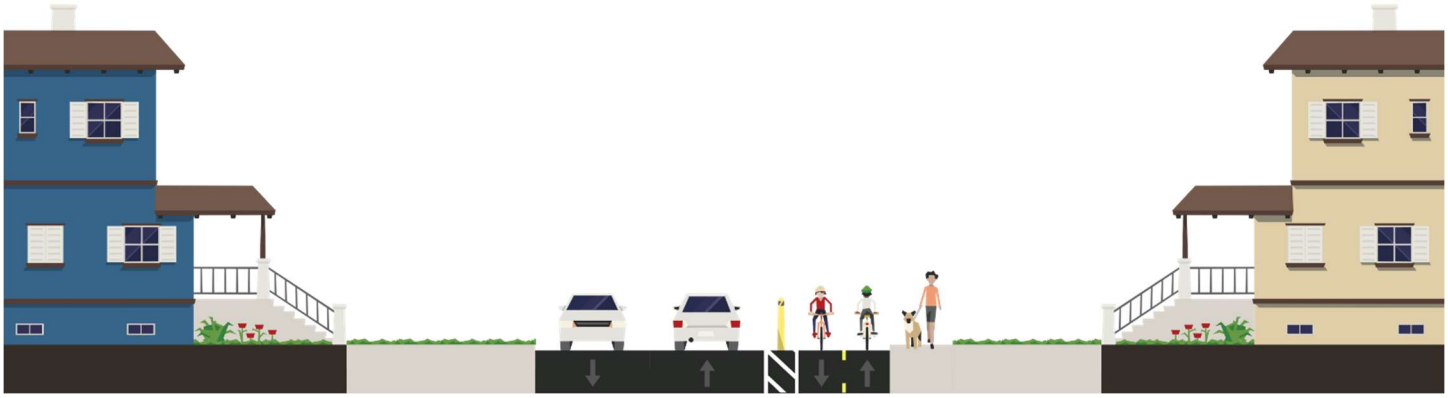


Figure 14: Option 2B, W 56th Street to W 61st Street

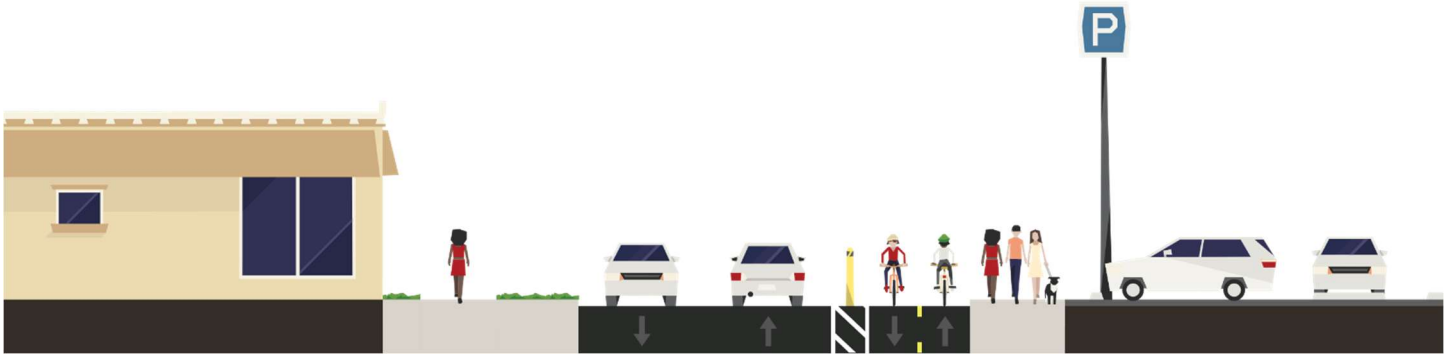


Figure 15: Option 2B, W 61st St to Valley View Road

This option also seeks to minimize the impact of the bike facility by combining the one-way bike lanes into a narrower two-way bike lane. It would remove on-street parking between Woodale Lane and W 61st Street.

Option 2C: Two-Way Bike Lane on West Side with No On-Street Parking

This option also creates a buffered two-way bike lane, but on the west side along the entire corridor. The travel lanes would be reduced to 10' in both directions with an 8' two-way bike lane. The bike lane would feature a 3' buffer between Wooddale Lane and Valley View Road. A 4' northbound shoulder would be provided between Wooddale Lane and W 56th Street. On-street parking would be restricted on both sides between Wooddale Lane and Valley View Road (see Figures 16-18).

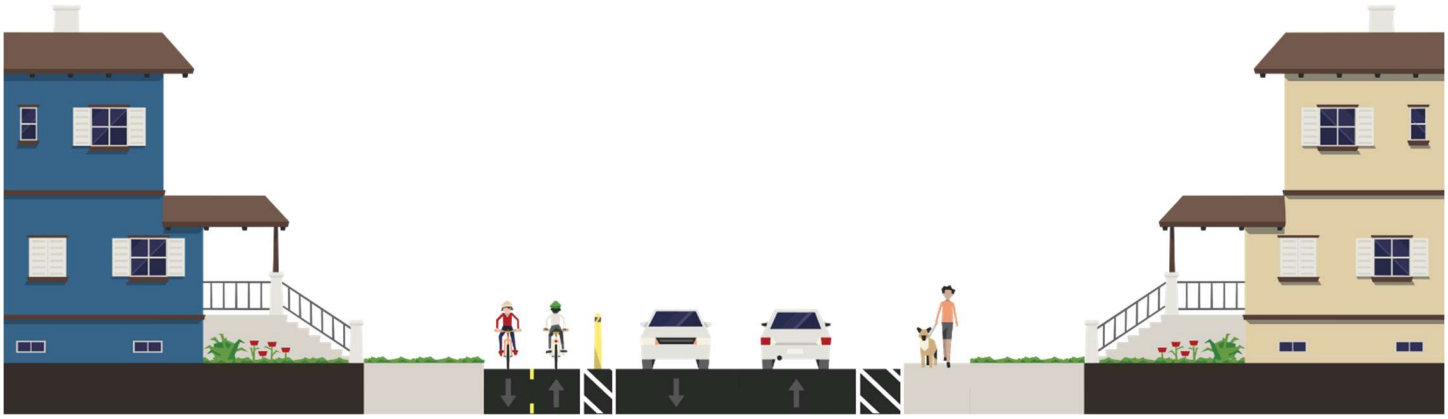


Figure 16: Option 2C, Wooddale Lane to W 56th Street

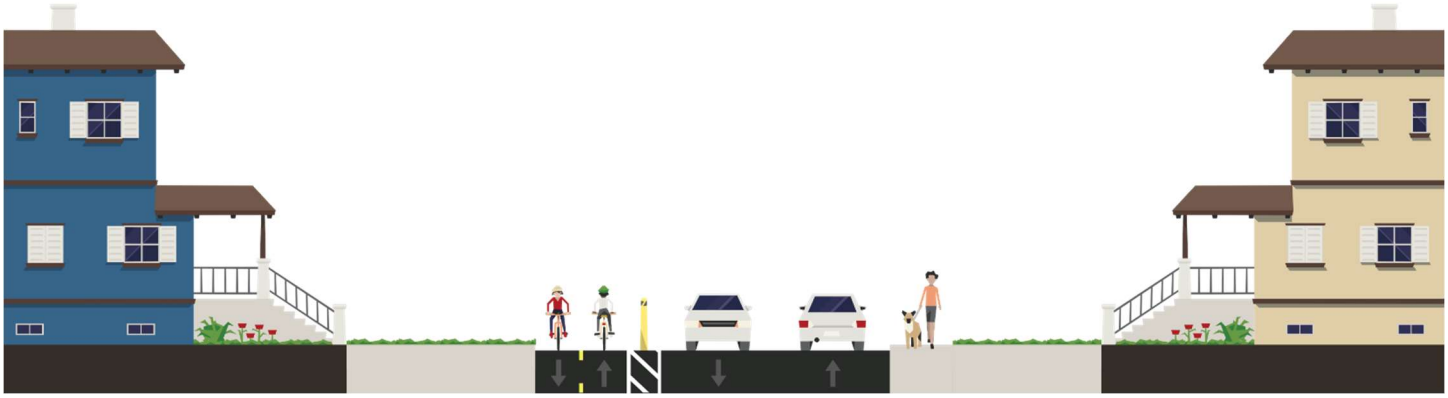


Figure 17: Option 2C, W 56th Street to W 61st Street

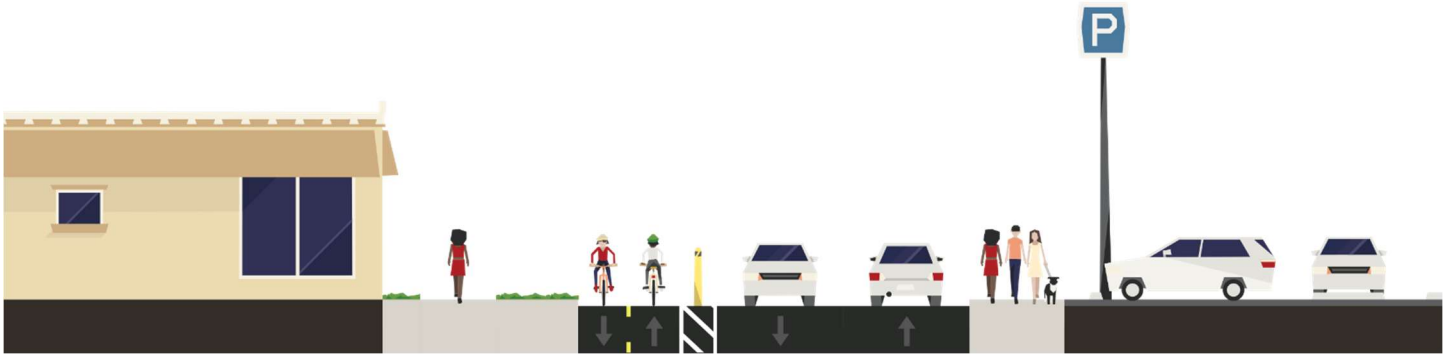


Figure 18: Option 2C, W 61st St to Valley View Road

This option also seeks to minimize the impact of the bike facility by combining the one-way bike lanes into a narrower two-way bike lane. Placing the two-way bike lane on the west side of the street would reduce the number of driveways a bicyclist would have to cross.

Option 3: Maintain Existing Configuration

This option maintains the existing roadway configuration. On-street parking would continue to be allowed between Wooddale Lane and W 61st Street and the bike facilities would be a combination of shared and dedicated one-way lanes (see Figures 1-3 in **Existing Conditions**).

Conclusion

- Option 1 improves safety and comfort for cyclists by replacing the existing shared bike lanes with dedicated bike lanes.
    - Narrower travel lanes provide traffic calming.
    - This option partially supports an All Ages and Abilities approach due to the inclusion of a buffer between Wooddale Lane and W 56th Street, which provides an opportunity for vertical protective elements.
    - 129 on-street parking spaces would be eliminated.
    - This option supports goals in the Comprehensive Plan, Living Streets Plan, Pedestrian and Bicycle Master Plan, and Climate Action Plan.
    - This option complies with MSA design standards and the Bicycle Facility Design Manual.

- Option 2A is not recommended for consideration as it does not comply with MSA design standards and the Bicycle Facities Design Manual.

- Options 2B and 2C improve safety and comfort for cyclists by replacing the existing shared bike lanes with a buffered bike lane.
    - Narrower travel lanes provide traffic calming.
    - These options best support an All Ages and Abilities approach due to their inclusion of a continuous buffer which also provides an opportunity for vertical protective elements.
    - 129 on-street parking spaces would be eliminated.
    - These option supports goals in the Comprehensive Plan, Living Streets Plan, Pedestrian and Bicycle Master Plan, Climate Action Plan, and Safe and Equitable Mobility Action Plan.
    - These option complies with MSA design standards and the Bicycle Facility Design Manual.

- Option 3 does not support the City's strategic goals related to multi-modal transportation.
    - 129 on-street parking spaces would be maintained.
    - This option complies with MSA design standards.
    - This option does not comply with the Bicycle Facities Design Manual.

Appendices

A. Commission Advisory Communications
B. Community Feedback Summary and Responses

The CITY of EDINA

CITY GOALS: Strong Foundation | Reliable Service | Livable City | Better Together

Commission Advisory

Date: March 17, 2026

To: Mayor and City Council

From: Transportation Commission
Energy & Environment Commission

Subject: Wooddale Avenue Bike Lane Project Letter of Support

Approved Work Plan Item: No **Council Charge:** N/A

Action Requested

As you consider the 2026 Wooddale Avenue mill and overlay, the Transportation and Energy & Environment Commissions urge Council to direct staff to review and present viable all-ages-and-abilities (AAA) design alternatives for the corridor — including options beyond those currently proposed such as those in the attached presentation provided to the Transportation Commission by members of the community.

Situation

Wooddale serves neighborhoods where kids, families and older adults walk, bike, and cross every day. For a corridor with its traffic volumes and speeds, national guidance supports protected facilities that clearly separate people walking and biking from motor vehicle traffic.

Before narrowing direction, we believe Council should have the benefit of a full evaluation of feasible alternatives and their safety impacts.

This project is a rare opportunity to make meaningful, cost-effective safety improvements. We encourage Council to ensure all viable options are thoughtfully reviewed and presented prior to selecting a final design.

Approved by Transportation Commission February 19, 2026
Approved by Energy & Environment Commission March 12, 2026

Encl.
Community Presentation Received February 19, 2026
Staff Presentation Received February 19, 2026

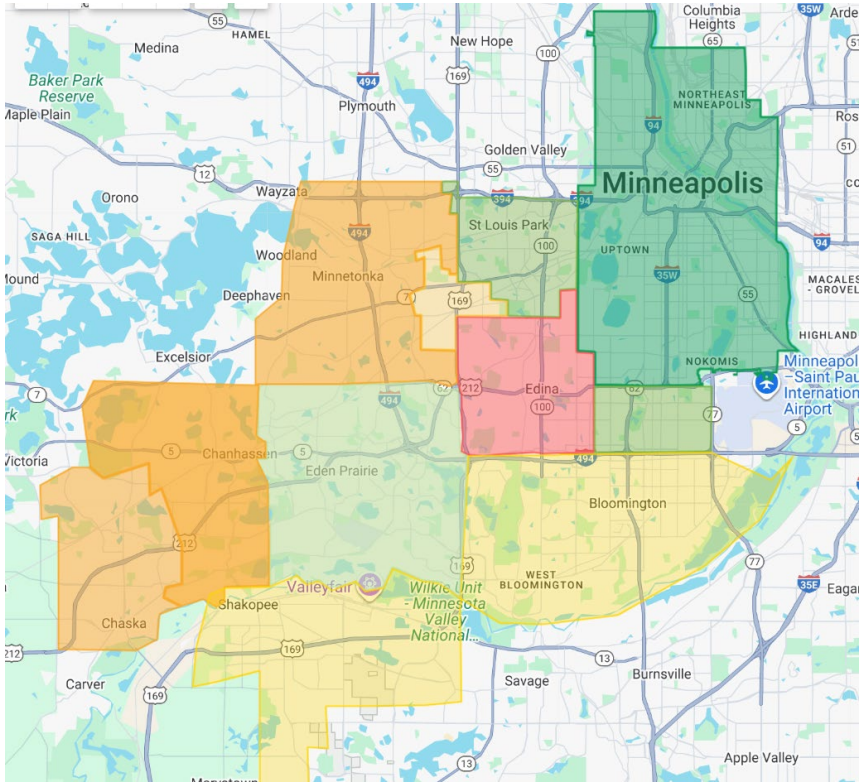
Wooddale Corridor

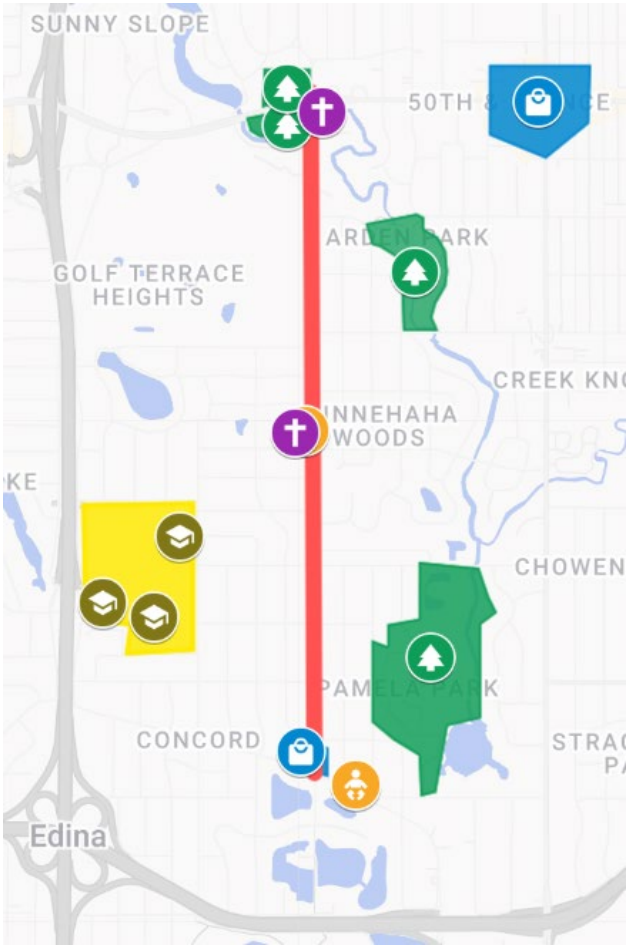
Spring 2026

We’ve fallen behind

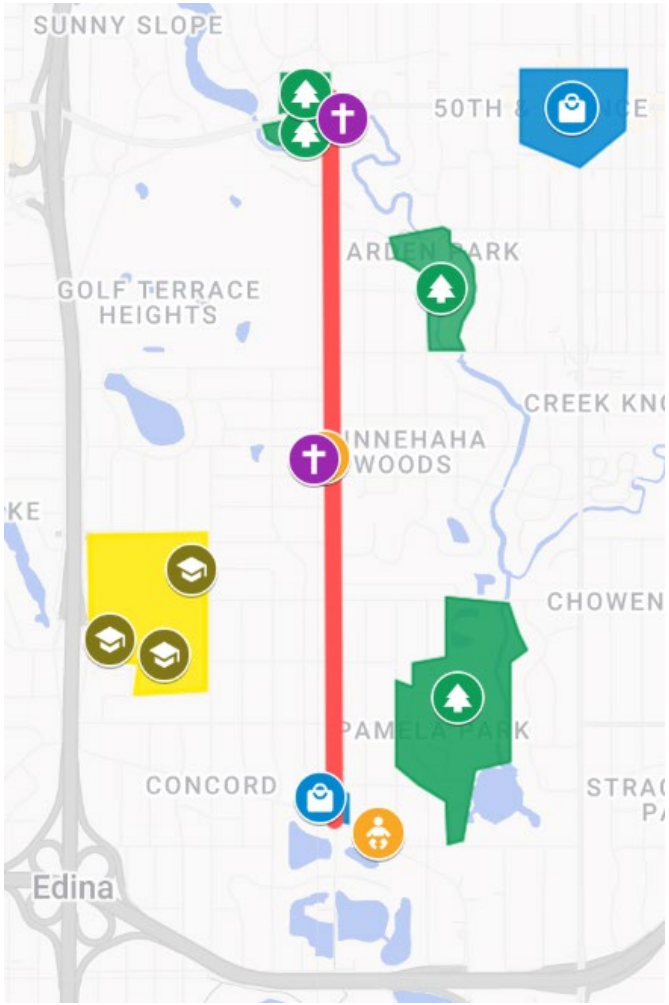
City	Rating
Minneapolis	73
St Louis Park	57
Richfield	53
Eden Prairie	45
Bloomington	36
Shakopee	35
Hopkins	34
Chaska	31
Minnetonka	31
Chanhassan	30
Edina	24

PeopleForBikes.com City Ratings 2025




SUNNY SLOPE
50TH
GOLF TERRACE
HEIGHTS
CREEK
CHOWEN
CONCORD
Edina

Protected vs Unprotected



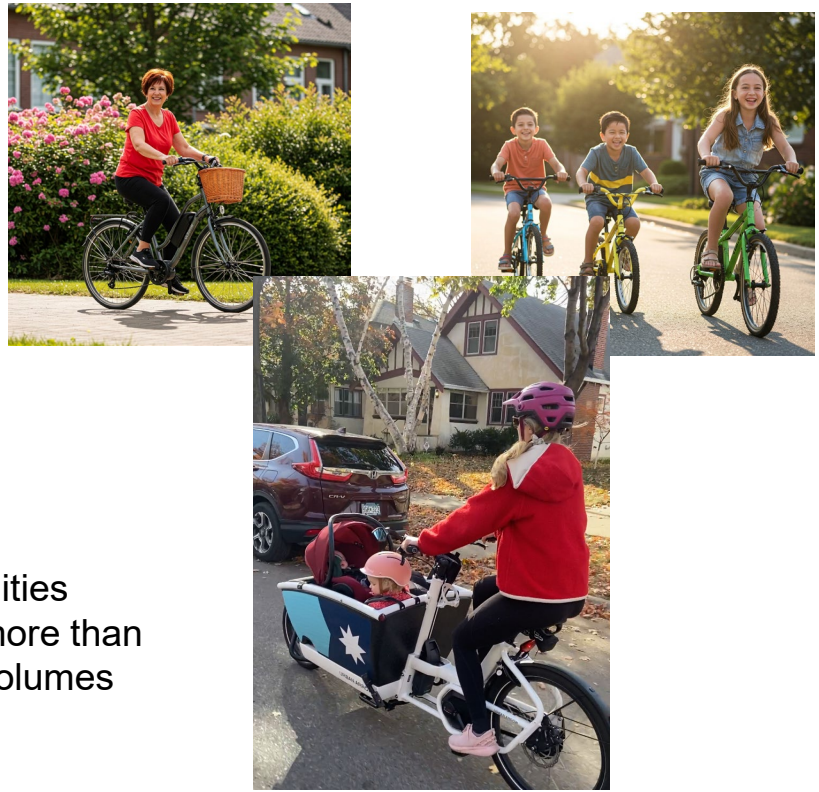
Everyday Destinations

- Schools
- Parks
- Small Businesses
- Daycares
- Churches

Future Connectivity

- Rosland Bridge (2026)
- Valley View Rd
- 50th St
- Wooddale to St. Louis Park

All Ages and Abilities



"Protected bike lanes are the **only** tool for All Ages & Abilities biking on streets with high curbside demand, speeds of more than **25mph**, multiple adjacent travel lanes, or motor vehicle volumes above **6,000** vehicles per day."

- NACTO Urban Bikeway Design Guide, 2025 (pg 148)

AAA design advances city plans

- Comprehensive Plan
- Climate Action Plan
- Bike/Ped Master Plan
- Active Routes to School Plan

Transportation and Land Use

Strategy TL 1

Decrease community wide VMT by 7% by 2030.

As outlined in the chart to the right, the total vehicle miles traveled (VMT) in Edina in 2019 was 581 million miles. This is an increase of 80.2 million miles, or 12.7% increase over the seven year span. Edina has also seen a steady trend in commuter modes with 78% commuters driving alone. Decreasing commuters driving alone by 6% to match the county-wide average would decrease vehicle miles traveled by up to 10 million miles. Increasing opportunities and safety of bike and walking routes to schools, retail nodes, and recreation centers can support reduced vehicle use for other types of daily trips.

Implementation Actions

TL 1-1	Revise street design standards and prioritize funding to align with Vision Zero strategies to create safe streets for people walking, biking, micro-mobility options, and riding transit while also accommodating vehicles. Provide bicycle and pedestrian safety and skills training to all school-aged children in Edina with an accompanying program to educate parents and all interested adults.
TL 1-2	Accelerate building on-street and off-street protected bike lanes, sidewalks, crosswalks, and other walking infrastructure in high-need areas and fill connectivity gaps as identified in the City's Bike and Pedestrian Master Plan.

Research supports AAA (protected) design

- **1.8x larger increases** in bicycle commuting compared to standard (painted) lanes (1)
- Ridership increase of **+21% to +171%** after protected lanes were installed (2)
- Ridership increase of **+50%** after protected lanes were installed (3)

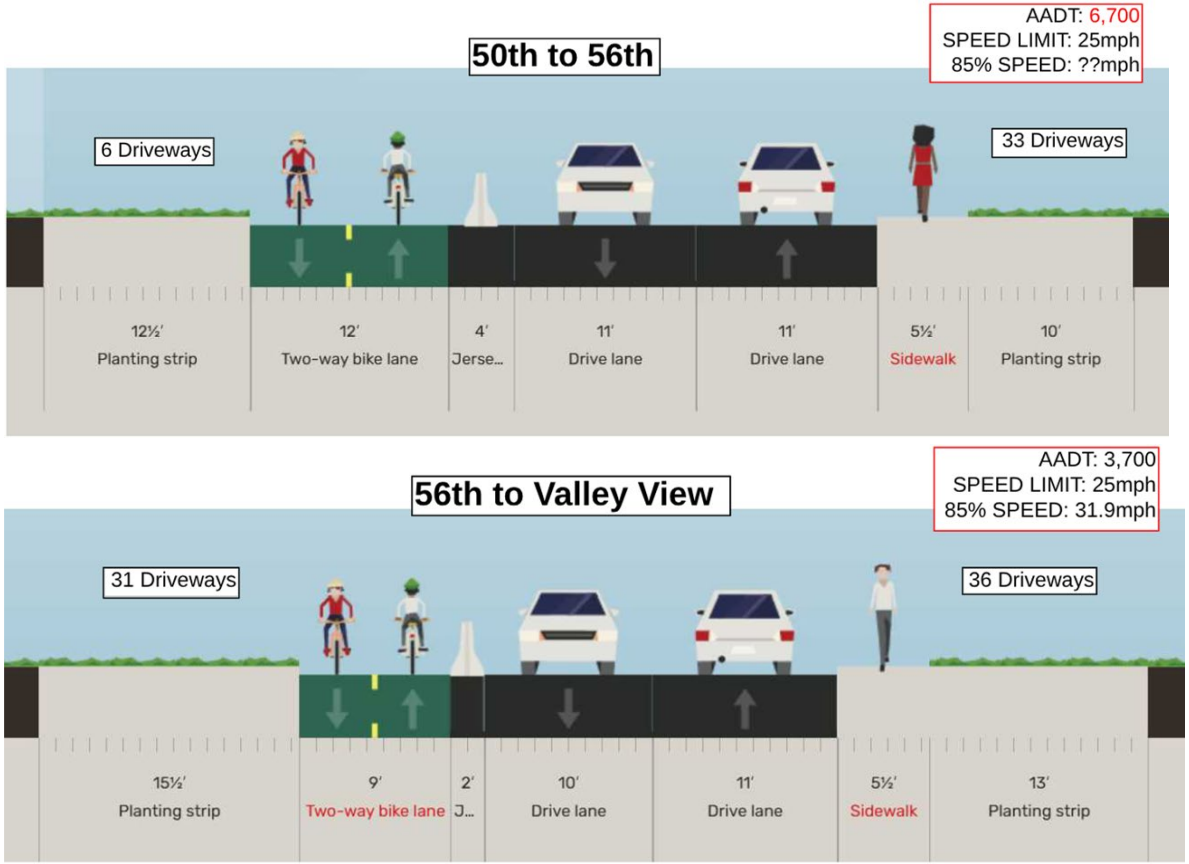
- **10%** of riders on the protected lanes said they **switched from other modes** (e.g., car, transit) (2)

- **8% speed reduction** of vehicles vs standard lanes (4)

- Protected lanes **reduce bike/car crashes up to 50%** compared to standard lanes (5)

(1) The Link Between Low-Stress Bicycle Facilities and Bicycle Commuting — Ferenchak & Marshall (2025)
(2) Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S. — Monsere et al. (2014)
(3) West Mulberry Street Protected Bike Lane Pilot Project — Fort Collins, CO City Staff (2024)
(4) The Traffic Calming Effect of Delineated Bicycle Lanes — Younes et al. (2023)
(5) Developing Crash Modification Factors for Separated Bicycle Lanes — FWHA (2023)

Wooddale Corridor



Smoking tables next to non-smoking tables used to be normal too
Join us in fighting for safe streets
VISION ZERO VANCOUVER
Vision Zero Vancouver
ROVÉLO CREATIVE

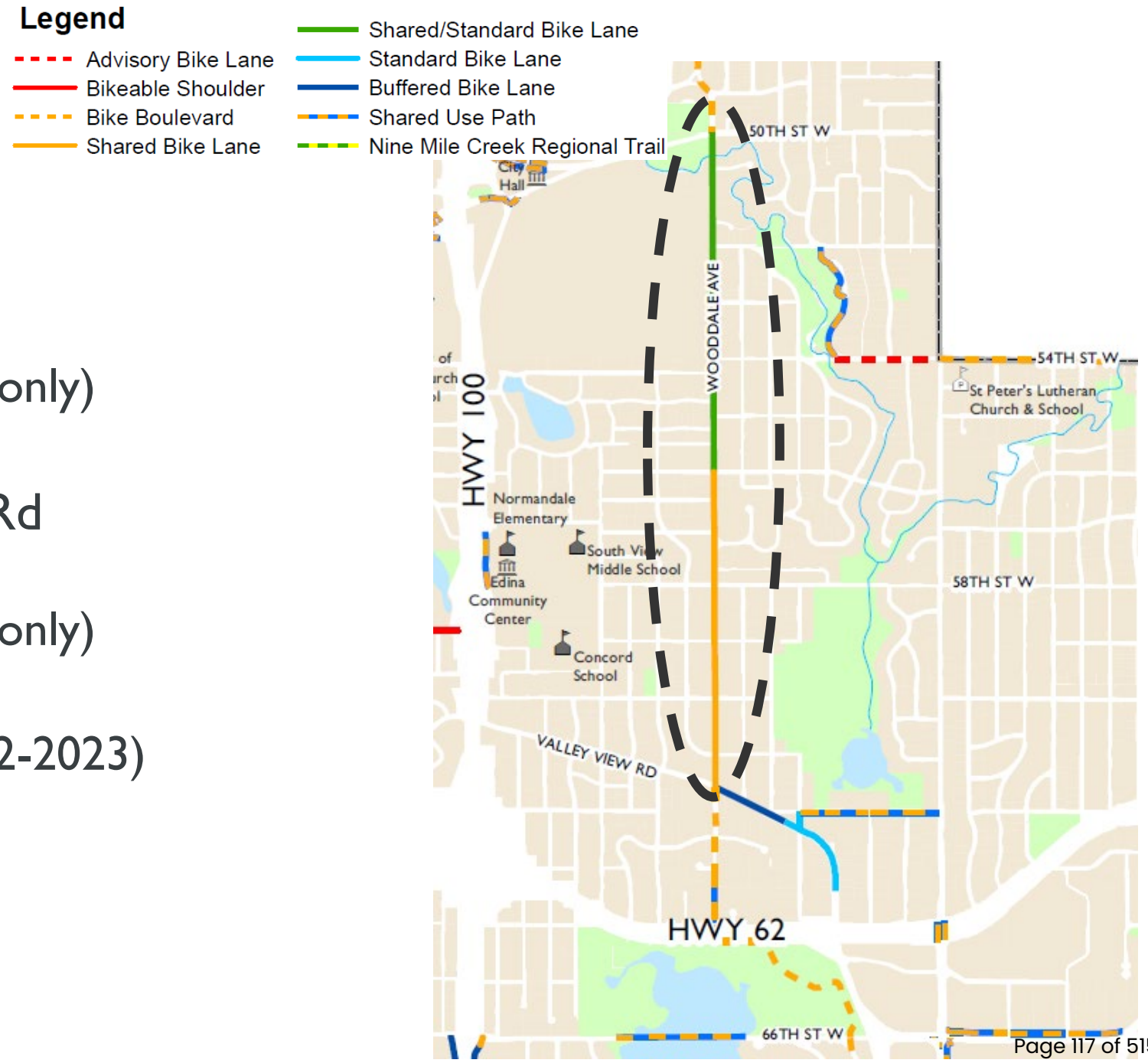
Project Limits

- Wooddale Ave, W 50th St to Valley View Rd
- Only north-south bike corridor in NE quadrant
- Bituminous overlay scheduled for 2026
- Pedestrian and Bicycle Master Plan recommends combination of standard bike lanes, buffered bike lanes, and shared-use paths

The CITY of EDINA

Existing Conditions

- W 50th St to W 56th St
  - NB shared bike lane
  - SB standard bike lane
  - On-street parking (east only)
  - 5’ sidewalk (east only)
- W 56th St to Valley View Rd
  - NB/SB shared bike lanes
  - On-street parking (east only)
  - 5’ sidewalk (east only)
- ADT: 5,200-6,700 vpd (2022-2023)
- 25 mph speed limit



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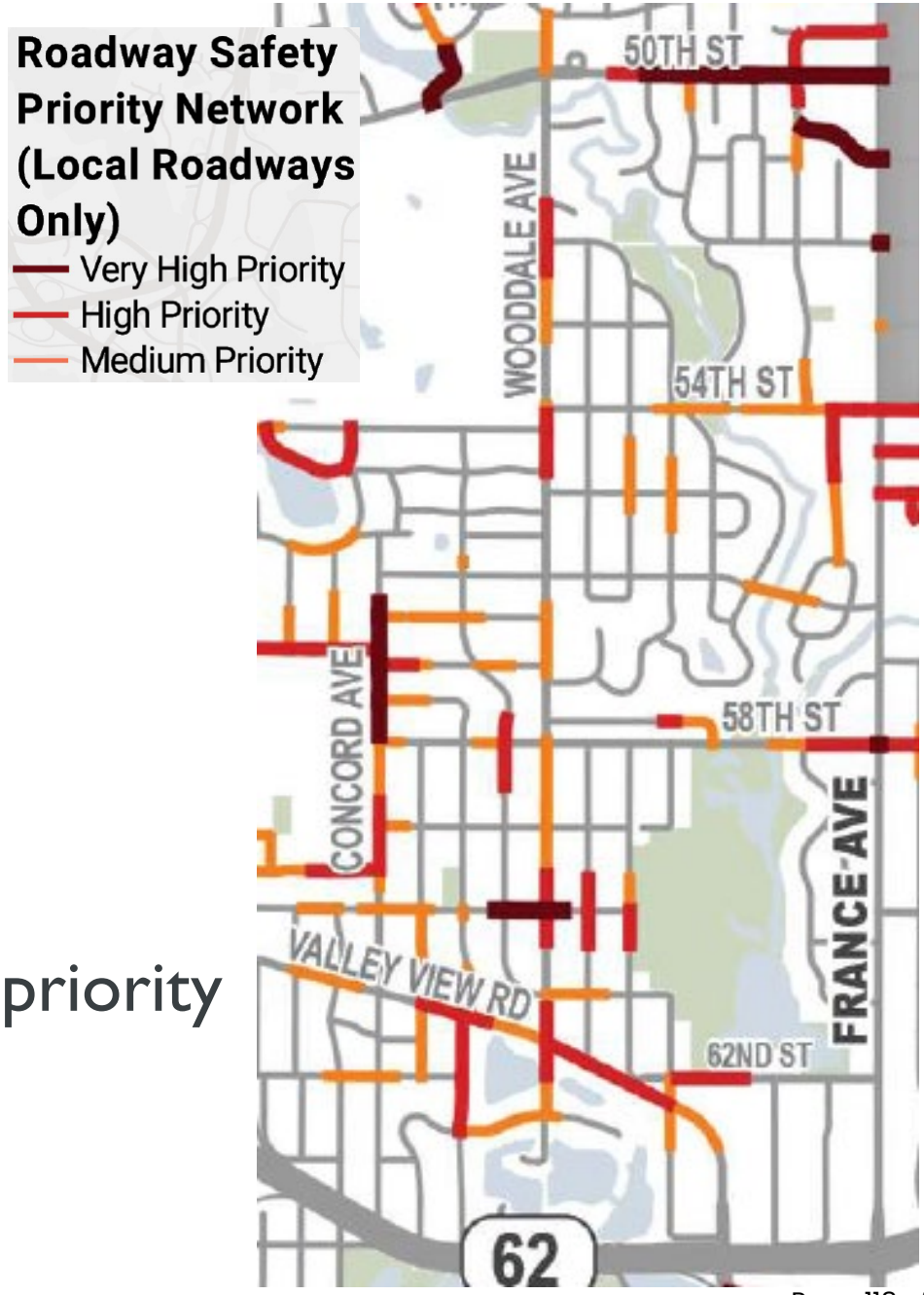
Existing Conditions

- 29 reported crashes in last 10 years
  - Severity:
    - 38% minor/possible injury (11)
    - 62% property damage only (18)
  - Mode:
    - 70% involved motor vehicle (20)
    - 10% involved cyclist (3)
    - 10% involved parked car (3)
    - 10 % other (3)
- Several segments noted as medium/high priority in draft SEMAP



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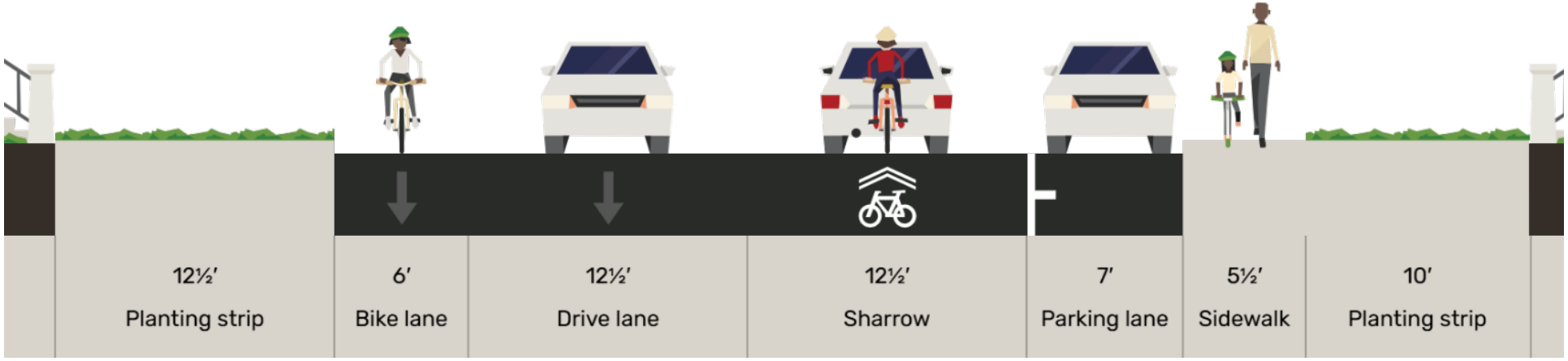
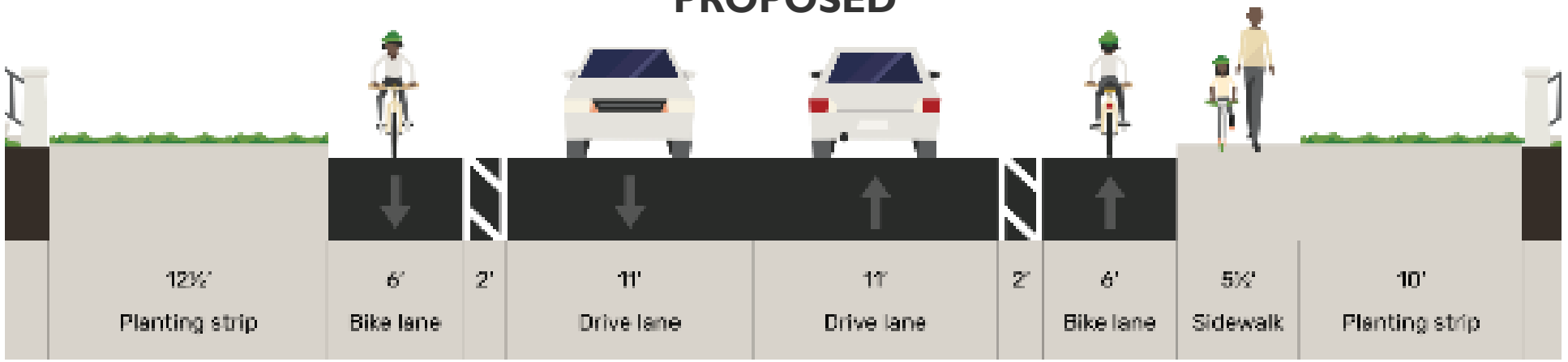
W 50th St to W 56th St

EXISTING



PROPOSED



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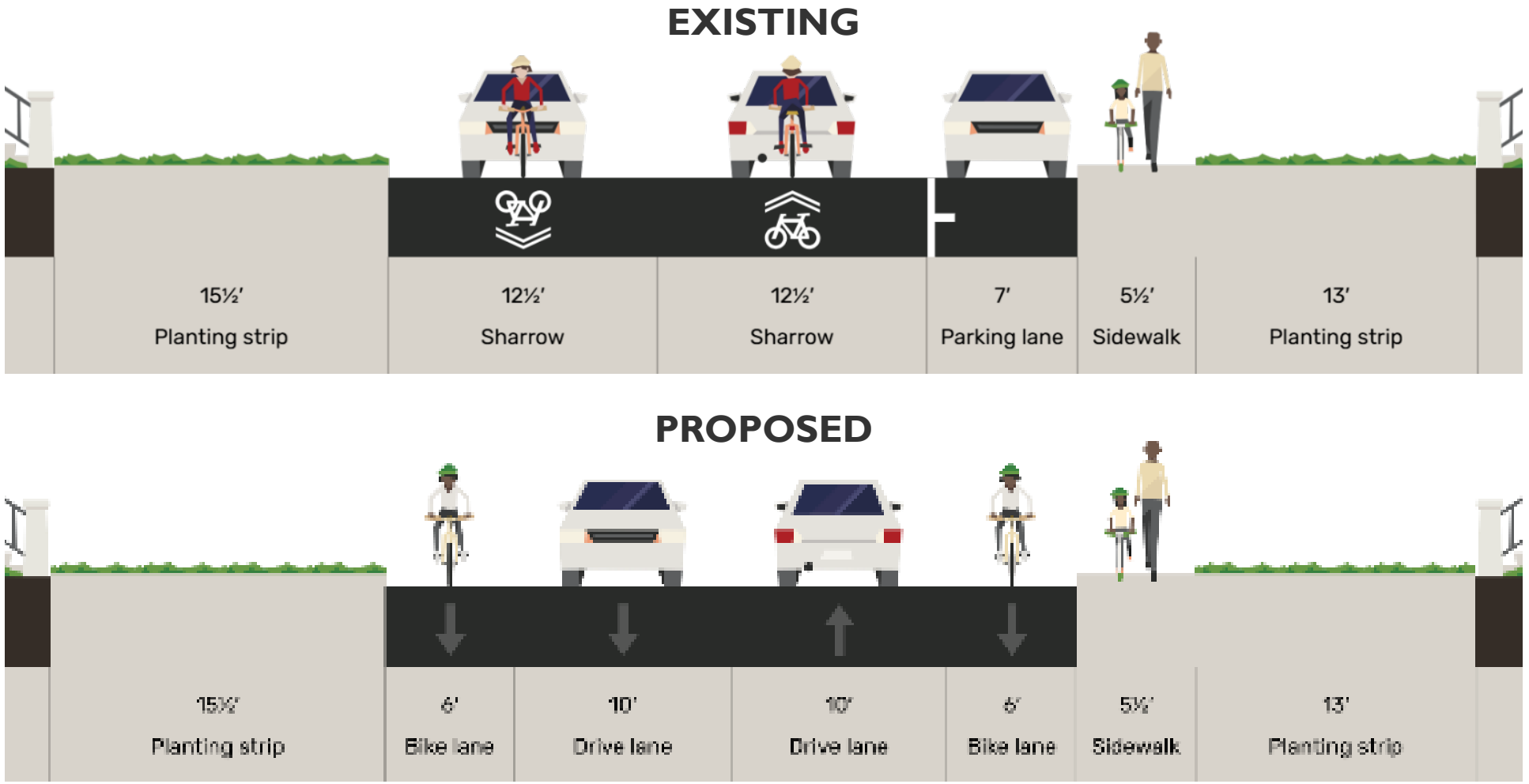
*Actual dimensions may vary along the corridor

W 56th St to W 61st St



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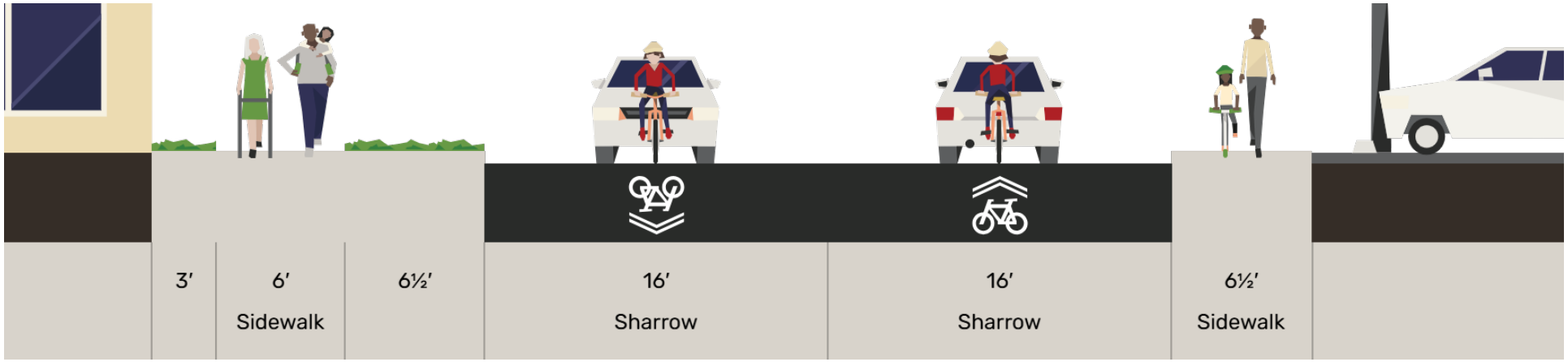
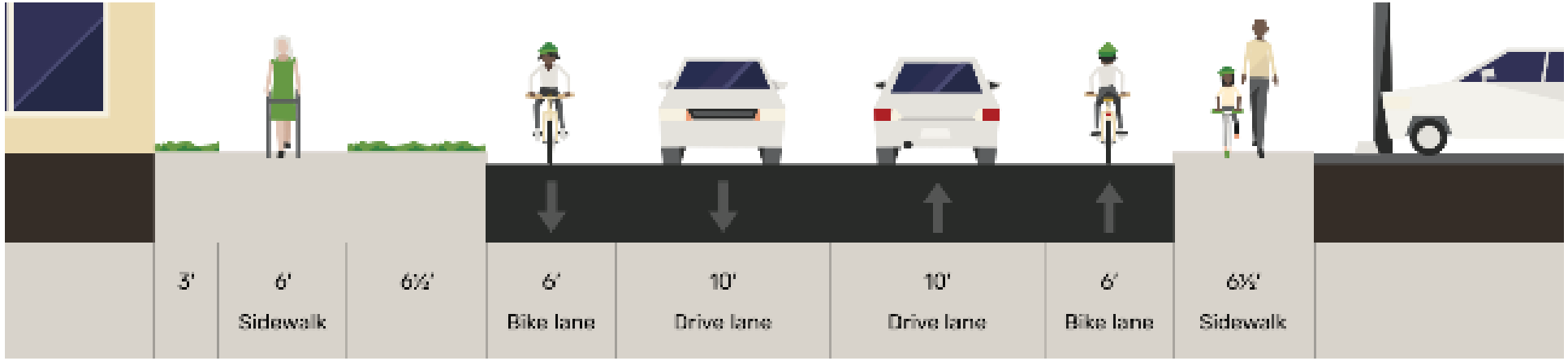
*Actual dimensions may vary along the corridor

W 61st St to Valley View Rd

EXISTING



PROPOSED

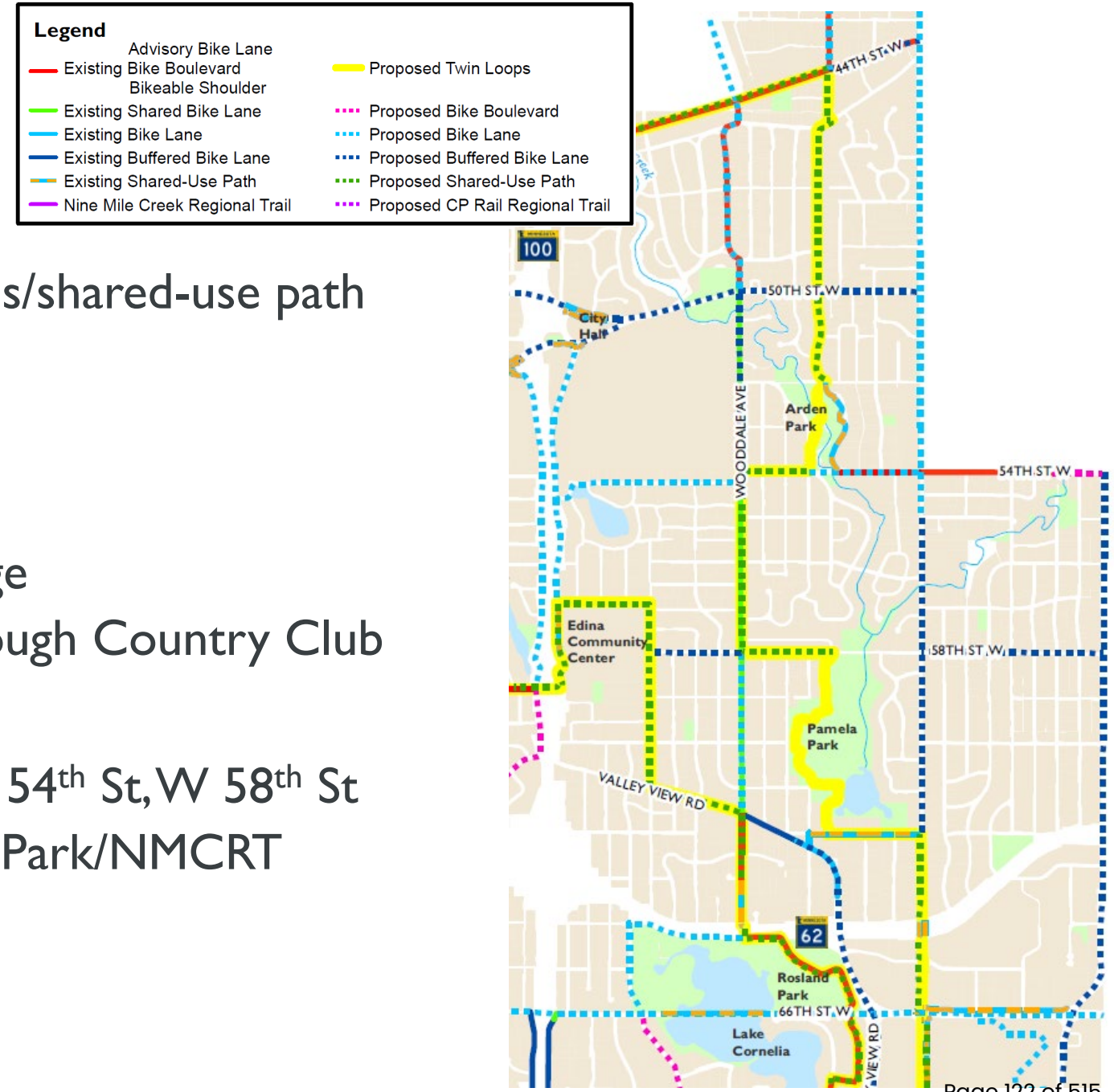


The CITY of EDINA

*Actual dimensions may vary along the corridor

Connecting Facilities

- Existing:
  - Wooddale Ave bike boulevards/shared-use path
  - Valley View Rd bike lanes
- Planned:
  - Wooddale Ave bridge
  - Rosland Park pedestrian bridge
  - Wooddale Ave bike lanes through Country Club
- Future:
  - Bike lanes on Golf Terrace, W 54th St, W 58th St
  - Connection to Fred Richards Park/NMCRT



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Next Steps

- Seeking feedback from adjacent properties
- Project will require a no parking resolution from City Council (spring 2026)
- If approved, implementation will occur following overlay (summer 2026)

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CITY GOALS: Strong Foundation | Reliable Service | Livable City | Better Together

Commission Advisory

Date: May 28, 2026

To: Mayor and City Council

From: Transportation Commission

Subject: Wooddale Avenue Bike Lane Project

Approved Work Plan Item: No **Council Charge:** N/A

Action Requested

Wooddale Avenue is a major north-south corridor and presents an opportunity to invest in our community's bike network. Council has and will hear concerns about the overlay options provided by staff. The ETC would like to provide our support of the project and an important consideration when moving forward. Specifically, the ETC recommends that Council adopt a protected bike lane, which includes both a vertical and horizontal separation element. In particular, the section between Wooddale Lane and W 56th Street sees the highest traffic and is the most important to protect. This protected bike lane aspect of the project is critical to increase ridership, enhance safety, and ensure the project meets its full potential.

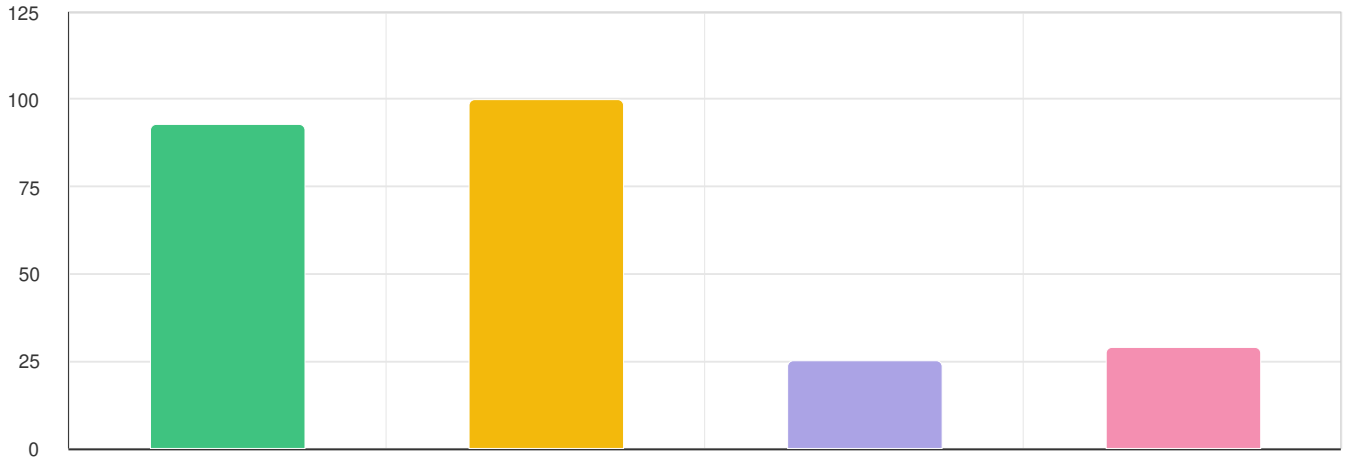
Wooddale Avenue Bike Lanes Survey

SURVEY RESPONSE REPORT
30 January 2019 - 13 May 2026

PROJECT NAME:
Wooddale Avenue Bike Lanes

GRANICUS

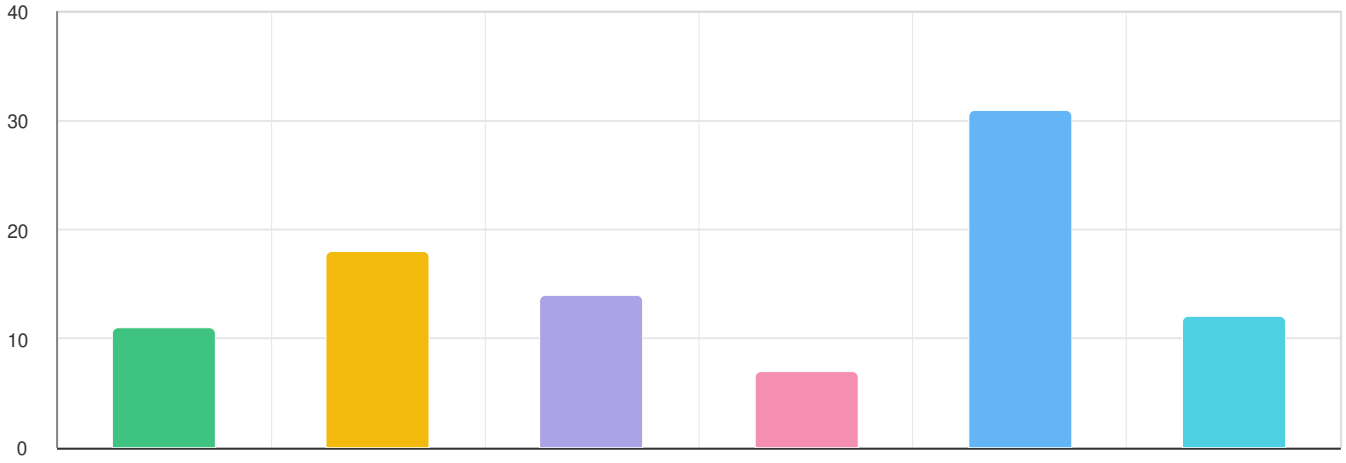
Q1. Approximately where do you live in relation to Wooddale Avenue?



Question options	responses	%
On Wooddale Avenue	93	37.7
Less than 1/2 mile	100	40.5
1/2 mile to 1 mile	25	10.1
More than 1 mile	29	11.7

247 responses · 0 skipped
Question type : Checkbox Question

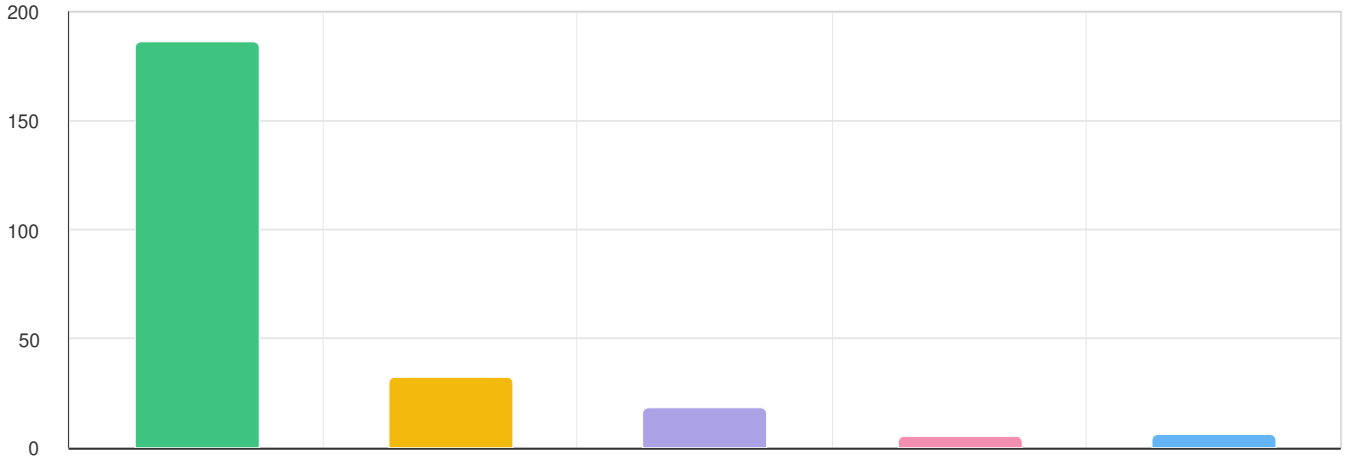
Q2. Where do you live on Wooddale Avenue?



Question options	responses	%
Between W 50th Street and W 52nd Street	11	11.8
Between W 52nd Street and W 54th Street	18	19.4
Between W 54th Street and W 56th Street	14	15.1
Between W 56th Street and W 58th Street	7	7.5
Between W 58th Street and W 60th Street	31	33.3
Between W 60th Street and Valley View Road	12	12.9

93 responses · 154 skipped
Question type : Checkbox Question

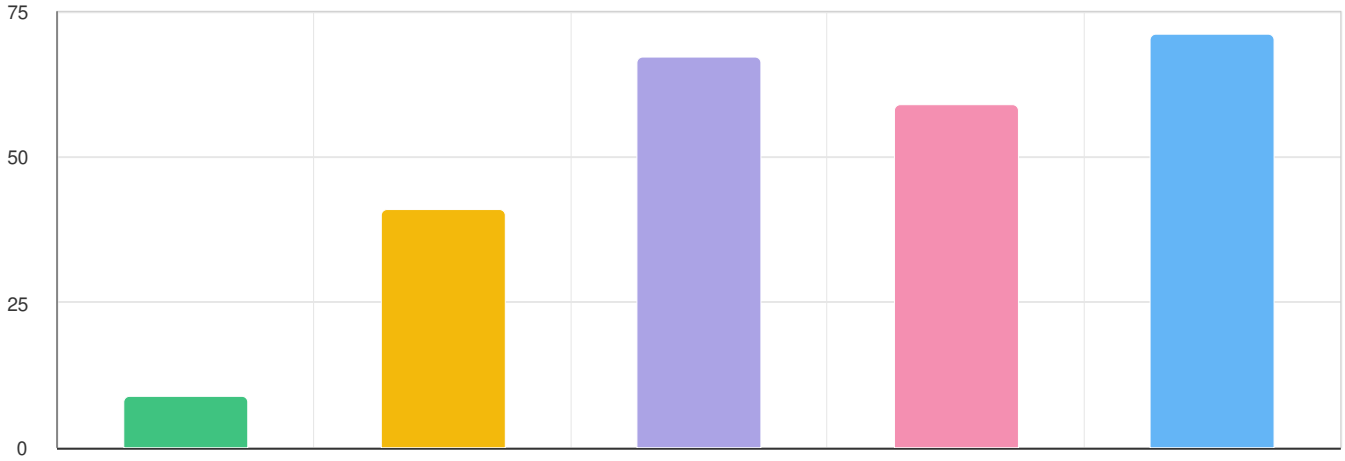
Q3. How often do you travel by car on Wooddale Avenue?



Question options	responses	%
Very frequently (daily or near daily)	186	75.3
Frequently (2-3 times per week)	32	13.0
Occassionally (1-4 times per month)	18	7.3
Rarely (less than once per month)	5	2.0
Never	6	2.4

247 responses · 0 skipped
Question type : Checkbox Question

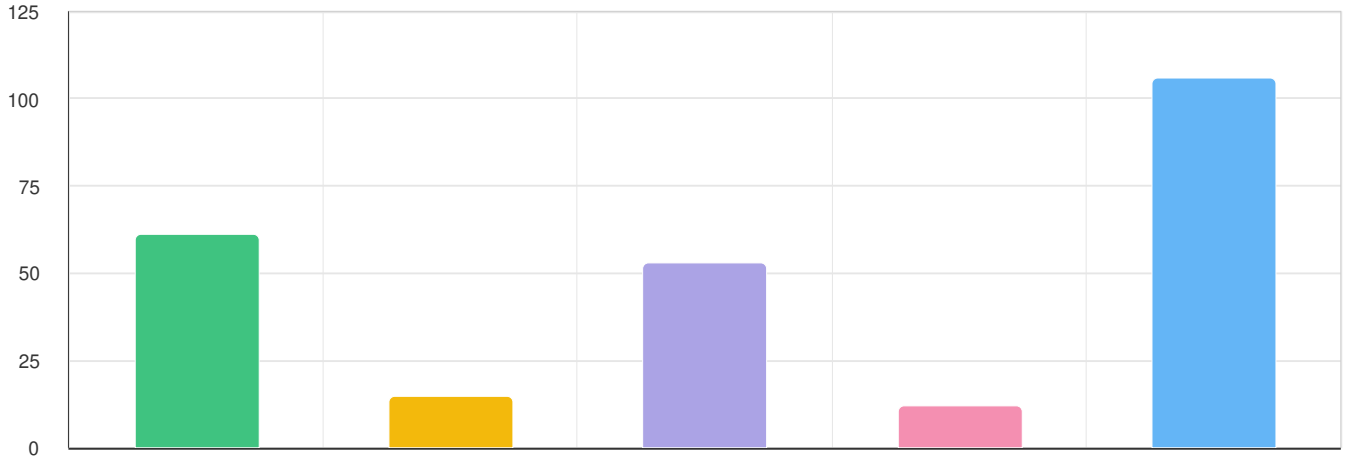
Q4. How often do you bike on Wooddale Avenue?



Question options	responses	%
Very frequently (daily or near daily)	9	3.6
Frequently (2-3 times per week)	41	16.6
Occassionally (1-4 times per month)	67	27.1
Rarely (less than once per month)	59	23.9
Never	71	28.7

247 responses · 0 skipped
Question type : Checkbox Question

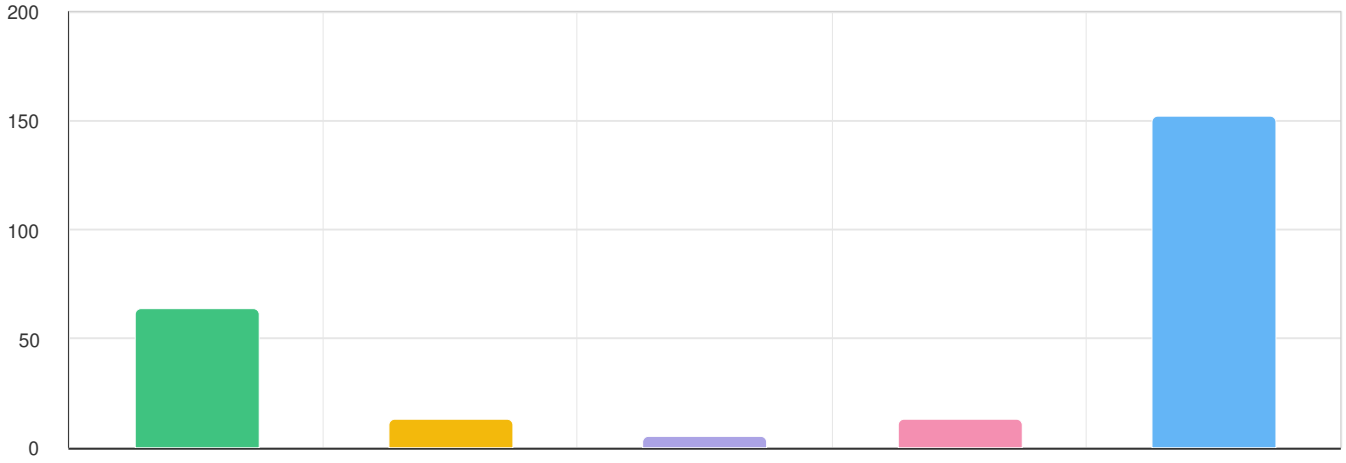
Q5. How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?



Question options	responses	%
Very likely	61	24.7
Somewhat likely	15	6.1
Neutral	53	21.5
Somewhat unlikely	12	4.9
Very unlikely	106	42.9

247 responses · 0 skipped
Question type : Checkbox Question

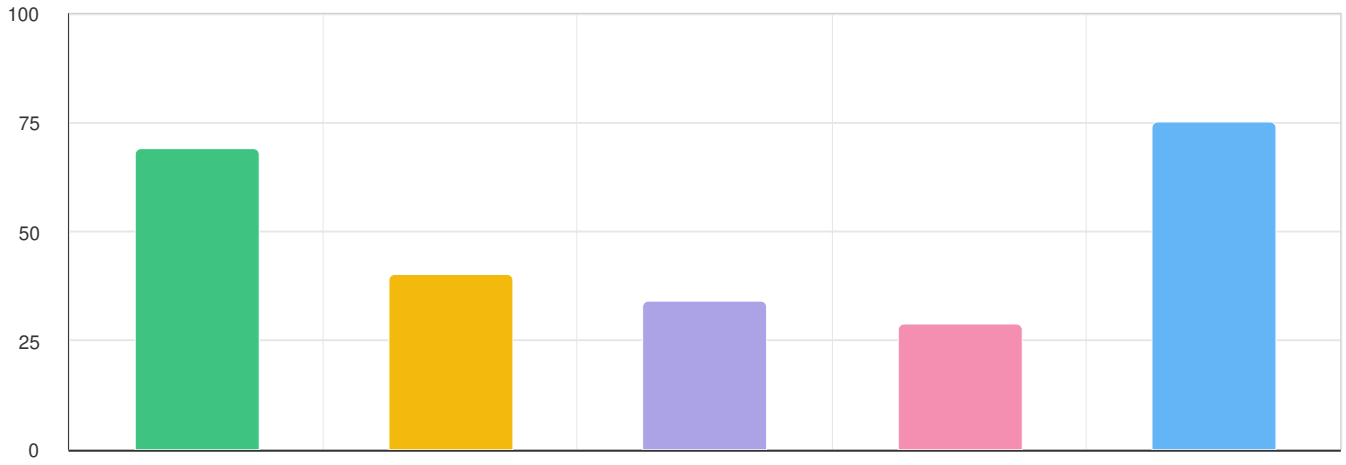
Q6. To what extent do you support upgrading bike lanes on Wooddale Avenue?



Question options	responses	%
Strongly support	64	25.9
Somewhat support	13	5.3
Neutral/no opinion	5	2.0
Somewhat oppose	13	5.3
Strongly oppose	152	61.5

247 responses · 0 skipped
Question type : Checkbox Question

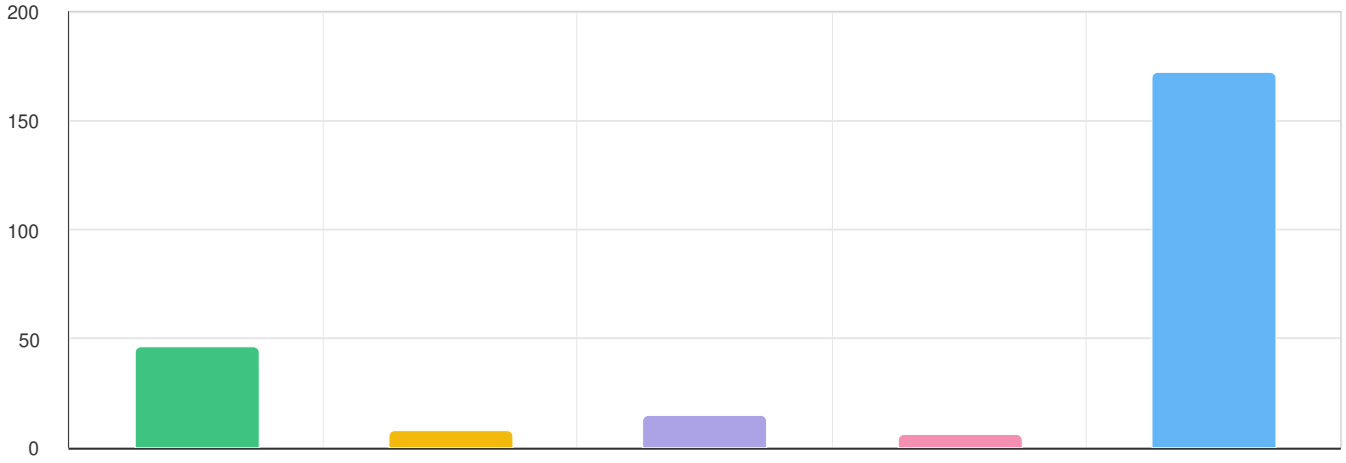
Q7. How often do you or your guests park on Wooddale Avenue?



Question options	responses	%
Very frequently (daily or near daily)	69	27.9
Frequently (2-3 times per week)	40	16.2
Occassionally (1-4 times per month)	34	13.8
Rarely (less than once per month)	29	11.7
Never	75	30.4

247 responses · 0 skipped
Question type : Checkbox Question

Q8. To what extent do you support removing on-street parking on Wooddale Avenue?



Question options	responses	%
Strongly support	46	18.6
Somewhat support	8	3.2
Neutral/no opinion	15	6.1
Somewhat oppose	6	2.4
Strongly oppose	172	69.6

247 responses · 0 skipped
Question type : Checkbox Question

Q9. Please provide any additional feedback you may have on the proposed project.

Taylor B 3/06/2026 10:15 AM	I'm in full support of removing the parking here to allow for full use of the roadway for people traveling along the corridor. I'd urge staff to study any opportunity to make these protected lanes instead of constrained (standard) bike lanes, namely by adding flex posts. Research has shown that protected lanes provide much better results for achieving the goals set out in our guiding documents (affecting mode shift to reduce VMTs, increasing ridership among all ages and abilities, providing a safe route to school for kids at the South View campus). Please use this opportunity to provide a place to point to as quality bike infrastructure in our city, which is something that we currently don't have outside the 9 mile creek.
Willmaddrey 3/08/2026 06:58 AM	On street parking on a major throughfare like wooddale sucks for cyclists. This used to be part of my daily bike commute but I stopped using the road cause I really got tired of unsafe passes from cars around the on-street parking. I've had people try to run me off the road on this section, been honked at, close passed, you name it. Bike lanes won't fix all of that but it'll make it slightly better, an off-street separated bike path would be incredible here.
Jeremy 3/08/2026 06:58 AM	I often feel that I need to Uber to locations in Edina because I feel so unsafe on my bike, and public transit in the area is so bad. Having safer biking options would make it significantly easier for me to get to the businesses and services I need to in the area. Connecting a protected bike lane from the path that goes from Uptown through Hopkins would make it significantly safer for me to get into Edina. I try to avoid going to Edina as much as possible as a result of the lack of safe or quick options to get around.
Eplatt2012 3/08/2026 07:35 AM	
Marabrust 3/08/2026 07:37 AM	I own a business with an office near the Edina Country Club and commute to work via Bike on Wooddale. I strongly support this project.
Ryan Flynn 3/08/2026 07:53 AM	
Leszko 3/08/2026 08:11 AM	In general, we should look to replace parking space (especially "just in case" parking that isn't specifically for a business) with active use or green space. Living in the city should be the focus, not driving in it.
Ibiketwincities 3/08/2026 08:25 AM	I've had poor interactions riding my bike down this road when cars are parked because it forces me out into traffic and vehicles do not give me space to get around parked cars. The pedestrian bridge over hwy 62 drops me right into Wooddale Ave which makes it the most convenient north/south route but it does not feel safe the majority of the time when I'm riding during rush hour.

Levimills 3/08/2026 08:28 AM	I ride with children on Wooddale because it's unfortunately the most sensible route. Drivers do not respect bikes with the current infrastructure and have more than once maliciously aggressive. Please do not wait until someone is injured to make these changes. Parking of personal property on public land in front of homes that are worth upwards of a $1m does not take priority over the safety of road users
Pkreider 3/08/2026 08:35 AM	Woodale is a critical route from a cycling perspective and this would make it much safer route and I am in strong support.
Jonesydesign 3/08/2026 08:36 AM	Increasing safe biking infrastructure is a win for traffic, businesses and health. I strongly support the bike lane upgrades and would frequent the area more often if they were there.
Damanand 3/08/2026 08:56 AM	I am an avid cyclist and with the current shared bike lanes on Wooddale often get yelled at or honked at by drivers who think I should ride in the parking along the street even though I'm literally riding over graphics of a bike painted on the street.
Claire Daman 3/08/2026 09:14 AM	
Lif 3/08/2026 09:35 AM	
Bosa 3/08/2026 09:41 AM	
Matt B 3/08/2026 10:05 AM	Please add dedicated bikes lanes!! This is sorely needed throughout Edina, not just Wooddale. Biking has so many benefits - social, economic, environmental, health, etc. With e bikes it's so accessible and easy to get butts on bikes now. Build it and they will come!
Pedalbyte 3/08/2026 11:20 AM	Moving away from sharrows, which have been studied to be less safe than nothing at all, is a great decision. However, paint alone is not infrastructure. If Wooddale Avenue is going to include bike lanes, they should be physically protected from traffic, at minimum with curb separation. Painted bike lanes place people biking directly next to moving vehicles and do not create a facility that most people feel safe using. If the goal is a street that works for people of all ages and abilities, the design should follow modern best practices such as those outlined in the NACTO Urban Bikeway Design Guide, which emphasizes protected bikeways rather than painted lanes on streets with meaningful traffic volumes.

Emrohman 3/08/2026 11:27 AM	This is a critical thoroughfare between major neighborhoods of Edina (including Country Club), and everything south, including the Concord and community center complex. Especially given the many young children using this thoroughfare on bike, it is currently a safety hazard. Trees and shrubs are frequently overgrown on the west side, parking lanes make this hazardous on the east side. Cars do have other options in the neighborhood, but bikes really have no other way to travel this direction. Would strongly support road changes that decrease car speed and improve visibility and safety for bikes. It would make existing biking more safe, and encourage other users to choose this mode of transportation through this transit corridor.
Saralathrop 3/08/2026 11:29 AM	Wooddale is a major bike thoroughfare and it is currently wildly unsafe for bikers
SJSLeventhal 3/08/2026 01:43 PM	I ride Woodale on a bicycle a lot. I live in Morningside and I visit physicians and retail establishments around Southdale. I would very much like it to be safer and more comfortable for bike riders.
Joe 3/08/2026 02:02 PM	
Rlaming 3/08/2026 02:37 PM	
Plural9293 3/08/2026 02:45 PM	
Matt Teasdale 3/08/2026 03:08 PM	Need to make biking safer on north south conduits. This is the only one in East Edina.
Victoriajordan846 3/08/2026 04:04 PM	Our children deserve a safer route to bike in to get from country club neighborhood to school via wooddale. We would strongly support improvement to these bike lanes.
Sm 3/09/2026 07:48 AM	I bike on Wooddale often and as it is is just fine. Removing the parking strip would greatly impact the houses all along Wooddale--there would be no place for delivery vehicles to stop for deliveries, or for construction/repair vehicles, or for guests to park when visiting those residences. The daily impact would be significant and worse if this plan goes through. There are so many side streets that bikers could choose to go on if they wanted an alternate route besides Wooddale.
JacobRojer 3/09/2026 08:31 AM	I'm excited to see the proposed changes to Wooddale!
Brento 3/09/2026 08:53 AM	This project would definitely improve vehicle traffic flow. However, it would be done at the expense of residents living on Wooddale. Where are their guests, family and delivery drivers supposed to park. I think the current layout is a reasonable solution. Stealing street parking from Wooddale residents is an overreach that will negatively affect property values and quality of life. Are you expecting a major increase in biker use of this corridor? I drive Wooddale daily... and I feel like this is an answer to a question that no one is asking.
Trevor M 3/09/2026 12:11 PM	Cycling infrastructure has been proven to provide significant economic benefits to communities and investment would make Edina an even better place to live.

Cara Howe

3/09/2026 12:28 PM

Thank you for reaching out and for the opportunity to provide feedback.

Our family lives at 52nd & Wooddale, directly across from the golf course. Our home has a single-car garage that is only accessible from Wooddale Avenue, and our household has three vehicles. Because of this, we frequently juggle parking between the garage, driveway, and street depending on each family member's schedule. While we do not park on Wooddale overnight, we regularly use the street for short-term parking so one of us can access the garage or driveway when needed.

If street parking were removed from Wooddale, we would be forced to park on either 52nd or 53rd Street in front of our neighbors' homes. The same would apply when we have friends or family visiting, or when service providers need to come to our house. Eliminating the parking along the curb would shift that impact onto our neighbors and the surrounding residential streets. We also wonder whether removing on-street parking on Wooddale could affect the long-term desirability of homes like ours that rely on occasional curb access for daily parking flexibility, guest parking, and service vehicles.

I want to note that my husband and I were two of the residents who helped advocate for the original bike lane striping on Wooddale. We supported that effort because it moved cyclists off the sidewalk and into the street where they belong, narrowed the motor vehicle lanes which helped calm traffic, and created more separation between moving vehicles and pedestrians on the sidewalk. Our family are also cyclists, and we strongly support having safe bike infrastructure on our street.

However, we are opposed to removing the existing on-street parking on Wooddale.

A potential compromise might be something similar to the bike lane design on 54th Street between Minnehaha Creek and France Avenue. That configuration maintains bike lanes while still allowing for on-street parking. We would support exploring a similar approach on Wooddale that preserves parking while continuing to improve safety for cyclists.

Thank you for considering our feedback.

Cara, Randy and Alison Howe

Muffy 3/09/2026 12:57 PM	We lived very close and had small children for many years. A few years ago Edina paid to REMOVE the ridiculously dangerous bike lanes that were put in with little to no research. My personal experience was there was not enough room for 2 cars to pass safely and have bike lanes. When an elderly man approached right in the middle of the lane as he was confused (no surprise) by the lanes and I needed to get hit head on or jump over to a bike lane with no time to consider whether a person was in that lane. I would have sued Edina if I had been hurt and will do that if any of my children/grandchildren get hurt going forward. Parking is NECESSARY in Edina and regardless of the FEW people that think we willall give up cars for public transportation (ridiculous again to think in an affluent suburb where people have multiple children in multiple cities for after soon sports and activities) is so short sited and one sided! Please do NOT WASTE any more of the tax payer money. This is an enormous waste of time and a very bed idea. Why do you continue to go ahead with projects that the FEW with loud voices ask for when most are not even remotely advocating to these crazy ideas. We want our city and a thoroughfare as frequented as Woodpile to remain as is. Just FYI, basically St Louis Park did this from 44th to Quentin and there is not room for 2 cars and 2 bike lanes so I now ride right smack in the middle and if someone needs to drive on the neighboring sidewalk so be it. If local officials can be this blind to safely issues and the needs of residents then maybe they will be help personally responsible when there is a tragic accident. I vote NO NO NO!
TJV 3/09/2026 01:21 PM	Much needed. It is a common route for residents including children on bikes/scooters/etc. The current road does not provide adequate separation/space and is filled with distracted drivers. Parking on Wooddale should not be a priority as residences have driveways. This is the perfect artery to provide bike lanes and improve accessibility through the city.
SueKeator 3/09/2026 01:28 PM	Wasn't this already tried before? Why do this? Roads are.for cars
Rado 3/09/2026 02:43 PM	I rarely ever seen anyone biking on Wooddale. Without a parking lane, its very likely most, if not all delivery drivers will park on the roadway w their hazards lights on, causing more potential issues/hazards than currently exist. (Many companies dont allow their drivers to park in driveways for their delivery.) Also, out of the 19 road incidents on Wooddale, as mentioned in the cities supporting data, how many actually involved a bicyclist? Seems like it may be more beneficial to improve driving lanes and signage to avoid those 19 incidents, seemingly unrelated to actual car/bicycle incidents. That would theoretically make it safer for everyone.
Patrick Merrigan 3/09/2026 03:45 PM	

Mismash 3/09/2026 04:16 PM	As a property owner on Wooddale, I want to share several concerns about this proposal. First, I'd ask that the voices of directly affected property owners be given significant weight in this process. Removing on-street parking has real consequences for those of us who live here — including impacts to property values and day-to-day livability. We already face challenges with overnight parking restrictions during winter months, and losing additional parking capacity would compound that problem. Second, I'd like to understand the incremental benefit of a dedicated bike lane when Wooddale already has both bike lanes and sidewalks. If the primary goal is cyclist safety, it's worth asking whether removing parking — and the real costs that imposes on residents — is the most proportionate response. Third, I'd encourage the city to consider alternatives that address the underlying safety concerns without eliminating parking. For example, consistent enforcement of the stop sign at 54th and Wooddale, installation of speed feedback signs, or the addition of speed bumps could meaningfully improve safety for cyclists and pedestrians alike — without shifting the burden onto homeowners. I urge the city to explore these less disruptive options before moving forward with parking removal. Thank you for the opportunity to comment.
Wyoungmn 3/09/2026 06:54 PM	The plan looks great!
Twincitiescyclist 3/09/2026 07:07 PM	There must be parking for cars on the east side of Woodale Avenue; without that, we would strongly oppose the proposed change. Also, there needs to be signs prohibiting e-bikes (and especially e-motos) from riding on the sidewalk plus police enforcement of this.
RMayii 3/10/2026 06:34 AM	St. Stephen's Church and Edina Country Club use Wooddale Ave. extensively for parking. Without it, those cars will park on other side streets, including mine even more than they already do. We have contractors and guests who frequently use Wooddale Avenue for parking as well due to limited one side of street parking on Wooddale Lane. While I welcome bikers, I strongly oppose removing parking on Wooddale Avenue as it will greatly impact far more residents and visitors than bikers.
Scott Busyn 3/10/2026 07:16 AM	
Kingdown 3/10/2026 02:33 PM	This is a horrible idea. Like flying a zeppelin in a thunderstorm. This should be a career ender for Edina public works management
Rogerio 3/10/2026 03:15 PM	Dear Transportation Planner, Thank you for informing residents about the upcoming pavement overlay project on Wooddale Avenue and for providing the opportunity to submit feedback. I understand and appreciate the City’s efforts to maintain infrastructure and improve safety for all road users. However, I would like to express my concern regarding the proposal to remove the existing on-street parking lane on the east side of Wooddale Avenue in order to install dedicated bike lanes. This section of Wooddale Avenue is primarily residential and does not include commercial businesses. Street parking is an important resource for residents, visitors, and especially for service and delivery vehicles. Many homes along this corridor,

including mine, do not have sufficient driveway space to accommodate larger vehicles such as plumbers, electricians, landscaping crews, or delivery trucks. These vehicles rely on curbside parking when providing services to homes. If the parking lane is removed, these vehicles will likely be forced to stop in the travel lane, which may create traffic disruptions and potential safety concerns.

Street parking also provides an important convenience for guests and family members visiting residents. In residential neighborhoods, the availability of curbside parking is often considered an important amenity for homeowners and prospective buyers. Its removal may negatively impact the convenience and overall livability of the neighborhood, and potentially affect residential property values.

I also noticed the reference to 19 crashes reported along this corridor over the past 10 years. While any crash is concerning, it is not clear from the information provided whether these incidents involved cyclists or were specifically related to bicycle safety. Additional information about the nature and causes of these crashes would be helpful in evaluating whether removing residential parking would effectively address the underlying safety issues.

It is also worth noting that on many residential streets, curbside parking serves as a buffer between moving traffic and the sidewalk. Parked vehicles provide separation between pedestrians and passing traffic and contribute to traffic calming by visually narrowing the roadway. Replacing the parking lane with a standard painted bike lane, without physical separation, may not provide the same buffer for pedestrians and homes. Unless the bike lane is physically protected and heavily used, removing the parking lane could reduce safety for both pedestrians and residents' homes.

If the goal is to improve safety for cyclists, I respectfully encourage the City to consider alternative options that could enhance bicycle safety while maintaining residential parking. Possible alternatives may include:
• Installing shared-lane bicycle markings (sharrows) or enhanced bicycle signage
• Implementing targeted traffic calming measures or speed management strategies
• Evaluating whether nearby corridors may be better suited for dedicated bicycle infrastructure
• Improving the existing shared bike lane configuration without eliminating parking

I support efforts to improve safety for all road users. At the same time, I hope the City will carefully consider the needs of the residents who live along this corridor and rely on curbside parking for everyday access.

Thank you for the opportunity to provide feedback and for considering the perspectives of residents as the City evaluates potential changes to Wooddale Avenue.

Jake Vandelist
3/10/2026 03:38 PM

This project is great. I strongly support adding more protection for cyclists on Wooddale. However, the Edina Pedestrian & Bicycle Master Plan calls for a separated / protected lane or shared use path on Wooddale from 54th to 58th to support the Edina Twin Loops concept. That is not included in this plan. It seems like a good opportunity to work that into this upgrade.

Mance73
3/10/2026 04:11 PM

Many of us who live on Wooddale have narrow driveways. It would be a big mess and inconvenience having to juggle service or visitor vehicles with those of the homeowner, and parking on side streets would be very inconvenient - especially for those of us who live in the middle of a long block. I vote to not only keep the parking along Wooddale, but to also allow overnight parking year round.

As far as accidents are concerned, how would removing street parking have any effect on that? From my observation, most accidents are caused at the intersections where there are only 2-way stop signs instead of 4. To lower the number of accidents, perhaps more 4-way stop intersections should be considered. For instance, I've seen and experienced many near misses at Wooddale and 60th, where there is a 2-way stop on 60th and not Wooddale. People often stop briefly on 60th and then continue on, assuming traffic on Wooddale also has a stop. Multiple times I've had to slam on my brakes while driving on Wooddale to avoid a collision. I think adding more stop signs would go a lot farther in preventing accidents than eliminating parking. Parked cars actually slow drivers down. With the parking eliminated on 58th street, there seems to be more speeding than ever. I feel much safer walking or biking on Wooddale than on 58th. The narrower streets WITH parking on 60th is for sure traffic calming. Cars must take turns when passing each other at a point in which a car is also parked on the south side of the street. This slows traffic and creates more awareness. It's too bad parking on 58th was eliminated. If you must narrow Wooddale, please leave the parking lane intact.

Ann hustad
3/10/2026 04:38 PM

As an avid cycler, i would normally support bike lanes. this is an outrageous idea. we've lived on wooddale lane for 30 years. this idea is far too disruptive to parked cars. as well as a huge disruption for anyone with guests on wooddale ave. st stephen's church would be HUGELY affected! it's a HARD NO!

Shaus1119
3/10/2026 06:50 PM

I strongly oppose the proposal to eliminate street parking on Wooddale Avenue in order to install a dedicated bike lane. While I support efforts to improve bicycle safety and encourage alternative transportation, removing on-street parking would create significant challenges for the residents who live along this corridor.

For many homes on Wooddale, street parking is an important and necessary part of daily life. It provides space for guests, family gatherings, service vehicles, contractors, and households with multiple drivers. Removing these spaces would shift vehicles onto neighboring streets or create unnecessary inconvenience for residents who rely on them.

The removal of street parking also raises safety concerns. On-street parking often acts as a natural traffic-calming feature by visually narrowing the roadway and encouraging drivers to reduce speed. Eliminating parking could unintentionally create a wider, more open roadway that encourages higher driving speeds, which could make the street less safe for residents, pedestrians, and cyclists alike.

Emergency access is another important consideration. The presence of on-street parking provides flexibility for emergency responders, delivery services, and home service providers to stop safely without blocking travel lanes or private driveways. Eliminating parking could force vehicles to stop directly in the roadway, potentially creating obstructions and making it more difficult for emergency vehicles to move efficiently through the corridor when time matters most.

There are also potential impacts to property values and neighborhood livability. Homes along Wooddale are part of an established residential corridor where accessible parking for residents and visitors is an important amenity. Reducing that accessibility could make these homes less attractive to future buyers and could negatively impact the overall desirability of the neighborhood.

I also have concerns based on what I regularly observe with current bicycle behavior in the area. Unfortunately, many cyclists do not consistently follow the rules of the road. It is common to see riders fail to stop at designated stop signs, and there has been a noticeable increase in children and teenagers riding e-bikes at very high speeds. I have personally witnessed e-bikes traveling through stop signs without slowing and moving at speeds that appear excessive for residential streets. This type of behavior raises legitimate safety concerns for pedestrians, residents backing out of driveways, and motorists who are expecting all roadway users to follow traffic controls.

Creating a dedicated bike lane does not necessarily solve these behavioral issues. Without stronger enforcement and education around traffic rules for cyclists and e-bike riders, the result could be a faster corridor for bike traffic while residents simultaneously lose important parking and safety buffers.

While the goal of improving bicycle infrastructure is commendable, Wooddale Avenue may not be the most appropriate location for a dedicated bike lane if it requires removing essential residential parking. I would encourage the city to explore alternative approaches that improve bicycle safety without creating unintended consequences for the residents who live along the street. Options such as traffic-calming measures, improved bike route signage, or placing dedicated lanes on streets that are better suited for them could help achieve the city’s goals while preserving the functionality of Wooddale for the people who live there.

I appreciate the opportunity to provide input and hope the city carefully considers the practical impacts this proposal would have on the residents of Wooddale Avenue before moving forward.

Frenkel
3/10/2026 09:02 PM

The city needs to work with the Edina Country Club to move their buckthorn hedge out of the city right of way. When Wooddale is plowed next to the Edina Country Club there is not enough room for the snow to be removed from the bike lane. The buckthorn hedge routinely overgrows onto Wooddale Ave and I have to complain to have the hedge trimmed back. I bike all year round including in the winter.

Sjgengineer
3/11/2026 01:48 PM

Removing the parking lanes will do nothing but push all the vehicles that utilize those parking lanes, which are numerous, especially between 50th and 52nd, to the intersecting side streets. These side streets are not designed to accommodate that level of parking and will create an extremely UNSAFE situation for those adjacent neighborhoods. UNSAFE for bikes, pedestrians (especially children), and motorized vehicles. No matter how hard you try, the cars will not be gone, just relocated to areas that will now see safety issues that currently do not exist to the degree that this proposed change would create. That is simply a fact. Please do not make this change for the sake of a small percentage of seasonal users. It simply does not make sense for this area!

Sparry 3/11/2026 03:45 PM	We have lived on Wooddale for quite awhile and are adamantly opposed to getting rid of on street parking in favor of bike lanes. This makes no sense. We would have no where for our guests to park. The number of trucks, work crews, etc etc that park on the street would be impacted as well. I feel like many decisions made by the city of Edina do not take the interest of the greater community in mind, and I'm truly hoping that this is not the case with the bike lanes. This feels inequitable, and I believe that it would lower our housing values as no one wants to buy a house with no parking for guests. The houses are also close together, so it is rare to find driveways that can accommodate many cars. Please do not do this!!! The reason for so many biking accidents is that many bikers do not follow the rules of the road and put themselves at risk. I do not believe having dedicated bike lanes would make any difference.
Peter Robb 3/11/2026 03:59 PM	The idea is ridiculous and creates extreme difficulty for homeowners on Wooddale.
Ronleaf 3/12/2026 04:43 AM	I am opposed to removing on-street parking on Wooddale because it would shift parking to adjacent streets. We already experience the impact of this on Sundays when 56th Street fills with cars for Wooddale Church services. When the street narrows due to accumulated snow, there is not room for cars to pass. Traffic turning onto W. 56th from Wooddale can not see if the lane is clear before starting the turn. I also rarely see bicycles on Wooddale, and question whether the benefit of a dedicated bike lane is worth the disruption created by eliminating parking.
Kathryn Bennett 3/12/2026 07:05 AM	Wooddale is a major thoroughfare and provides important access to other major thoroughfares. Additional bike lanes do nothing but clog up the traffic and leave the residents on that street wiith no guest or additional parking. No parking on Wooddale pushes parking up the side streets and onto other streets. Also creates long walks to the destination home. We live in MN! Who wants to walk a couple blocks in freezing weather to their destination home? Property values for homes on Wooddale will be negatively impacted with no parking. Consideration should be given to the number of drivers in general to the number of bikers. in general. I am strongly opposed to eliminating parking on the east side of Wooddale.! Certainlly there are more significant projects for the city to assert its will on. Thank you.
Kirk A. 3/12/2026 04:58 PM	I strongly oppose replacing the existing parking on Wooddale Ave. with a bike lane.
Kanders 3/12/2026 05:31 PM	Oppose due to the impact it would have on traffic
Athrain 3/12/2026 05:46 PM	This is a terrible idea. Homes on Wooddale will immediately lose value as will any home on a side street close to Wooddale, since cars will be parked in front of their homes all the time. Those homes will also lose their own street parking. You are simply moving the dangers of biking to other streets by moving the parking. I'm 63 years old and have lived in Edina since I was 11. My original home was right on Wooddale. We biked all the time, right in the street. There were way more bikers then than now. We just biked close to the curb. We would never think to make everyone else's life so much harder in order to satisfy our minority. This is such an unfair, punishing, unnecessary plan. It's getting very tiring to see city officials discard the feelings of the majority of citizens in order to cater to a small group of citizens who have official's ears, who donate to their campaigns and who vote for them.

Jrhaugen 3/12/2026 06:55 PM	You really need to have a bidirectional 2 way bike lane set protected from traffic. Put it on the side of the sidewalks. So it should be (west to east): CAR | CAR || Bike|Bike || Sidewalk
Ebrewed 3/13/2026 06:49 AM	Strongly OPPOSED to the removal of parking on the east side of Wooddale. Just leave it alone. It has been changed at least twice since I lived here in the last 32 years. Sounds like somebody at City Hall is trying to justify their job by making these changes. STOP WASTING TAXPAYER MONEY!
Ellen Klos 3/13/2026 07:01 AM	I strongly disagree with removing street parking. Where will St Stephans, Edina CC, and overflow parking of the shorter streets (ie Wooddale Glen) be redirected? Requiring tax paying citizens, many elderly to walk further to accommodate a few seasonal bikers makes no sense. What do we gain ? Who initially pitched this idea? Is this the first time citizens are hearing about this idea?
Paul Rippe 3/13/2026 09:02 AM	
Betsy elmore 3/13/2026 09:02 AM	This would be an inconvenience to those living on Wooddale Ave and would also bring down the property value of our homes.
Jon Casey Newell 3/13/2026 09:29 AM	Most homes on Wooddale have small on site parking availability, driveways garages ect. If parking on one side of street is removed it will have significant impact to home owners and guest. Biking on a city street while maybe not ideal should not be prioritized over the needs of the homeowners who live hear and pay taxes to have the streets maintained.
Samuel Newell 3/13/2026 09:30 AM	I am open to upgraded bike lane infrastructure, but not at the expense of parking. We frequently have guests over including those with disabilities and if the parking was removed from the single side of wooddale ave currently available then these disabled guests would have to park at least a block away.
Fritzie 3/13/2026 11:08 AM	Removing parking would be a disaster for us. I have a one lane driveway that two cars Would need to use. We have opposite schedules, so my roommate or I would have to wake each other up to go anywhere. Also we need street parking for company and delivery drivers. Our postal worker would really suffer too.
Amyflymom 3/13/2026 11:09 AM	We live on Wooddale and biking is a seasonal sport..Bikes do not need this much room to bike safely on Wooddale…What we could use on Wooddale is more police presence with speeding! Think about speed bumps! That could help the speeding problem. Is this something to justify their job? If you lived on Wooddale, you would oppose this idea..There are so many other things that need to be addressed..sounds like a big waste of tax payer dollars!!!!!

ABlatnik 3/13/2026 12:51 PM	I strongly oppose the proposed changes. A similar project was attempted previously on Wooddale Avenue and was stopped because it did not have a measurable positive impact compared to the disruption to the neighborhood and street flow. 1. Eliminating on-street parking imposes an undue burden on households without adequate off-street options. Some properties—including mine—share a driveway and do not have the physical space to add parking. Removing all on-street parking would leave affected residents without any viable alternative. This creates accessibility challenges, especially for guests, caregivers, contractors, and deliveries that rely on short-term street parking. 2. The roadway is a main thoroughfare, and the current level of bicycle traffic does not justify such a substantial reconfiguration. The street does not currently experience significant bicycle use, and there is no evidence that demand warrants sacrificing an entire parking lane or altering traffic flow on a major corridor. The current configuration still allows for bicycles to safely use the road without the more drastic elimination of the parking lane and sacrificing safe driving lane width. 3. Narrowing the driving lanes on a primary traffic route may negatively impact traffic safety and flow. Main thoroughfares carry higher traffic volumes, larger vehicles, and emergency services. Reduced lane width can contribute to congestion, side-swipes, and reduced maneuverability for delivery trucks, transit vehicles, and first responders. Maintaining safe lane widths is essential on streets that serve as core connectors. 4. The proposed change offers limited benefit while creating disproportionate disruption. Removing parking, narrowing lanes, and reconstructing the roadway for bike infrastructure that may see relatively limited use represents a poor balance of cost, convenience, and impact. A project of this scale should be supported by measurable need and strong evidence of public benefit. I think it is important to have more detailed information about the crashes that have occurred over such an extended period of time to demonstrate the root cause of those crashes which are unlikely to be due to a lack of dedicated bike lanes in place of a parking lane that is utilized by the residents.
Justin Kloos 3/13/2026 12:59 PM	I do not see any necessity. Bikers and drivers have shared the road with no problem for years. Wooddale has enough stop signs and a low enough speed limit that adding a bike only lane makes no sense. Removing the parking from east side would be a nightmare for all residents on wooddale plus any guests they would want to host. Please do not remove the parking for unnecessary bike lanes.
Madison 3/13/2026 01:30 PM	Please do not take away our street parking. Our family heavily uses this and it would be a big disappointment if it was removed. Many of our neighbors also rely on the street parking.

AnaJ
3/13/2026 02:28 PM

Street parking is essential to free and unhindered living by the residents on Wooddale Ave. The elimination of parking for our friends and guests in front of our home will lead to side street parking. This will create safety problems because the side streets in this area of the city are narrow and do not have sidewalks.
The city will create pinch points on those side streets as cars parked in the street will effectively turn those side streets into one lane streets. It will lead to safety concerns for our children walking to school or to bus stops as they will be forced to dodge cars on these effective one lane side streets. Our neighbors walking their dogs on those side streets will also be at risk. The city will create pinch points on these side streets during the commute hours creating congestions and frustration. School buses and garbage collection will be hindered as they have to maneuver through these congested side streets. I live on a corner and see this "pinch point" effect when someone leaves a car parked in the street on an ongoing basis. The neighbors nearby all understand and are respectful of the issues caused by side street parking and minimize this practice.
Honestly, I can't even believe the city would propose the removal of the parking lane on Wooddale. It would be an extreme detriment to taxpaying residents on this street. We are strongly opposed to this proposal.

Ryan S.
3/13/2026 03:17 PM

Thank you for the opportunity to comment on the proposed Wooddale Avenue resurfacing and bicycle lane modifications.

We appreciate the City’s ongoing investment in infrastructure and the goal of improving safety for all road users. However, the proposal to remove all on-street parking along Wooddale raises several important questions that would benefit from additional analysis before a final design is adopted.

1. Uneven Impact on Homes With Limited Off-Street Parking

Wooddale Avenue includes a mix of parcel sizes and housing types. Some homes have large lots and multiple off-street parking spaces, while many others—particularly those on smaller parcels—have more limited driveway and garage capacity.

For these households, curb parking plays an important role in accommodating:
- guests and family vehicles
- service providers and contractors
- short-term deliveries

Eliminating all curb parking may therefore have uneven impacts across the corridor, particularly for homes that already face limited parking capacity. These practical constraints can influence how prospective buyers perceive a property and could create unintended pressure on smaller-parcel homes. Would this open up the city to potential lawsuits to depreciated property values? I certainly would seek legal counsel.

I appreciate that you are trying to understand how frequently curb parking is currently used by residents through this survey, but I think most of us will underreport those numbers, forgetting how often we park there for just a few hours here or there while we juggle vehicles for errands or miscellaneous events in our lives.

2. Wooddale Already Functions as a Bicycle Corridor

Wooddale currently accommodates cyclists through a combination of:
- dedicated bike lanes in some segments
- shared lane markings (“sharrows”) in others

Because the corridor already functions as part of the local bicycle network, it would be helpful to better understand how much additional safety benefit is expected from converting these to standard painted bike lanes, particularly given that the proposed design does not include a buffer or protected separation between bicycles and motor vehicles.

In addition, service and delivery vehicles frequently stop along Wooddale today. Without designated curb space, these vehicles may continue stopping in travel or bike lanes, which could reduce the intended safety benefits of the redesign.

3. Additional Crash Data Would Help Clarify the Need for This Change

The project materials reference 19 crashes over the past decade, but the information provided does not include details about:
- crash severity
- exact crash locations
- whether bicycles were involved
- whether parked vehicles contributed to the incidents
- whether crashes occurred at intersections rather than mid-block

Some incidents appear to have occurred at intersections and may be related to stop-sign compliance rather than the roadway configuration itself.

Providing a clearer breakdown of crash causes and locations would help us understand whether removing on-street parking is likely to address the underlying safety issues. Is this just a red herring being used to justify a previously attempted goal (like the painted bike lanes that already failed in the past)? I know that 3 incidents of those 20 took place at 58th and 59th simply because drivers ignored stop signs.

4. Traffic Speed May Be a Larger Safety Consideration

Vehicle speed appears to be a common concern along Wooddale. However, visible speed enforcement and traffic calming measures have been limited.

Measures such as:
- targeted speed enforcement
- additional traffic calming features
- speed feedback signs
- intersection safety improvements

may meaningfully improve safety regardless of whether bike lanes are modified.

5. Consideration for Routine Service and Contractor Access

Residential streets routinely require curb access for activities such as:
- contractor and landscaping vehicles
- moving trucks
- home deliveries
- municipal services

If parking is removed entirely, it would be helpful to understand how these common activities are expected to function without creating conflicts in the travel lanes and how you anticipate drivers and bikers to navigate a 'new norm' created by dedicated bike lanes.

6. Seasonal Tradeoffs

In Minnesota, cycling activity is naturally seasonal, while residential parking needs exist year-round. Understanding how the City evaluated the year-round tradeoffs between parking availability and bicycle facilities would help residents better assess the balance of the proposed design.

Questions That Could Help Clarify the Proposal

To help us better evaluate the project, it would be helpful if the City could provide additional information on the following:

1) Crash Analysis
- A detailed breakdown of the 19 crashes cited in the project materials, including severity, locations, and whether bicycles or parked vehicles were involved.

2) Parking Utilization
Whether the City has conducted a parking utilization study for the corridor, particularly during evening and weekend periods when residential demand is highest.

3) Expected Safety Benefit
Data or research showing the anticipated safety improvement from converting the existing facilities to painted bike lanes without buffer separation.

4) Financial Offset Payment.
If this project is undertaken to eliminate parking. How will the city track property value data and compensate home owners who have been directly been negatively impacted by these design choices?

Andrew Kasid 3/13/2026 03:56 PM	In 2012 when the street parking was eliminated on 54th Street we were promised that the option to park on Wooddale would remain. Without allowing parking once again on one side of 54th Street, this proposed change will severly impact our parking options and likely reduce property values. For those of of us who remember what happened when Wooddale was last reconfigured and lines were not separating the north and southbound lanes, that plan was not viable. Looking forward once again to work with the the City to find solutions to the bike/park/drive lanes. Thank you! Andrew Kasid 5401 Wooddale Avenue
AnnCalderon 3/13/2026 08:00 PM	Removing on street parking is unrealistic. People have guests and service providers coming and they need somewhere to park. Limiting parking to one side of the street already poses challenges - particularly for people who have any mobility challenges. I am STRONGLY opposed to this proposal..
Starlt24 3/14/2026 07:37 AM	Removing parking would create a major hardship for those living on Wooddale Ave. This will also cause more problems and congestion with vehicles including residents, delivery and service trucks blocking the area anyway where the dedicated bike lanes would be. Stricter law enforcement regulating speed, speed bumps, and radar signs with speed postings would be a better investment to making these streets safer for all.
Mbdahl520 3/14/2026 08:25 AM	We have guests near daily that park on Wooddale avenue and I see cars parked daily on the street outside many neighbors' homes. We also see service vehicles park nearly daily on Wooddale avenue. Funneling these cars to side streets is a significant inconvenience which is unsafe. It's already difficult to get through the side streets and maneuver around the traffic.

Hornets12 3/14/2026 01:03 PM	I have friends and family that live on Wooddale and I am someone who uses this street parking weekly. I strongly oppose the proposal to remove street parking and add bike lanes. For the homeowners who live on Wooddale, on-street parking is not a luxury, it is a necessity. Many households rely on that parking for guests, additional vehicles, service providers, and everyday convenience. Eliminating it would create a significant hardship for residents who have built their lives and invested heavily in their homes along Wooddale. Beyond the practical inconvenience, this change would also negatively impact property values. Parking availability is a major factor for homeowners and potential buyers alike. Removing a long standing neighborhood amenity like on street parking makes homes less functional and less attractive, which ultimately harms the residents who pay property taxes and support the community. We also question whether this proposal reflects the priorities of the neighborhood. Wooddale Avenue is not a major cycling corridor, and there are already sidewalks in place that can accommodate recreational use. If Lance Armstrong wants to get some training in, he surely isn't planning Wooddale Avenue as part of his route. The removal of residential parking to accommodate a relatively small number of cyclists does not appear to serve the broader interests of the community. At a time when city resources are limited, it is difficult to justify allocating tax dollars toward a project that many residents do not support and that offers limited practical benefit to the neighborhood. Those funds could be directed toward projects that improve safety, infrastructure, and quality of life for a larger portion of the community. Most importantly, this proposal risks damaging the relationship between the city and the residents it serves. The people who live on Wooddale Avenue overwhelmingly value the current street configuration and rely on the parking that exists today. We strongly urge the committee to reconsider this proposal and engage directly with the residents most affected before moving forward. Preserving on-street parking on Wooddale Avenue is important to maintaining the functionality, value, and livability of our neighborhood.
Happyneighbor 3/14/2026 05:45 PM	These proposed changes are a nightmare for those of us living on Wooddale. Our family loves to host, which includes inviting my elderly grandfather over. To expect him to walk over a block to get to our house to spend time with our family is absolutely criminal. I rarely see bikers on Wooddale, but I see cars parked on Wooddale all the time. Those of us living on Wooddale would be incredibly inconvenienced by the loss of our parking lane. This street is already busy and having the parking lane provides a buffer for young children to safely play in their front yards. We need the parking lane and we do not want dedicated bike lanes. The existing bike lanes are sufficient for the few bikers that use them.
Tjs324 3/14/2026 05:58 PM	There are always cars parked between 50-53rd street due to the club (not just for members) and the church. There are not many side streets in the area for parking.

Sdalsin 3/14/2026 09:14 PM	I don't understand why you mentioned traffic safety in your letter, when it really is about bike lanes. The stretch of road I live on i mostly see kids on their very fast e bikes, giving their own lane will make it less safe as they will go even faster. Narrowing the driving lanes makes everyone less safe. Also why is biking more important than tax payers who occasionally use the street to park. Edina has already narrowed many neighborhood streets but still allows on street parking so they are only on car wide when people are parking. Example St. John Ave. I think that major roads should be left as is. Also I think you should try to spend less .money overall. Focus on things you can actually achieve. Not symbolic gestors.
Clayton 3/15/2026 11:31 AM	I am a frequent guest at a Wooddale home. I often park on the street rather than block-in the homeowners or guests arriving prior to me. Under this proposal I would have to park on an adjacent street, then walk back to my destination—not a trivial distance in inclement weather, or were I disabled (I am not). Also, I frequently walk this section of Wooddale. I observe that guests at St Stephen's Church frequently park on Wooddale, whether for Sunday services, weddings, or funerals. It seems like this space is often reserved for handicapped visitors. In the summer, I note that parking for events at the Edina Country Club often spills onto Wooddale. Where would these guests park under this proposal?
Banny 3/15/2026 12:38 PM	I am surprised this is even on the table. Taking away parking would adversely affect members of St. Stephens, Edina Country Club, Edina Wooddale Church as well as every home on Wooddale Ave. It would push parking to back/side streets which I cannot imagine the people on those street would like either. Personally, we have limited garage and driveway space and have guests over or service providers park in front of our house very often. My elderly father in law cannot walk a block to get to our house and I think it is inhumane to ask him to do so. I've talked to many of our neighbors who agree that this idea is very short-sighted and not community minded beyond the small percentage of bikers that the lanes represent. Please, please do not punish those who live on Wooddale in this manner. I think there are other solutions that could be considered (what about France Avenue or other main roadways for biker lanes?) Do right by our community, do not put these bike lanes in…the demand does not warrant this punitive design that would adversely affect thousands.
Jack Moran 3/15/2026 12:39 PM	We have a very short driveway. If we're having family over, they may need to park on Wooddale.
3soukup 3/15/2026 12:58 PM	I am strongly opposed to removing on-street parking on Wooddale Avenue. We use this daily for ourselves and guests. I also walk and run regularly on the side streets. All parking would be funneled to these side streets if on-street parking is removed, which would pose a significant safety risk. I am also concerned this would decrease the value of our home. On-street parking on 70th street was removed and these homes were significantly less attractive to us when buying a home in Edina. There are not enough bikers that would use these proposed bike lanes.
Pat Olk 3/15/2026 01:20 PM	I am a member of Edina Country Club which doesn't have enough parking for members during busy times. Members and guests use Wooddale Ave. for overflow parking. Members of St. Stephens Church also use Wooddale Ave. for Parking. Please don't put a bike lane for northbound bicycle traffic on Wooddale Ave. I am sure there is another solution.

Brian73 3/16/2026 10:07 AM	Sooner the better, the pavement is so ruff that it is almost unsafe for cycling.
Blumeys 3/16/2026 10:08 AM	How will delivery vehicles be expected to operate? France Avenue north of Hwy 62 has no on-street parking, and delivery trucks block parts of the road and/or sidewalk. If they will block dedicated bike lanes, then cyclists will have to choose between being into the car lane or the sidewalk. If this change is in the name of safety, then what are the expectations for delivery vehicles and cyclists in such a situation? Is this a situation where crashes are more likely?
Jennifermulheran 3/16/2026 10:15 AM	I do support a bike lane, but I think a share the lane bike lane with more prominent paint along the route is a great way to support biking while allowing those homes along wooddale to have parking in front of their home. Cars can very easily pass bikes if they need to along wooddale, since traffic is not so busy or fast. I think a dedicated bike lane makes much more sense for a road like France ave since the speed is high, traffic's greater, and it's a great bike route to get from place to place
Noah Simmet 3/16/2026 10:30 AM	Adding protected bike lanes to Wooddale Ave would be a great improvement to Edina's bike infrastructure. I'd feel much more comfortable biking—and driving—along Wooddale with a protected lane in place.
Chelsea 3/16/2026 11:58 AM	I drive on Wooddale frequently. When the weather is nice there are always kids biking on Wooddale. Having fully dedicated bike lanes would make it so much safer for these kids and way less scary to drive. I'd love to bike with my kids on Wooddale but don't currently feel safe taking them on that road. I would love to see these dedicated bike lanes added!
Amkennefick 3/16/2026 12:00 PM	Wooddale Avenue parking is necessary for overflow parking for Edina Country Club and also for St. Stephen's Church, which has no parking lot. Do no take away street parking on Wooddale. Dumb idea!
Aanderson 3/16/2026 12:35 PM	It is extremely difficult to bike (especially with kids) on Wooddale without a bike lane between the speed of the traffic, the way people park sending you farther into traffic, and the overall lack of space/respect given bicycles. Instead I constantly see people biking on the sidewalk, which is safer for the bikes but dangerous to pedestrians. This would be a very big improvement.
Stacey.schonfeld 3/16/2026 12:47 PM	
KWS 3/16/2026 12:50 PM	
AustinW 3/16/2026 06:15 PM	
NanaS 3/16/2026 06:47 PM	I'm concerned about where current on-street parking from St Stephen's and Edina Country Club would go, and where guests of Wooddale-facing residents would park.

KellyZ 3/16/2026 07:26 PM	My experience with bicyclists on both Wooddale and Valley View Roads is that smaller children and families use the sidewalks, and the overwhelming majority of bicyclists use a full lane of traffic (even when dedicated, or shared bicycle lanes exist). It's almost as if serious bikers want to make a point to the motoring public that they are entitled to use a traffic lane, so they skip the bike lanes altogether and use up a full lane of traffic, because they know that they can. Meanwhile, the bike lanes sit unused. My fear with eliminating on-street parking on Wooddale is that the side streets on the next block will see more cars parking on their street, which they won't necessarily appreciate. In the summer months, overflow parkers from Town Hall Station and Snuffy's will park on Wooddale from 61st Street, northwards to 60th Street. I can guarantee that both Fairfax and Kellogg will see an influx of vehicles and pedestrian traffic if the Wooddale parking is eliminated.
Kcommers 3/16/2026 08:58 PM	Cyclists and drivers share roadways safely throughout the Twin Cities, and the data does not support a dedicated bikeway on Wooddale Avenue. Rapid improvements in vehicle autonomy over the next five to ten years will substantially reduce the already low risk of accidents occurring between cyclists and drivers to nearly zero. Building permanent infrastructure today without accounting for that shift is shortsighted. This project is a solution in search of a problem.
Deanne 3/16/2026 09:10 PM	Stop pushing so hard on cyling issues. Almost half of our year is spent with snow and slush issues. I drive Wooddale frequently and rarely see bicyclists on that road. The money wasted on painting those bike lanes a few years ago was money wasted - confirmed with that painting had to be redone. Focus on safe travel for cars and pedestrians (walkability issues, right?) and stop forcing cycling matters which effect a very, very small slice of travelers in Edina.
Jennifer.r.colich 3/17/2026 08:17 AM	We very much appreciate the ability to have guests park on the street immediately outside our home
Marty Mathis 3/17/2026 10:14 AM	I have been a cyclist for decades. I use to commute daily to downtown Minneapolis. I also served on the Bike Edina Task Force. I see no reason to strip the good folks of Edina the opportunity to park on Wooddale Ave. There is plenty of room for cyclist to bike on Wooddale Ave without getting rid of parking. Sharing the lane between cycling and parking seems to be working just fine.
SamC 3/17/2026 11:21 AM	While we, especially as parents of young children, truly appreciate and recognize the need for bike lanes and bike friendly roads, parking on Wooddale is important for our guests and others (work purposes, home work, etc.) visiting our home.
Jeff Nowak 3/17/2026 12:37 PM	
Mary Louise L. 3/17/2026 02:52 PM	We chose to live in Edina as residents over 35 years ago. I believe Wooddale represents RESIDENTIAL living and as such plan to continue to park in front of the homes of family, friends, and neighbors. I grew up at 52nd and Kellogg and strongly oppose reconfiguration of Wooddale to provide cyclists more space. This is not a city of bikers and trails. This is a residential community with streets and sidewalks. Edina has become overcrowded with commercial properties in residential areas and bike lanes on residential streets. Please give those property owners on Wooddale Avenue the right to parking without crowding the adjacent streets, Kellogg, 52nd, Oaklawn, Golf Terrace etc etc etc.

JJ 3/17/2026 06:30 PM	Residents of Wooddale Ave should have the ability to park on the street to accommodate visitors and their own households. Not having the ability to park on the street will have a significant negative impact on the neighborhood and residents of Wooddale Ave. It will force cars to have to park on other side streets in front of other homes. This will also have a negative impact on home marketability for these properties. There is also no reason to do this. Wooddale Ave has sufficient room to accommodate 2 lanes of traffic, parking, and bicyclists. There does not need to be a dedicated biking lane as traffic is minimal along Wooddale and the street can easily be shared by all. Removing a parking lane will have a greater negative impact than the benefit of having a dedicated biking lane. Adding a dedicated bike lane at the expense of parking will result in an inequitable outcome when weighing the impact and benefit of one against the other.
King0294 3/18/2026 04:57 AM	Wooddale church is growing and more and more parking on the side street is utilized. The city took money for this road project a few years ago. I would be so upset if I lived on that section and you removed all the street parking. Some of those blocks are pretty long. Installing bike lanes here on the busy road with so many other options to ride a bike elsewhere was not necessary. My teens avoid the busy road and use the side streets while riding thier bikes. They will continue to use the less traffic roads regardless if you make dedicated bike lanes in this stretch.
JMorrall 3/18/2026 05:52 AM	This proposal lacks common sense. If the city was truly concerned about the safety of bikers and pedestrians on Wooddale you would enforce existing laws and regulations. Cars constantly go faster than the 25 mph speed limit and constantly disobey the stop sign. If you want to have a real impact there should be multiple speed indicators along Wooddale and increased police patrol, especially given the increase in public safety funding. With no cars parked on Wooddale cars will now be MORE incentivized to speed than they are now. Speed is a problem in Wooddale, not biker safety. There are very limited bikers on Wooddale and when there are, cars are very respectful of them. Secondly, please provide more transparent data on the accidents you claim. Third, why were the homeowners on Wooddale Ave not included in the discussion of this proposal? This directly affects us. We use Wooddale street parking every day and will continue to do so. Lastly, this will create even more congestion on Golf Terrace as parking will now move there. This is a bad idea. It’s creating a “solution” to a problem that does not exist. There are not enough bikers utilizing the current bike lane to justify the inconvenience you will cause to homeowners on Wooddale. Enforce the existing laws, don’t create more city overreach.
MarkHabas 3/18/2026 07:18 AM	

MnEdinamom

3/18/2026 09:01 AM

We live on the corner of 60th and Wooddale and have personally had two accidents end up in our yard and corner. We spent $5k installing boulders and landscaping to help stop cars from entering our yard. If parking were removed on Wooddale, I am certain cars would go even faster. The posted speed limit is 25 MPH. People travel at speeds realistically anywhere between 30-35 MPH with parked cars. If the road was clear of these parks cars, Wooddale would become even more of a cut through street for people traveling North or South. I've already inquired about addition stop signs and have been told that isn't possible, so with the current amount of stop signs and a more open road, people will speed more. It actually potentially makes it less safe for cyclists or people enjoying a leisurely bike ride if cars are going faster. In addition to this, ALL of the people who park on Wooddale because they have single driveways tucked behind their homes will suffer greatly. We have our driveway on the corner of our home on 60th, so this doesn't impact us, directly, but having all of the street parking move to the side streets will impact everyone. Cars will not move for days, it will be impossible to have guests or parties with adequate street parking, it will be impossible to mow or have my children play in the yard with cars are parked along the side street all of the time. It also makes the intersections less safe for cars and pedestrians. The side street (60th) is not wide enough for cars to park on both sides and have traffic move through going east and west. Also, this road is most commonly used by kids and families to access the playground at Pamela park. Having frequent and long term cars parked on the side street without a sidewalk will make it exponentially more dangerous to be a pedestrian walking to the park with kids or animals. Pamela park also hosts many big sporting events in the spring, summer, and fall. Parking regularly exceeds the allotted parking on site and spills into the side streets causing frequent traffic jams and no street parking. People often will park on Wooddale and walk over. If the parking on Wooddale is gone, these cars will have no place to go. We already have had people block our driveway when there is no parking available and this is likely to worsen if parking is taken away. I also have concerns over illegal street parking if designated street parking on Wooddale is eliminated. Where are deliveries supposed to happen? Moving trucks (more rentals on Wooddale than other streets), postal service workers, UPS, Amazon, contractors, etc. Where are these people parking? On the side streets where it will be less safe and they will have to haul their things to houses. I think this is all very short sighted unless there are plans to limit side street parking or make it safer. Regardless, on 60th, side street parking will make accessing Pamela park less safe for families and kids. This needs to be thought out in more detail because you'll be displacing a lot of cars that regularly use street parking. There will be many more cars using driveways to come in and out of to access Wooddale and Wooddale will likely become even more of a cut through street making this more dangerous for the cars coming in and out of driveways. I really hope the plan is to keep street parking, but make the shared bike lane safer by keeping up the maintenance on the road with clear markings and signage. This is where the city has fallen short in my mind. The original shared bike lane looked great years ago, but has since fallen into need or repair with the rest of Wooddale. Huge cracks, patched spots that are bumpy and dangerous to use cycling… these are where improvements need to be made, not in eliminating the access to street parking for residents and guests.

Will Roach 3/18/2026 09:06 AM	I am curious if there has been any actual field data collection regarding use of the existing bike lane. If the current bike lane usage is low then there does not seem to be a real justification regarding bike 'traffic' that would justify this. Additionally the reason provided for this project is to improve safety, however this would shift traffic looking for available parking to adjacent residential area in my opinion this would cause undue burden on property owners in this surrounding neighborhoods, likewise a concern for resident safety be applied to pedestrians in these impacted areas due to an increase in traffic.
Kimberli.lucille 3/18/2026 10:12 AM	The south bound lane in place paired with the designated northbound parking lane works well. Most of the issues with accidents are occurring because no one stops for street crossings even in designated areas.
Windy1 3/18/2026 10:18 AM	I am an avid cyclist as is my partner and two middle school aged children. When we first received the notice for the improved bike lanes on Wooddale, this was met with excitement, but as I reviewed the proposed plans for this, my concern grew over the potential for worsened safety of pedestrians, people living along Wooddale, and cyclists using the new lanes as proposed. This concern is rooted in the experience of living on Wooddale during a time when car traffic has increased (due to France Ave closures/ construction) and speeds that vehicles travel seems to consistently be higher then the stated 25 mph. I have witnessed two collisions out side my home that I feel are related to increased car speed (after review of the doorbell video footage) and vehicle traffic. More specifically, I am concerned that the proposal does not go far enough to protect cyclists, and creates a significant set of barriers to current residents that live on Wooddale due to the displacement of their daily parking. I am concerned that removing parked cars on Wooddale and converting this space to a dedicated bike lane may actually increase the average speed on Wooddale and endanger cyclists and pedestrians in the process. I believe these concerns are fair, based on living and cycling here. I applaud the city for trying to make traveling by vehicle and cycling safer in my area, but I am concerned that the plan proposed falls short of protecting cyclists with nothing more than painted lines (lacking barriers) and the perceived widening of the road space (by removing parked cars) will increase the already elevated speed of vehicles at the same time. I have reviewed available public data (2024 Rutgers study - https://bloustein.rutgers.edu/rutgers-bike-lanes-reduce-traffic-speeds/) which highlights overall approx 10-15% reduction in speeds of vehicles when traveling on roads - "traffic calming" effect as the summary highlights. This data set concluded that cars do travel slower (when turning right), although other situations may actually increase speed of vehicles due to a perceived widening ("empty space effect"). I recognize that the plan narrows the driving lane (12.5 feet to 10 feet) from 56th to 61st, but it is not clear to me that there will actually be a painted lane designation due to the infographic sent to our address missing this particular feature (the infographic highlights a proposed 10 foot driving lane and 6 foot bike lane with no visible markings to designate (despite other proposed markings being present from 50th to 56th). In effect, this "widens" the perceived driving space when bikes are not present - functionally creating a driving lane that is up to 16 feet wide. My personal driving behavior is that I am more aware when I am traveling on roads when there are parked cars on the street, and my overall speed is

reduced due to this awareness. I would assume that most drivers would agree with that statement.

To put it simply: As a resident living on Wooddale, my perception is that vehicles travel slower with parking present as it is, then they would with it removed as proposed. While I would like to see improved cycling safety in this area, I fear that the current proposal doesn't go far enough to protect cyclists.

To take this point a step further, the stated goal in the letter (dated March 6th) that was sent to us was; "to improve safety for cyclists".

There is an excellently-summarized article on the following Velo website (https://velo.outsideonline.com/urban/urban-gear/five-principles-the-best-bike-lanes/) that highlights the experience of larger municipalities when trying to address changes to cycling infrastructure. This article highlights practices that improve cyclist (and pedestrian safety) including bike lane grading above the roadway and complete green-tinted roadways/lanes. This article also references the importance of connecting these cycling throughways to existing infrastructure to encourage more widespread use. As I review the proposal, it does not address a major issue I find when attempting to ride south on Wooddale... it falls short of how bikes can utilize Valley View road and safely travel south past Highway 62 to connect with Cornelia park/ 66th. As a road cyclist who is comfortable (and adept) riding with traffic, without or without designated cycling lanes, this corridor is exceedingly dangerous to navigate and safely transverse.

If the stated goal is to increase safety for cyclists, then I feel that the proposal should include more attention to improved practices for cyclist safety (ideally barriers and/or grading above the roadway) as opposed to what is the easiest to implement as the overlay of Wooddale is planned. I challenge to the city to move beyond the "its better then nothing" or "its better then the shared lane currently" argument. Is the city willing to partner with local cycling (Bicycle Alliance of Minnesota, Our Streets, Midtown Greenway Coalition, etc.) to review the proposal and offer solutions that are evidence-driven towards the stated goal of increasing safety?

I want to also raise the other concern that I have for displacing the current available parking for residents that live on Wooddale Avenue as well. The homes along this road, particularly those south of 56th, have narrow driveways with garages or parking next to or behind their homes. For many homes along this stretch of road, Wooddale is the location for them to park more than one vehicle in their household, and/or a location to park for service vehicles, delivery vehicles, or guests.

This parking serves not only the homes on the east side of the street, but also the west side of Wooddale (where parking is already not allowed). The east side of Wooddale in this stretch does have the sidewalk for pedestrians, although the west side does not. I am concerned about the displacement of these vehicles to the adjacent cross-streets (56th, 59th, 60th, etc.) and how that may increase pedestrian traffic attempting to cross Wooddale, or walk along Wooddale without a sidewalk present on the west side.

Local pedestrian traffic would be better served with the installation of a sidewalk on the

west side of Wooddale avenue, but this appears to be not within the scope of this project. I encourage the city to reconsider this missing element if again, the stated goal is for public safety.

In addition to reconsidering the proposal refocused on safety enhancements for Wooddale Avenue, I think the area may benefit from enhanced enforcement of existing parking rules/ regulations, and vehicle speed moving through the area.

There are a significant number of days when vehicles are parked in the opposite direction of travel (for short periods and sometimes for hours - particularly when the Winter street parking ordinance is in effect). Vehicles traveling above the stated speed limit and poor adherence to pedestrian yielding when crossing Wooddale is a common occurrence. This is particularly concerning during the morning and evening commutes when children walking to and from elementary and/or middle school. After living in my home for years, I can only recall a few occasions of witnessing any speed enforcement or enforcement of traffic safety laws by local Police.

As I interpret the letter/ proposal that was sent, I would not be in support of changing the existing roadway configuration out of the above concerns as a long-term resident of this area. I deeply want this stretch of Wooddale Avenue to be safe for people traveling in vehicles, walking, cycling, and living here, and yet I feel that this proposal falls short in many key areas and may actually make public safety worse as an unintended consequence. Clearly I don't want this project to fall into the "perfect is the enemy of good", but I do think reconsidering the proposal and/or expanding on it to focus on its stated goal is in order.

AnnKasid
3/18/2026 11:21 AM

This is a major issue for the people living directly on Wooddale Ave & I hope that you hear the voices that are directly impacted by this "redesign". In 2015 the city went thru with a project to upgrade 54th street. At that time, we worked with the city & the city council to take the parking away on 54th street with the understanding that we would still have it on Wooddale Ave. If the parking is taken away, we have nowhere to park! How does upgrading the bike lane benefit anyone who lives directly on Wooddale? It is my understanding that the 19 crashes in the past 10 yrs, involved only 1 bicyclist. Bike lanes already exist and are working fine. Sounds like there could be other alternatives to create a safer roadway, removing the parking is not one of them. Consistent enforcement of the 25mph speed and stop sign is a good start. I urge the city to NOT take the removal of on-street parking between 54th & 56th street seriously. I shutter think what this will also do to our property values.

Eileen
3/18/2026 11:55 AM

Removing parking from Wooddale Avenue will greatly inconvenience residents. It will also push parking to adjacent side streets where there are frequently children on bikes and no sidewalks.

KatherineB
3/18/2026 01:21 PM

We have gone down this path before with bike lanes on Wooddale. Didn't they get striped and then redone again within a short while? Has anyone actually counted the number of bikes that go down Wooddale on a weekly basis over the course of a year? Let's not be Minneapolis that ripped streets to narrow car lanes and add bike lanes that hardly anyone uses, only to cause car congestion and more pollution, and snowplow issues (e.g. east of Hennepin in Uptown!!)

No parking on Wooddale will present problems for all of those homes.

I realize I am not a biker but given that at least 6 months of the year most don't bike, it's important to give this careful consideration.

Side note-I am getting upset with the spending that Edina has been doing. (And not to mention the other "redos" from mistakes or for whatever reason. For example, I recall France Ave going through at least a couple of iterations of road work within a short time. Also…Remember the stoplight at 58th and France that had to be redone when it was determined that the buses had trouble turning with its placement!) We appreciate more transparency and better justification with neighborhood input in advance!

Between Edina, Minneapolis, and the state government recklessly spending money no one will be able to afford to live here anymore!

Chahneman
3/18/2026 01:53 PM

Jane E Harper
3/18/2026 02:49 PM

As cyclists, the current bike lane is sufficient. There is NOT enough bike traffic to warrant another lane. Guests, service providers and ourselves park on the East side of Wooddale OFTEN. (E.G. snow plow contractor could not serve us if he can't park his truck on Wooddale; VERY inconvenient for guests who cannot walk 1/2 + block to park on 55th St; Family visits with small children would be seriously impacted. We feel this is a VERY BAD idea and we are STRONGLY opposed!!!!!

Mike Meyer
3/18/2026 03:47 PM

It is a terrible idea to remove street parking on Wooddale. Where will guests or contractors park? The side streets cannot accommodate. I ride my bike on Wooddale daily. There is NO need for dedicated bike lanes beyond what is already there. And if people want a less traveled street to ride in, they only need go east to ride on the side streets in the neighborhood.

Merrill Hill
3/18/2026 05:18 PM

AH
3/18/2026 06:10 PM

Meggan bowlby
3/19/2026 03:53 AM

Mary J 3/19/2026 07:19 AM	My home is on 56th St. between Wooddale Ave and St. John's, and faces the south side of Wooddale Church. Every Sunday morning, there are cars parked on the north side of 56th St along the church right up to the corner of Wooddale Ave. As a driver, making a turn onto 56th street from Wooddale, is very dangerous as you cannot see any cars approaching from 56th St towards Wooddale, and there isn't enough room to accommodate 3 car widths. It is my concern that this will be the case for every side street along Wooddale Ave. if biking lanes are approved. This also creates safety issues for families with young children who live off of Wooddale as cars and trucks would be forced to drive and park in neighborhoods. I am a walker, and a biker. I oppose bikes on sidewalks, and I also understand the safety issues of a biker sharing a busy road with cars, however, I also have a choice of where I ride my bike, typically riding one block over until I have no choice to cross the creek, and forced onto Wooddale Ave for a few blocks to 50th.
Mary Ryan 3/19/2026 09:23 AM	This project is simply pandering to cyclists. The need for parking for residents and/or their visitors should be respected, not to mention all the months in this climate that cycling is rare. Wooddale is a highly trafficked road, with LOTS of speeding and very little monitoring. Bicycle lanes on both sides is a ridiculous proposal.
Judy Ann Mathis 3/19/2026 09:53 AM	Many of the homes along this stetch have single lane driveways. This requires car jockeying and temporary parking on the street for us residents & a huge inconvenience for any guests. Having to park on the adjacent cross streets is less than ideal. We do not abuse the convenience of parking in front of our house in the parking lane, & strongly oppose removing the parking lane.
Joel H Warnert 3/19/2026 12:18 PM	Eliminating on street parking would be very difficult from a family and visitor persceptive.
Jose 3/19/2026 12:25 PM	Many homes along this route do not have parking for more than one or two guest cars. Any resident who has a family event will not have any place for their guest park. Also, Parking on side streets effectively turns them into 1-way streets which is already dangerous for school Buses and Garbage Trucks to negotiate, this definitely would make it way worse.
ChrisH 3/19/2026 02:20 PM	I strongly oppose parking removal for several reasons. 1) my driveway can't handle guests, so my guests would need to either cross the street (no crosswalk) or walk through neighbors yard to access to the crosswalk - why is their safety less important than the bikers? 2) Cars already fly down Wooddale even with the 25MPG change. Taking away the parking is going to open the road and turn Wooddale into major speedway. 3) Pushing guests to 56th or Tower turns these roads into tight one-way streets - swing by on Sunday - now my guests need to fight with the church guests to find parking. 4) Do we have any data on bike accidents now that the speed limit has been lowered? I would argue that the issue has nothing to do with the street parking and is tied more to speeding motorist than a lack of space to ride a bike. Let's work on the speeding and stop finding blame in a parked car.

DSteingart 3/20/2026 10:36 AM	I think this is a really bad idea! Dedicated space for vehicle parking on Wooddale is far more important than adding another bike lane. In my area vehicle parking would be displaced to Tower Street. Tower is already overcrowded on both sides of the street with visitor and service vehicles rendering it a single-lane road during many parts of the day. I am also a member of Edina Country Club. There are many times in the summer that we must use Wooddale for overflow parking. Members and guests would have to park further away and crowd other neighborhood streets, negatively affecting those residents.
SaraElliott 3/20/2026 11:15 AM	It would make it impossible for us to live on Wooddale without street parking. Our driveway is only one car width wide and enters and exits on Wooddale. Thus, at all times we need to be able to have a car parked on the street during the day so we can manage multiple vehicles in and out of our home. Our driveway is extremely narrow which would make it impossible for service and delivery vehicles to pull into our driveway. We would also not be able to accommodate guest parking if street parking was not available. Eliminating parking on Wooddale is a terrible idea for so many obvious reasons.
Mark Jordan 3/20/2026 12:19 PM	If you keep taking away on street parking where are guest suppose to park, on the block behind? Most biking accidents are caused by biker not following the rules of the road. In particular running stops signs. I used to bike from my work downtown and never had a problem with cars because I always followed the rules. I just can't understand why the bikers need so much special treatment.
Ole 3/20/2026 12:22 PM	
Sue Jordan 3/20/2026 12:32 PM	I attend St Stephen's church and park on Wooddale most of the time. I would hate for the values of the houses on Wooddale decrease do to no parking on their street, there is already no parking on the west side of the street. There is many times the country club has overflow parking on the street.
G.a.s. 3/20/2026 03:23 PM	The people who live there need the parking. The bike path would not connect to other protected bike paths. It works fine the way it is. I rarely see anyone biking there and traffic allows them to safely ride along Wooddale.
MD 3/20/2026 05:48 PM	Bike to and from work on Wooddale. my main concern is redoing the pavement that is falling apart so that it is safe to ride on
Stephanie 3/21/2026 10:13 PM	We need the shared bike/parking lane in Wooddale!
Mtutterow 3/22/2026 07:27 AM	I'm very concerned with losing parking, but I'm even more concerned about the narrowing of the driving lanes.
Sknapp 3/22/2026 02:55 PM	We use that area to park for church and for ecc

Lewi0392 3/22/2026 03:34 PM	Wooddale Avenue is such an important north-south bicycle facility in Edina. With France not suited for biking and appropriately prioritized for the E Line, making Wooddale accessible for bikers of all ages and abilities is critically important. Additionally, with the work being done on the Wooddale / Hwy 62 bridge, this corridor only increases in its importance to those coming to/from south of the highway as well. This would be a meaningful step in demonstrating the city's commitment to its pedestrian and bike master plan in providing dedicated facilities in a comparatively dense and multi generational portion of the city. I strongly urge city staff and city council to take this opportunity to demonstrate to the city's residents what a dedicated bike facility can do to encourage safe non-motorized transportation options for city residents.
Knapper 3/22/2026 04:41 PM	This has been done in the past, and it was a disaster. Furthermore, there are many times when overflow parking is needed around ECC (Rotary Club during the weekdays and weddings). This would make such events unmangeable.
Sonia M 3/22/2026 04:59 PM	
Hornets29 3/22/2026 05:48 PM	We end up biking on the sidewalk on Wooddale to avoid having to go around parked cars. But the sidewalks are so bumpy & narrow it makes it hard when pedestrians are there too. Dedicated bike lanes would be the safest option for all, but I'm sure the residents don't want to lose their street parking.
Rich 3/22/2026 08:08 PM	Street parking is a continued requirement, especially as it is only available on one side. I am a cyclist but this is not the right solution. Impose other traffic calming measures, e.g speed humps, narrowed sections with bypass for cyclists and also better enforcement of speed limits. Speeding and aggressive overtaking appear to be the biggest problems on the street, cycle lanes will help neither and just give cyclists a false sense of security.
SarahLandrus 3/23/2026 07:38 AM	Very opposed to removing parking on Wooddale, already so limited in winter with parking restrictions.
John F. 3/23/2026 09:32 AM	
Roger Bildsten 3/23/2026 09:37 AM	Wooddale Avenue is a major north/south corridor in Edina leading to multiple commercial areas. Biking on Wooddale is unsafe. This project is an opportunity to significantly improve our Pedestrian and Bike infrastructure. I encourage the city to act boldly. Thank you.
Enrico Polatzzo 3/23/2026 06:34 PM	Eliminating parking on Wooddale appears to create a lot of negative side effects that Wooddale neighborhood association will clearly articulate so I won't reiterate here. One point that I would like to make is that Wooddale is already a road on which drivers routinely drive over the speed limit. Removing parked cars will create more space for drivers, as bikers will not always be present on the roadway. This space is going to give drivers the illusion of more freedom on that road and increase speeds even more. In other words, parked cars currently act as a speed deterrent, to some extent. Please consider all points to retain parking on Wooddale.
Maggie Briggs 3/23/2026 07:23 PM	

Molrae 3/24/2026 11:38 AM	Consider ways to keep some limited parking on the areas that do not have a close side street to park on? I like when the bike lane is separated by a physical concrete barrier. I agree the shared road for bikes and cars needs to go and is unsafe. Could some parking be saved by north and south bike traffic sharing the same side of the road? There is currently no safe bike route between Arden park and Pamela park and I think these should be connected. I agree with some change and safety improvements but know there will be kick back from those that live in Wooddale. Many kids cross Wooddale to bike to school at concord and south view. Crossing Wooddale is also dangerous on bike and needs a flashing crosswalk near 56th. Thanks
Meriwether Felt 3/24/2026 02:41 PM	I would appreciate it if the city is more bike-able. I think this happens by making dedicated bike lanes that are separated from traffic. This will make bike riders more comfortable riding alongside cars.
ScottS 3/24/2026 05:54 PM	I live on Wooddale. I own three ebikes. I bike to work often. There are not enough bikers to justify eliminating parking on Wooddale. And the assumption that bikers will magically appear if you build more bike lanes is magical thinking. Please stop.
Douglas 3/26/2026 11:02 AM	Home owners and guests, Edina Country Club staff, members and guests, St. Stephen's attendees all use the parking the parking lane to a great extent. There are a great many more parkers and bikers! The occasional bikers can easily use Kellogg or Oaklawn that have less automobile traffic. I am a biker and I always choose a routes with low traffic for my own safety. Any biker has this option and can make their own decision. This is the easiest, commonsense and no cost solution! Some bike accidents are caused by driver inattentiveness. Some are caused by bikers. I have observed no helmets, no lights, excessive speed by electric bikes, no checking for cars and pedestrians by bikers. I have observed excessive speed, no turn signals, etc. from drivers. Let's save some taxpayer money and recommend the bikers utilize safer routes and behave better and recommend that drivers be considerate, attentive and behave better.
Abbie Dingeldein 3/26/2026 11:47 AM	My family has lived in the city of Edina for over 30 years. My husband and I recently purchased our first home in Edina with our two young children. We have a one lane driveway and utilize the parking on Wooddale directly in front of our home every day. A few daily examples of using the parking lane on Wooddale Avenue in front of our house include family visitors, babysitters, home service providers, and delivery drivers. We have a single lane driveway so if we have any guest pull in our driveway, we are then unable to leave and drive our own vehicles. This does not include any examples of us hosting holidays, birthday parties, and other gatherings where we would utilize multiple parking spots on Wooddale. We are very opposed to removing the parking lane on Wooddale Avenue, and think it would be very disappointing if this project moves forward. We would not have purchased a home that does not accommodate having places for our visitors to park. Please do not let this project move forward.
Bradydingeldein 3/26/2026 11:55 AM	I guarantee whoever came up with this idea has a nice big 3 car garage on a quiet street. 100%

Lisalatterell 3/26/2026 11:57 AM	Being a long time Edina resident who has lived less than one block from wooddale for the past 11 years, I strongly oppose taking away street side parking on wooddale. We use the street side parking routinely to park at our daughters house (lives on wooddale), stop at friends houses, park when ECC parking lot is full etc etc.
Tlatterell 3/26/2026 12:22 PM	You have already narrowed most of the roads in Edina. Now you want to take away the option to park on the most heavily parked road in town. There will be more accidents as more people will have to back out onto a busy street. Doesn't make much sense. Also we avoid biking on wooddale as it is so busy, you can take other streets most anywhere except ECC. If you are doing it for them don't.
Mpramme 3/26/2026 04:20 PM	
David0433 3/26/2026 07:08 PM	I frequently ride up and down Wooddale so I love the idea of better bike lanes. I also have sympathy for those living along stretches where any off-Wooddale parking is either across the street (with no cross walk and busy, speeding traffic) or several houses down and around the corner. Not ideal either elderly parents / visitors, or young families. Repaving Wooddale would do a lot of good because dodging potholes and shoddy pavement makes riding it that much harder. Given there's not enough room for parking and protected bike lanes, narrowing the travel lane and making the parking lane wider could help make the northbound bike lane less hairy. There should also be a serious examination of additional traffic calming measures on Wooddale. Is it stands, the road _feels_ like the speed limit should be 40 (the same problem Valley View has, by the way). Finding ways to slow traffic will benefit cyclists as well.
Peter Ramme 3/27/2026 08:31 AM	We can not walk far and would not be able to visit or grandchildren and great children.
CountryClubTim 3/27/2026 12:24 PM	I strongly oppose removing parking on Wooddale to create two dedicated bike lanes. This is a neighborhood road where residents, deliveries, contractors, and guests rely on on-street parking every day. Eliminating those spaces will inevitably push vehicles into the bike lanes or force unsafe parking behaviors, which would make the street more dangerous for cyclists, not safer. We can and should improve bicycle safety without sacrificing essential residential parking. One dedicated, well-designed bike lane with physical protection, such as flexible bollards, curbs, or other separators, would provide cyclists with a safer space while preserving parking for the people who live, work, and visit here. This balanced approach protects both vulnerable road users and the practical needs of our residential community. Safe streets work best when they work for everyone who uses them.

Callahanautoparts

3/27/2026 01:58 PM

Wooddale Avenue is the natural spine of an active transportation network connecting Wooddale Park, Arden Park, Pamela Park, and Rosland Park (with future bridge over Highway 62), plus one of the city's most concentrated clusters of community destinations: Concord Elementary, South View Middle School, the Edina Community Center, Normandale Elementary, the football stadium, and the turf athletic complex.

This repaving is a once-in-a-decade opportunity to build that network intentionally. Dedicated lanes are a step forward, but painted lines alone have shown little measurable safety improvement in research. Protected lanes reduce serious injuries by 44-50% and are what actually gets families comfortable putting kids on bikes.

Two specific requests: First, please prioritize protected bike lanes for this entire corridor — one-way on each side, adjacent to the sidewalk. Second, give the 54th and 58th Street intersections special treatment with protected crossing designs. These are the primary routes for families accessing Arden Park, Pamela Park, the schools, and the community center daily.

Please use this moment to build something Edina will be proud of for the next 20 years and to deliver on commitments Edina has already made in its Climate Action Plan, Pedestrian and Bicycle Master Plan, and Living Streets Plan.

IPDCOeric 3/27/2026 06:04 PM	I oppose eliminating Wooddale Avenue's on-street parking for the following reasons: • Most homes along Wooddale only have parking for one or two guest cars, many homes have a single lane driveway. If street parking is eliminated, any Wooddale Avenue resident who has a family event (Holiday, Graduation, Birthday, etc.) will not have any place for their guests to park. • An argument can be made that guests could park on side streets. Due to the distances involved, side street parking is not a practical alternative. • Parking on side streets effectively turns them into 1-way streets which is already dangerous for School Buses and Garbage Trucks to negotiate, the additional congestion from off-Wooddale parking by residents/guests would make it way worse. • For any residents who have single-lane driveways, any contractors and service providers will be forced to park in the driveway, effectively leaving the homeowner “parked in”. • Delivery people (UPS, FedEx, Amazon, etc.) do not “pull in” – they will just park illegally anyway, causing a traffic hazard. Or, if they actually do pull in, they will cause a traffic hazard when backing their truck back out onto Wooddale. • Events at St. Stephens and the Edina Country Club routinely overflow 20-30 cars (sometimes many more) onto Wooddale street parking. Just this week, there were two mid-week events that parked Wooddale solid from the creek to 52nd. If street parking is eliminated, there will be a huge parking problem for the attendees to find parking. If all of those people have to go into the neighborhoods off Wooddale, it will be a problem for the homeowners to get in and out, plus the safety of children and pedestrians who frequent the streets in the neighborhood will be negatively impacted. • Removing the parking lanes will make it more difficult for the Edina Police to enforce traffic laws – there is no place for them to park (unless they jam up the side street(s) near Wooddale), and the same holds if they pull someone over, they would have to either do it in the bike lane or plug up the side streets. In summary, the pain and safety impacts of eliminating on-street parking on Wooddale Avenue far exceed any potential benefits of adding a bike lane. I strongly urge the City not to do this.
TomLaForce 3/28/2026 04:11 AM	
Lolson01 3/28/2026 04:52 AM	Please don’t prioritize free on-street vehicle storage over bicycle lanes.

Lance Elliott 3/28/2026 07:39 AM	1) Removing parking would put an extreme burden on residents that live on Wooddale and overflow parking for the country club, church, etc. during events. 2) Parking around the corner on side streets would be a significant inconvenience for residents and guests. We already have to do that at times now and it is not ideal. 3) Every day deliveries are made up and down Wooddale. Amazon, food deliverers, etc. park in the available on-street parking to make deliveries. Removing the parking would create severe hazard. 4) Removing parking would put an extreme burden on residents on the side streets because if the parking was removed from Wooddale, all of those cars would have to park on the side streets in front of other people's houses. Most of these side streets are narrow and not ideal for daily overflow parking. 5) We fear that removal of on street parking will make Wooddale feel like a highway and people would drive faster than they do now and be even more unsafe than current conditions. Lots of people cross Wooddale, so that is as important as looking at traffic, pedestrians, and bikers along Wooddale. I recommend we look at traffic calming measures to keep top speeds below 25 mph. People drive too fast now. 6) We fear that turning Wooddale into a thoroughfare and removing parking will decrease our property values and remove what residential feel we currently have. 7) Most importantly, it appears that there is ample room to create a traffic calming design with a dedicated bike lane along the west side of Wooddale Right of Way. This could be a raised bike trail, separate from the street's 10' lanes and landscaping improvements. The pedestrian sidewalk could remain on the east side along with the current parking with more crosswalks across Wooddale. It seems these concepts should be explored and implemented prior to going backwards by removing parking and possibly making Wooddale more unsafe than it currently is along with all the downsides listed above.
Sharon 3/28/2026 08:07 AM	Edina really needs to up its game for bicyclists and I highly support this effort
Sue Egan 3/28/2026 09:21 AM	I am very opposed to removing the parking lanes on Wooddale Ave. This is part of a residential neighborhood. Where should our family and friends, our service providers and delivery people park when coming to our homes? Our guests and family--most with young children and babies or elderly--will need to walk quite a distance to get to our home if parking is removed. Not only is this very inconvenient, during the Winter months particularly, it can be dangerous. Having lived on Wooddale for 29 years, it has been my experience that most people when encountering a biker on the road will give a wide berth to ensure the biker's safety when passing. It is my belief that having parked cars on Wooddale actually helps to control the speed limit somewhat. If what we are left with is bike lanes and driving lanes only, I believe we will see an increase in the speed of the cars traveling on Wooddale which is bad for everyone. Please reconsider this decision to remove our parking. Many residents will be adversely affected. Anyone traveling by bike from 50th to Valley View Road can do so by traveling on Kellogg, Oaklawn, Brookview, St. Johns Ave or Fairfax. Far fewer cars and safer for all bikers.

Luke VS
3/29/2026 04:23 AM

Adding safe, continuous bike lanes is an important first step in evolving to a more sustainable and livable city where people can move within the city and are free to use the most appropriate transportation method for them. Having such bike lanes connected in a safe, pleasant and easy to use network that connects directly to needed destinations is the follow-on step.

Since this project seems to do both, I strongly support it and very much hope it gets built as shown!

PJ Sullivan
3/29/2026 08:34 AM

For the homeowners on Wooddale who struggle with guest and service parking this is a disservice to all who live and travel on Wooddale. Yes, I think cyclists deserve a safe space but this is not the way to unilaterally change the flow of traffic. Thank you.

Tim Marra
3/30/2026 12:26 PM

Removing on street parking from Wooddale Ave raises several meaningful safety and accessibility concerns for our family and others in the neighborhood.

First, from a safety standpoint, we have young children who regularly play in our front yard and use the sidewalk. The presence of parked cars naturally acts as a buffer between the sidewalk and moving traffic. Eliminating that buffer would place children much closer to passing vehicles and cyclists, some of whom travel at high speeds along Wooddale. This change would increase the risk of accidents in an area where families should feel safe.

Second, from a practical and housing standpoint, on street parking is essential for our home. We have a single lane driveway, which limits our ability to accommodate guests, service providers, and deliveries. The street currently serves as the only viable overflow option, and removing it would create ongoing challenges for normal day to day needs.

Finally, this change would create significant accessibility issues for our extended family. Our parents and in laws are elderly, and requiring them to park multiple blocks away especially during the winter months would make visiting difficult and, at times, unsafe. In addition, we have family members with special needs, and increased distance from parking to our home would create further barriers to access.

For these reasons, we strongly urge the council to reconsider the removal of on street parking on Wooddale Ave. Maintaining existing parking is important not only for convenience, but for the safety, accessibility, and livability of our neighborhood.

Sincerely, Tim Marra

Jontrettel
3/31/2026 04:09 PM

Removing all parking is ridiculous. Most residents cannot support guest parking or parking for a family with multiple drivers without on-street parking. Parking a block away is dangerous and disruptive to those neighborhoods. Imagine having to park over a block away midwinter. What are you thinking?!! Where do service trucks park that are heavier than supported driveways? Where does over flow go for the country club? Where does church parking happen? This is extremely short sighted. What stats do you have that support this option? Bike traffic? Accidents? Speed? What??!

Erin.hassanzadeh 4/01/2026 05:13 AM	Wooddale is a wonderful thoroughfare for busses and cars - if there is the occasional biker - people are very conscientious and slow down or go around them. I think that is the best path forward. It’s actually impossible picturing living on wooddale without street parking on at least one side. It would majorly hurt us and our neighbors as many have small or narrow driveways - we can’t accommodate guests or oftentimes even our own children parking out front. Elderly family, etc. Deliveries and work trucks will cause huge hazards backing in and out of our already challenged driveways. I think adding bike lanes on a street with so many driveways could also be a huge hazard. It will also hurt our homes value long term if we don’t have anywhere for guests or extra drivers to park which is a concern. I speak for myself when I say we have a one car garage with room for a few more cars. Having trouble picturing ability to host guests or stay as there are not nearby backup parking options if wooddale went away. The proposal is not ideal and could be dangerous and I fear with all the deliveries, trash trucks and wok vans that will inevitably stop it’ll just be constantly blocking the bike lanes anyway with such narrow driveways on our block. I strongly oppose this and would suggest considering a bike lane on one side and parking on the other at an absolute minimum. Please consider those of us living on wooddale - we love the area but don’t have the amenities and feel of all the larger homes on the side streets surrounding us. Help keep wooddale a viable and affordable option for those of us who love the neighborhood without limiting our ability to host guests, gatherings or even just have room for more than two drivers to conveniently park at home. Thank you for your consideration.
Greta 4/01/2026 05:34 AM	I strongly support bike lanes that have physical separations from cars. If it was safe, this could be a heavily trafficked bike area as it connects a lot of retail and residential areas. I have seen kids biking on Wooddale and it made me upset seeing them have to bike right next to traffic with only a thin line of paint keeping them safe. As a mother of 2, I also strongly believe that kids deserve a safe way to get around without parental supervision and without being driven everywhere, and physically separated bike lines is one of the best ways to allow that. Even if people aren't biking there right now, the right infrastructure would encourage them to do so which increases the quality of a city for everyone. Edina is full of parking and car-only spaces - it's time to expand our transportation options.
Jim Domke 4/01/2026 11:57 AM	The parking on Wooddale is very very important to visitors and the people who own homes on that street. Imagine purchasing a home on Wooddale when parking on the street is legal and then suddenly you are limited to the number of guests that can fit in your driveway only. This would be a huge bummer and severely detract from hoe values. Way more cars use woodpile then bicycles. Let's let common sense prevail and keep this street car friendly and do the right thing for home owners along Wooddale Ave. I'm a long time resident who has lived in Country Club and surrounding areas in Edina since 1969.
CW 4/02/2026 09:52 AM	We walk more than we bike, and are very thankful for the sidewalks on Wooddale, W 58th St, and more. As far as parking along Wooddale, it seems like some provisions might have to be made for the Episcopal Church at Wooddale and 50th to allow parking for church functions. We wish those stupid e-bikes didn't exist at all. The kids go by on W 58th St, and they are all over the place (sidewalk, right side of the road, left side of the road, in the middle of the road). It's a miracle no one has been hurt, yet. E-bikes should require a license, just like a motorcycle does.

MarkP 4/02/2026 01:09 PM	There is already one bike lane on Wooddale that's rarely used. Adding a 2nd one to sit idle while eliminating frequently used parking is incomprehensible. There is always vehicle traffic on Wooddale, pedestrians utilizing the sidewalk and cars parked along the east side of the street. Its on rare occasion that I see a bicycle. As I drive in Edina, it's infrequent that I see any bike lanes actually being utilized. This is a project that benefit a small minority at the expense of the vast majority. Why is this change even being considered? I'm strongly opposed to this Project!
ErikaKing 4/03/2026 07:39 AM	As a parent of two children who are biking more independently (including to school) I strongly support upgrades to bike lanes on Wooddale. I would like to see the project go further by installing a curb-like barrier that would physically separate the bike lanes from the vehicle traffic. Thank you for your consideration.
Charisse Litteken 4/03/2026 02:34 PM	I love the idea of bike lanes on Wooddale! The city should consider a protected design in its plans!
Mewald03 4/03/2026 06:43 PM	Consider protected design instead of the unprotected design.

Stephanie Malinoff
4/05/2026 05:09 PM

As a resident who lives directly on Wooddale Avenue, I want to share my strong opposition to the proposal to remove the parking lane on my street. While I support the City's goal of a multi-modal transportation system, removing parking feels like a significant loss of an essential service. I believe we can find a better way to balance these modes without sacrificing my neighborhood's livability.

I offer my feedback from three distinct perspectives:

1) As a tax-paying resident: It doesn't feel equitable to strip this amenity and eliminate the basic access I rely on at my home. Driveways aren't always a viable option when hosting guests and removing street parking effectively limits the functional use of my residence. Additionally, I run a small meal-pickup business where customers rely on that parking lane for quick transitions; the loss of the parking lane will impact this business. And, delivery drivers like Amazon and Uber Eats—who often cannot or will not use residential driveways—will likely end up stopping in front of my house (versus parking on the side street) and blocking both the travel and bike lanes. This creates a safety hazard and works against the City's mission to facilitate the movement of goods efficiently.

2) As a parent: I'm worried about the unintended safety consequences for young children on my neighborhood's side streets. If parking is removed on Wooddale, those cars will be pushed to the streets, most of which don't have sidewalks. The City would be forcing my son—and many other students walking to Concord and South View—to navigate around parked cars while walking in the actual roadway during the busiest school-commute hours. I hope we can find a solution that doesn't prioritize one mode of transit and inadvertently sacrifice the safety of our youngest pedestrians.

3) As a civil engineer who works in traffic safety: I can testify that driver perspective impacts travel speed. The more comfortable a driver feels the faster they will travel. Parked cars act as a natural "buffer" that psychologically narrows the road and slows traffic; removing them creates a wide-open runway that will naturally encourage higher speeds. Furthermore, the daily volume of parked vehicles I observe significantly outweighs the number of cyclists using the road. While I understand the City's goal to reverse the advantage of the automobile, I'm concerned we are prioritizing a lower-volume mode over a high-utilization residential service. And, to provide the highest levels of safety for vulnerable road users (VRUs), we should be investing in physically separating those VRUs from the vehicle travel lanes, not just painting a bike lane—especially when that paint comes at the expense of necessary residential parking.

I recognize that this is a difficult decision with many pros, cons, and budget constraints to weigh. I don't claim to have the perfect "silver bullet" solution, and I know your job isn't easy—but I am asking the City to find a design that accommodates both parking and cyclists without sacrificing the livability, mobility, and safety of my neighborhood.

Thank you.

BillEgan
4/06/2026 07:32 AM

Dear Mayor Hovland and Members of the Edina City Council,

As a resident of the 5200 block of Wooddale Avenue for nearly 30 years, I urge the City

Council to reject the proposal to ban on-street parking to accommodate dedicated bicycle lanes. This proposal imposes severe burdens on all Wooddale residents and community institutions that rely on on-street parking without any demonstrated safety gains for the cycling community. In addition, there is a workable and effective alternative for the lower half of the proposed project (50th St. to 56th Street).

The Safety Justification Does Not Support This Drastic Remedy

Edina city staff cites concerns over safety for cyclists on Wooddale as the justification for recommending the elimination of on-street parking to accommodate dedicated bike lanes. The data, however, does not support such a drastic and sweeping measure:

• The data do not support the stated risk. The city cites 19 accidents over a 10 year span as evidence of the need for two dedicated bike lanes along this one mile stretch of road. Of those 19 total accidents, five occurred in the winter months, and four occurred after dark (one involve both). Because cycling in the winter and after dark is rare, this makes the relevant accident rate close to one accident per year. Moreover, the chances that a cyclist would happen to be in the vicinity of one or even two accidents per year is exceedingly low, and even if that were to happen, a painted bike lane offers little protection to the cyclist who might happen to be close by.

• Only one accident in that ten year stretch involved a bicycle. The data the city provided in response to a request for information regarding these accidents revealed that only one accident on Wooddale involved a cyclist. The city provides no information describing how the accident occurred and it appears from the information provided that it was not a serious crash; the report stated that this accident resulted only in a “possible injury.” Nor is there any evidence that this accident would not have happened had the cyclist been in a dedicated bike lane. One cycling accident in 10 years involving a “possible injury” is hardly justification for a ban on parking for a one-mile stretch of roadway to accommodate dedicated bike lanes.

• The remedy of banning parking in favor a dedicated bake lanes is disproportionate to the risk. Banning on-street parking adversely affects the use and enjoyment of the properties of over 120 Edina residents with Wooddale addresses, not to mention St. Stephens Episcopal Church, which relies on the availability of parking for services and events, and the Edina Country Club, whose guests frequently rely on Wooddale parking when its parking lots are full, as often happens. Depriving these property owners of on-street parking is a serious matter. Such a drastic measure should only be taken in the case of a compelling government interest and, in this case, the reasons for taking this step are not compelling.

Eliminating Parking Creates Its Own Safety Hazards

Removing parking will not simply create an inconvenience for residents and guests of Woodale properties - it introduces new risks to non-cyclists. Visitors of Wooddale residences, St. Stephen’s Church, and the Edina Country Club would be required to park on side-streets, most of which are without sidewalks. In many cases these guests would be required to walk relatively long distances to get to their destinations. In

addition, from November through March, this means increased exposure to slip-and-fall hazards on icy streets, a real and recurring danger.

Alternative North-South Routes Already Exist

Cyclists who are uncomfortable riding on Wooddale have options. Parallel streets - Kellogg, Oaklawn, Brookside/Woodland, and St. Johns/Fairfax – all provide north-south connectivity without requiring significant travel on Wooddale. In the locations where cycling on Wooddale is necessary, the current configuration has proven over time to be safe enough. These alternate routes only slightly increase the riding distances for cyclists. While these users may feel inconvenienced by taking alternate routes, the alternative of depriving 120+ Wooddale residents of on-street parking to accommodate these cyclists imposes a drastically greater inconvenience and is not a reasonable measure.

Lower Wooddale Can Accommodate Both Parking Lanes and Bike Lanes

If despite all this, the city decides to go ahead with its plans to create dedicated bike lanes on both sides of Wooddale, for lower Wooddale (50th Street to 56th Street) there is a reasonable and practical alternative to banning on-street parking. As reflected in the schematic provided by the city, upper Wooddale (56th St. to Valley View Road) is 32 feet wide. The city proposes eliminating parking on both sides of upper Wooddale and relining the street to create two 10-foot-wide traffic lanes and two 6-foot-wide bike lanes.

If this is a safe and reasonable alternative to the current layout, then the same rationale holds true for lower Wooddale, which is 38 feet wide, a full six feet wider that the upper half of the street. Extending the proposed traffic widths from upper Wooddale through lower Wooddale all the way to 50th Street leaves 18 feet for bike lanes and parking. The current parking lane is seven feet wide. On streets with speed limits of up to 45 mph, state guidelines call for 7-8 foot-wide parking lanes and 5-6 foot-wide bike lanes. Wooddale's speed limit is 25 mph. There is no practical reason why the city cannot accommodate both interests with a 7-foot-wide parking lane and 5½ foot-wide bike lanes. This is a reasonable alternative to banning on-street parking on this portion of the street.

Buffer Lanes Do Not Justify the Elimination of Parking.

The schematic recommended by the city for lower Wooddale includes two-foot wide painted buffers between the bike lanes and the traffic lanes. These buffer lanes are not necessary and would provide minimal real-world protection.

• No physical barrier. A painted buffer offers zero protection against vehicle incursions. They are nice to have, but remember, we are talking about a stretch of road that has experienced the practical equivalent of just over one daytime, non-winter-month motor vehicle accident per year. The additional of buffer lanes does not justify elimination of on-street parking for the residents and institutions that would be adversely impacted by this measure.

• Narrower lanes calm traffic. The alternative of reducing the traffic lanes from the proposed 11½ feet to 10 feet would enhance the traffic-calming effect of lane width reduction. Numerous traffic studies have shown that narrowing traffic lanes reduces average vehicle speeds. In fact, a 2025 peer-reviewed traffic study of 320 street segments in Utah found that each one-foot increase in lane width increased the odds of an injury crash by 38%. The converse is also true; a one-foot reduction of lane width creates a 38% reduction of the odds of a crash resulting in injuries. Clearly, ten-foot-wide lanes would slow traffic more effectively than the proposed 11½ foot lanes, improving safety for cyclists, pedestrians, and motorists alike.

• Edina Has Never Before Banned On-Street Parking to Accommodate Buffered Bike Lanes. The city advises that there are only two locations in all of Edina that currently have buffered bike lanes: Normandale Road (the Highway 100 frontage roads, both east and west, between 66th and 70th Streets) and the short segment of Valley View Road between Brookview and Wooddale. In neither case did the City eliminate established parking to create those buffered lanes. If this proposal is adopted, Wooddale Avenue would become the first residential street in Edina where the City has ever banned parking to accommodate buffered bicycle lanes.

Conclusion

Edina can support safe cycling without imposing disproportionate burdens on its residents. Decisions that restrict property owners' use and enjoyment of their homes - and that adversely impact patrons of long-time community institutions like St. Stephen's Episcopal Church and Edina Country Club - should not be undertaken without taking all interests into account and considering all possible alternatives. Elimination of parking on Wooddale is not necessary for public safety and would cause over 120 residential properties and two major community gathering places to lose on-street long-established parking under the proposed plan. The city council should ask the city staff to come up with a plan that does not require a parking ban.

Respectfully submitted,

Bill Egan

Jeff Doom
4/06/2026 02:51 PM

I think removing parking would be a huge loss to all the homes on Wooddale. I do not think making permanent bike lanes is a good idea. It might be ok in places where the city is going to redo the road and there is space for both parking and bike lanes.

I bike quite a bit in the summer months. I bike in the mornings for exercise. However, even as a biker, I do not support Edina's push for so many bike lanes with an expectation of lower vehicle usage. When I bike it is for exercise prior to going to work or going about my normal day. Edina is a car dependent city. Edina will continue to be a car dependent city for a long time.

Dkoerner
4/06/2026 08:32 PM

I live on wooddale and support this because
1. I like biking and the Wooddale sidewalk is much safer than riding down the street today
2. Traffic goes WAY too fast down wooddale. I was nearly hit in the crosswalk while pushing a bright red stroller--anything to reduce the speed would be a win for the neighborhood. I suspect kids ride on the sidewalks mostly because having cars roaring

by is unsettling.

On streets where vehicles hit speeds over 40-50mph and thousands of vehicles pass daily, cyclists need physical protection, not just paint. An unprotected lane that nobody currently uses is a clue. The problem isn't that people don't want to bike. It's that the design feels dangerous, so they don't. Splitting unprotected bike lanes to both sides and removing cars to make a dragstrip down the middle doesn't fix that.

For that reason, I expect this will be resisted by the vast majority of those off Wooddale on side streets (who if this goes through will have my service vehicles and guests parking in front of their houses). ONE EASY SOLUTION to anticipate concerns and show you are listening to residents: Adjust building code limits to allow residences and businesses on wooddale or along a bike path in the city to widen driveways or otherwise ease lot restrictions. I'd like to widen my driveway but can't today due to being at the limit of non-permeable surfaces. If the driveway was wider--maybe even with permeable pavers--by one car width, all the dinner guests or dropoffs that will annoy my neighbors would be able to use the wider driveway.

Also, I think this plan would have more support from neighbors if
1. The city shared a larger bike transportation plan or vision about how this new bike lane will connect into other lanes or work with the main france bus line to reduce traffic and congestion in the city. The 9 mile trail and the lake harriet trail are fantastic but there isn't a good way to get there from here on wooddale. Our city is a mess of disjointed bike lanes that don't connect to each other or anything else and aren't very usable today.
2. You'd win support if you showed how the bike lanes were part of a broader plan to slow traffic on wooddale. Right now cars act as a buffer and drivers are slowing a bit (hopefully) to make sure car doors dont open or someone doesnt step out. Literally nobody wants more cars or more cars that are less impeded and now going even faster.
3. Instead of bikes going both directions, you'd win more support if you took all the criticism you are about to get and suggested a sidepath instead. Widen the east side sidewalk to 12-14 feet, make it a true shared-use path (bikes, runners, walkers), and just decommission the idea of two separate unprotected bike lanes on the road entirely. Slower cyclists and pedestrians share it. Faster cyclists who want to ride with traffic can still use the road. This seems like the lowest-conflict option on a residential street like wooddale that should always have more walkers than cyclists anyway. It doesn't require driveway ramps because it's already at sidewalk grade. The trade-off is that confident cyclists will hate sharing with pedestrians, and pedestrians sometimes hate fast cyclists. Width and signage manage that and you have enough room for way more than the 14 feet. Research consistently shows active transportation infrastructure is neutral to positive for residential property values, but only when the street is visually more appealing, so if you have the budget to protect a bike lane or turn the sidewalk into a sidepath (not just paint) and make it look appealing, I'd support it.

Flyerguymn 4/07/2026 08:58 AM	I bike this section of Wooddale regularly. Going north, there are usually very few cars parked, and this leaves bikers with an awkward choice. Either stay in the bike sharrow area to remain predictable as a biker but then have cars get mad at you because you're not biking in the open parking lane, or bike in the parking lane but have to swerve into traffic to get around the occasional parked car, which can be trickier to navigate for the biker and communicate to drivers what you're about to do and have them give you space. Going south is even more dangerous. The existing narrow bike "lane" (really just a glorified gutter area) between 50th and 54th is too small, often littered with tree debris, and often encroached upon by the golf course's overgrown hedges. This is by far the most dangerous part of biking on Wooddale as cars pass within feet with nowhere for the biker to go, so I hope this plan addresses that by significantly widening this area.
Kelly VS 4/07/2026 05:52 PM	We respectfully oppose eliminating street parking between 50th and 53rd St. This portion of Wooddale Ave requires street parking and it would adversely affect our residential area (Wooddale Glen) and surrounding church and country club business. We are a biking family and appreciate safe biking options but this end of Wooddale is not conducive to eliminating street parking. Please reconsider. Respectfully, Wooddale Ave / Wooddale Glen Resident, Kelly Van Stone and Joel Hutcheson
Allie 4/07/2026 06:10 PM	I am a cyclist who lives on wooddale and don’t support eliminating parking on Wooddale. I have never had problems with feeling like cars were too close to me or that I was disrupting traffic even with cars parked. I strongly feel that eliminating parking would be disruptive to those living on side streets which would be worse for a cyclist as it is harder to see cars coming there and would be disruptive to those walking dogs, running, or just kids playing in the streets. Additionally the same number of cars would need to park regardless, so might as well allow them to park on Wooddale instead of displacing them.
John H 4/07/2026 06:27 PM	This is a ridiculous venture. There are plenty of other bike routes to choose from, and our ECC lot overfills frequently, not to mention we require additional parking for St. Stephen’s for which Wooddale Ave allows for our elderly and young families to access easily.
Eleanor Hutcheson 4/07/2026 06:28 PM	I strongly oppose removing parking as it would cause vehicle traffic within my cul de sac and make it difficult for us and our neighbors to maneuver in and out of our driveways
Jwohlford 4/08/2026 05:06 AM	The questions above do not address my concern with the existing southbound bike lane. It needs divot repair.
Aquatree 4/08/2026 05:59 AM	The current bike lanes seam adequate and are rarely used.
Mary kelley 4/08/2026 06:14 AM	Need that parking to remain!
Godfrey 4/09/2026 08:41 AM	Make sure to also pave the Woodale walking path between Nancy Land and W 64th St/Rose court.

MS 4/10/2026 01:11 PM	It does not seem feasible to not allow any parking as that needs to service not only the residences but ECC club and the church. The way the street is currently it already seems that the bike lanes on both sides are too narrow, as well as the lanes to drive are already too narrow. Can there not just be a single designated bike lane adjacent to the sidewalk and with some type of barrier between the bike lane and traffic. I never feel safe biking along there but try to use the sidewalk instead, especially for children and I have always insisted they bike on the sidewalk instead of the bike lane given that street is already narrow.
Edina123456 4/10/2026 01:22 PM	This is silly. It is attempting to fix a problem that doesn't exist. I live a block off wooddale and use it more than most. The current setup works great. Adding more bike lanes won't all of a sudden make this drastically better, but instead makes us feel like we did something good for the cycling community, even when the desire or need isn't there. It will negatively impact parking used frequently and will cause movement of parked cars into other roads where biking is frequently done. This just displaces it elsewhere while inconveniencing us by removing valuable parking spaces. Wooddale won't become a bike riding haven because of an extra lane. It's already fine as it is.
Jon.seppelt 4/10/2026 01:28 PM	This will interfere with overflow parking at Edina Country Club.
Ann S V 4/10/2026 01:29 PM	There are options to not bike on Wooddale if you need another route. Taking away parking is terrible for the people who live on Wooddale and other institutions on Wooddale.
Matthewkershner 4/10/2026 01:47 PM	I have lived in the Golf Terrace Heights neighborhood for over 20 years and am an avid cyclist, often leaving or returning from rides on Wooddale Avenue. The current configuration, in my view, works well, particularly between 54th street and 50th street as the downhill northbound lane works find to ride near posted speeds with cars and the dedicated lane when coming southbound up the slope again works well. While I don't live on Wooddale I can't imagine the imposition to those residents to remove parking to move from a 1 way shared bike lane to a dedicated one.
Charlie McG 4/10/2026 02:21 PM	The afternoon/early evening traffic on Woodddale is already a congested mess. Regarding removing on-street parking, where would Wooddale residents have their guests/family park????? Beyond the extreme inconvenience this would precipitate, hasn't Edina spent ENOUGH to accommodate the cyclists ? They are a minority. I think this is an idiotic idea.
Dmarple 4/10/2026 02:53 PM	
Kc123 4/10/2026 05:07 PM	Congestion is already high and parking in that area is limited so reducing spaces to accommodate bikers seems illogical, or like bikers are just yelling louder than anyone else. Additionally, adding a bike lane where there are numerous right turns on a hill or at the bottom seems like someone will get hurt. I've seen bikers not following traffic laws so allowing them to have a streamlined path to intersections seems like a bad idea as well.
Patrick F Manion 4/10/2026 05:08 PM	St. Stephens and Edina CC need the parking more than the bikers need the dedicated parking by a LONG shot.

Jtuttle 4/10/2026 05:21 PM	It would be highly inconvenient for wooddale residents to have guest parking. I also attend church at st Stephen’s on occasion and attend events at ECC and no parking would be difficult
Kauggy 4/10/2026 05:29 PM	This did not work the last time whe there was a grant given to Provide dedicated bike lanes. Stop making changes that don’t align with what Wooddale is used for.
Jschno6 4/10/2026 07:20 PM	Please consider protected bike lanes.
Dack 4/10/2026 08:32 PM	I am a cyclist who almost never bikes down Wooddale south of 50th, but I am strongly in favor of bike lanes for cyclists who do.
Kmchugh1 4/11/2026 06:39 AM	Thank you for taking our input. I love the idea of replacing the parking with bike lanes. Please avoid the situation on 54th near Arden & the church where people don’t know where to drive because of the bike lanes. A separate bike lane make so much sense.
Joel Hutcheson 4/11/2026 07:27 AM	I am very concerned that adding bike lanes on Wooddale will significantly worsen parking and congestion in our neighborhood. Because we live adjacent to the Edina Country Club and St. Stephen’s Episcopal Church, events frequently cause overflow parking into our cul-de-sac even with current on-street parking available. Our family relies on street parking due to a small driveway, and we have already experienced our driveway being partially blocked during events. Parking along Wooddale between 50th and 54th is often full, so reducing it will push even more cars into residential streets, increasing congestion and creating safety and access concerns.
Bpankratz 4/11/2026 08:11 AM	Wooddale is a busy road and main connector for schools, churches, Edina Country Club, Country Club neighborhood, and to Southdale corridor that should remain as it is. There is already a bike line that is barely ever used and I live a few blocks from it and drive on it daily. This is still a car dominant community and until that changes Wooddale should have parking on it along with the current bike line. You can always make changes in 10-20 years if needed. The churches along Wooddale rely on this parking for their services. Look at France Ave and you have cars parked all over front lawns, delivery and construction vehicles blocking traffic, and inability for people along France Ave to have people visit due to lack of street parking. This area needs the street parking.

Sqhorsager 4/11/2026 08:22 AM	I am writing to express my strong concern regarding the proposed plan to eliminate street parking along Wooddale Avenue. I think this is a RIDICULOUS proposal. I have been a resident on Wooddale for 30 years, and while I fully support the addition of bike lanes, removing parking along the street presents a significant inconvenience—not only for residents but also for our guests. Many homes on Wooddale rely on street parking to accommodate visitors, and this change would create a real hardship, particularly for those of us located mid-block. Additionally, as a member of Edina Country Club, I know that guests frequently utilize nearby street parking. The proposed changes would also impact accessibility for visitors in that area. I am especially concerned that this proposal appears to have moved forward without sufficient input or discussion with the homeowners directly affected. This feels inconsistent with the city's "Better Together" approach. I would appreciate the opportunity to speak directly with someone from the city to better understand this proposal and share my perspective. Please feel free to contact me at your convenience at 952-250-7005. Shannon Horsager
Jjhorsager 4/11/2026 08:52 AM	People that live on Wooddale would not have any where for guests to park if not on the street. They potentially would be blocks away on a side street to park. Where would construction traffic, service vehicles, landscapers be able to park and work there trade. Secondly. There is only occasional bikers while this proposal would permanently ban parking 24/7. I don't even understand the logic to propose this asinine project. Plus what logic is it to ban parking when bikes use it only somewhat 6 months out of the year. There should be NO bikes on Wooddale during the winter months. So half the year there will be almost no bikes while the parking ban would be for all twelve months. Where is the logic in this?
Dave Remick 4/11/2026 09:09 AM	This project is a terrible idea. Where are the guests of the homes on Wooddale supposed to park? St. Stephen's church goers would be incredibly inconvenienced if the parking on Wooddale is reduced/eliminated. Wooddale provides overflow parking for ECC. Adding an additional bike lane will have a significant negative impact on the residents in the area and on two important Edina institutions (ECC and St. Stephen's). Adding an additional bike lane when one already exists is a terrible idea that would only benefit a very small number of people while drastically impacting the direct residents of the area in a negative way.
Jen Lewis 4/11/2026 03:50 PM	I am writing in support of dedicated bike lanes for the entire length of Wooddale Avenue as part of the overlay project this year. As a parent of kids that often ride their bikes between Valley View and 50th, the current layout leaves only the sidewalk as a safe option for kids to navigate this important north-south segment. Separated (and preferably protected) bike lanes would be a significant improvement for kids and users of all ages over the current design.
MinnCold 4/11/2026 04:36 PM	That is such a busy road. There is not enough room for two cars and bicycles to pass safely. Why not use Arden Ave for example. Plus parking on the street is used all the time by St Stephen's and Edina Country Club. These institutions cannot move - but bicyclist can very easily move where they ride.

Kn432 4/11/2026 09:49 PM	Due to frequent need for church and Golf club parking I would like to see the bike routed else where.
Jlonnquist 4/12/2026 07:16 AM	I am a frequent biker in Edina, but typically travel on Wooddale only to cross 50th and go the block south to Edina Country Club. I worry that removing all parking will create more hassles and safety challenges. Do we have any other residential streets with ZERO street parking? Could Wooddale residents get a waiver if they are entertaining so that guests can use the street if their driveway is full? Please only pursue this if you are ready to have dedicated on-site traffic control ticketing the Amazon and other delivery drivers who will inevitably use the street for parking. I'm all for bike lanes (I often bike commute from Edina to work at the U of M), but sharing a lane with cars is very reasonable. I suspect that many of the 19 accidents in the past year would have happened even with a dedicated lane. Cyclist education about safely claiming your share of the roadway to avoid doors swinging open from parked cars is probably a better use of city funds. Have you considered the split bike lane option on the west side of the road? That makes much more sense. Finally, thanks for getting input on this before you replace the Wooddale bridge.
STonsoni 4/12/2026 10:01 AM	I think parking on Wooddale is convenient and deters speeding. Having to park elsewhere creates more dangers for pedestrians on Wooddale.
Iryna 4/12/2026 11:40 AM	
Emcjensen 4/12/2026 01:09 PM	There aren’t enough bikers to support a decision like this that would impact parking that is desperately needed. Especially near Edina Country Club.
Mdh1985 4/12/2026 03:24 PM	
Jen A 4/12/2026 06:22 PM	I value the City's efforts to improve walking and biking opportunities. However, this should not be done at the expense of our livability goals. To remove on-street parking for the families who live on Wooddale is like degrading the livability of their homes. They would lose parking for friends, family and other guests, and I find this incredibly disrespectful to these homeowners. I would be livid if I lived on Wooddale. I also wonder if this will create additional challenges for delivery truck drivers if there is no longer a lane to pull into. Please reconsider this proposal.
KS 4/13/2026 06:13 AM	This seems like an incredible waste of time and money and I am completely opposed to this. There is already a bike lane on Wooddale that works perfectly fine. Why on earth would you tear it up and replace it? What outcome are you looking for? If people bike they are already doing that, and it's working just fine. If people don't bike, replacing an ALREADY EXISTING bike lane is not going to entice anyone. Spend your money and resources on things Edina residents want. I guarantee you nobody wants this. Please stop wasting our tax payer dollars.

Kate Kosiek
4/13/2026 09:05 AM

I live on 4511 Lakeview Drive, one block from Wooddale. I drive on Wooddale every day and during spring/summer/fall, I bike on Wooddale 2-3 times per week.

We are members at Edina Country Club and routinely park on Wooddale when the club parking lots are full. If the parking was removed, overflow parking would be forced further away into adjacent neighborhoods, which is not convenient for club members and would be a nuisance for the residents of those neighborhoods.

I also regularly bike on Wooddale with my family to go to ECC and to bring my kids to school. While it would be nice to have a dedicated bike lane, I strongly believe that removing the overflow parking at ECC does not justify the benefit of adding a bike lane.

Pfitzgerald
4/13/2026 11:58 AM

I'm very concerned about the city driving street parking off wooddele and on to Kellogg Ave where we live. this is not what we signed up for purchasing on kellogg to recieve all wooddale parkers. ECC, St. Stephens, Wooddale home guests will all be driven to kellogg. in addition, 54th design of the biking lanes does not work for drivers who think they are to drive in the middle of that road. but my primary concern is not fair to those like us in the neighborhoods to the east. i will likely not be able to attend the open house so i'm hoping the city and others can discuss this. why would neighbors off wooddale shoulder this issue. again- parking no longer allowed on wooddale is my primary concern.

Jeffrey Wessels
4/13/2026 12:39 PM

4614Edina
4/13/2026 02:03 PM

On-street parking on Wooddale is important and would create problems which I am sure the neighborhood adjacent would not appreciate. You have obviously not assessed the utilization of on-street parking on Wooddale or you would not be considering removing it.

Meller 4/13/2026 04:25 PM	I have 3 major areas of concern- 1) for the residents of Wooddale: many of the residents of Wooddale have homes with single lane driveways and are entirely dependent on the ability to "shuffle" cars for visitors (especially concerning for elderly, handicapped, and children), repairmen, medical personnel, etc. In many cases, having to park halfway down the street and around the corner will completely eliminate sightlines for the homeowners and is potentially a safety issue for young and old. Losing parking on both sides of the street is not only inconvenient, but a hardship. 2) for the general public: St. Stephens depends on Wooddale street parking for services such as funerals and weddings and other events, and the ECC depends on it for overflow as well. Not to mention the community lines the street for 4th of July and Homecoming parades. 3) Crash reduction: I just skimmed the master plan, and there was only 2 crashes on Wooddale from 2005-2015--one at both ends of the street. It would be helpful to know the source of 19 crashes in the past 10 years; I have noticed a steep increase in riders without helmuts and disregard for slowing at stop signs and signal turning during this time. Just curious if the majority of accidents are at intersections, particularly at both ends ... But my most pressing question is what has been done to study alternatives on quieter, less busy streets parallel to Wooddale (Kellogg, Oaklawn, St. Johns, etc.) It appear alternative streets were to be considered on the master plan map. Then an ideal buffered lane could be in place on a quieter street, resulting in no street without a spot to park at the curb (less hardship overall) , and it would be safer for the bikers as well Thank you
Elizabeth Birney 4/14/2026 10:02 AM	Wooddale Avenue is more than a street — it’s the heart of our neighborhood. I drive and bike it every single day, and I can tell you firsthand that this proposal doesn’t just change a few parking spots. It changes the character of our community. When you remove parking on Wooddale, you aren’t just inconveniencing residents — you are cutting off neighbors who rely on street access for contractors, caregivers, and visitors. You are hurting homeowners who have invested everything into this neighborhood, only to watch their property values threatened by a decision made without them. Think about the congregation of St. Stephen’s Church. These are our neighbors — seniors, families, people of faith who have gathered on this street for years. For many of them, that parking spot isn’t a convenience. It’s the only way they can get through the door. 53rd, 54th, and Kellogg are not solutions. They are dismissals. They say that our daily lives and our community’s needs are someone else’s problem. We pay taxes that fund these very streets. We have earned the right to shape what happens on them. And right now, our community is telling you clearly: this is not the change we want or need. Please listen to the people who actually live here. Reject this proposal and work with us — not around us.

Margaretkershner 4/14/2026 01:09 PM	I have lived in Golf Terrace Heights neighborhood for over 20 years. Headed Southbound on Wooddale, it is a slight downhill and bikes can keep up with traffic. Keep the Northbound lane as is. And please keep the parking available - we visit friends on that street, as well as the church and the Country club. Removing on-street parking will not make this roadway any safer. The city has tried this once before and it didn't work. After lots of taxpayer dollars were spent to build it, it was quickly returned back to how it is. Please learn from past mistakes and don't make them again.
Michael Falk 4/15/2026 08:05 AM	
BRF 4/15/2026 01:51 PM	The current bike lane system works well. Keep in mind that we can only use bikes 8-9 months during the year. But you can park 12 months per year. Use some common sense.
Debra 4/17/2026 05:28 AM	
Gopherfootballtroop 4/17/2026 08:49 AM	I STRONGLY oppose removing parking on Wooddale. Not only is parking important to ALL homeowners and businesses along this corridor, it creates unnecessary stress to all surrounding streets (construction trucks, overflow parking, etc). While I understand that biking needs to be safe and accessible, the current bike lanes on Wooddale work just fine. Using accident rates for justification on the safety of the bike lanes is misleading at best and a flat out misrepresentation of the facts at worst. I can provide more detail on these accidents if necessary. Also, asking residents (many of whom have elderly parents in wheelchairs) to essentially park two blocks away and walk without sidewalks is downright dangerous. I really don't think the benefit of two bike lanes outweighs the risks, inconvenience and (quite frankly) the decrease in property values (typically 5-10% without adequate parking) of removing the on-street parking. There are solutions suggested by MANY citizens that can allow for a bike lane and parking...and one already exists and works just fine. Change for the sake of change when it doesn't provide ANY benefit and actually is a NET NEGATIVE for nearby residents is simply crazy and unjustified. As a side note, on the last beautiful weekend, my RING camera recorded NINE total bikes from 9am-6pm. I then counted all of the cars parked on Wooddale at 2:30pm.... 31 total vehicles parked and NINE bikers. Come on guys....this just doesn't make any sense when what is already there is working just fine.
Teri Whaley 4/17/2026 02:12 PM	I lived on Wooddale Ave for 25 years and raised 4 kids there. (5337). The city is always pushing for bike lanes on Wooddale...why not on Kellogg or Brookview? Wooddale takes the brunt of everything and the residents are treated unfairly. Strongly oppose!

Nancy Dehnel 4/18/2026 07:50 AM	We have lived on Wooddale Avenue since 1991. When looking for houses we told our realtor that we did not want to live on a busy street. However we still purchased the house on Wooddale Avenue. At that time you could park on both sides of the street and the area had a nice neighborhood feel. Eventually that changed and parking was restricted to one side. Eventually we adjusted to the parking on one side of the street. I believe that at one time street parking was allowed on France Avenue. That is no longer true and most of us can see what a busy street France Avenue has become. Is that what you are trying to do with Wooddale? At present a lot of homes on Wooddale, at least in my immediate area, have single lane driveways. Therefore driveway parking becomes problematic if you have more than one car which is our situation. Add visitors and repair vehicles to the mix and you have a constant car shuffle. Is this what you envision for your residents? Please reconsider this proposed change to Wooddale. We purchased our home on Wooddale knowing that it was a somewhat busy street. This revision though will change things for the worse.
Beth.Kipling 4/20/2026 10:03 AM	
Jack Meenan 4/20/2026 10:18 AM	We do not need more bike lanes. They are underutilized on streets where they already exist. What follow-up is done to measure the use of bike lanes where they exist.
L Ericksen 4/20/2026 02:17 PM	I am against removing on street parking for several reasons: 1) Limited driveway parking for houses on Wooddale 2) The advanced age of many residents making their similar aged guests walk longer distances is a burden in winter and bad weather, especially on the longer blocks, 3) On street parking is used daily by multiple cars year round 4) Streets, especially side streets without sidewalks are not well lit making it HUGE safety risk to pedestrians trying to walk back to their cars after being forced to park there due to parking restrictions 5) Houses with multiple drivers will have to play musical cars if they need to leave and someone else in the household is entertaining 6) There is a loneliness epidemic in this country, we should encourage socializing not making it more difficult 7) The share the road lanes are not well used by bikers in nice weather and are virtually none existent in winter 8) Delivery trucks and maintenance trucks can ruin driveways with their excessive weight adding further costs to residents 9) Where will overflow parking go for the two churches and country club? 10) The 2017 Pedestrian and Bike Master Plan is woefully out of date given the societal changes brought on by the pandemic and it's aftermath AND furthermore, it did not take into account the NEEDS of all residents of Edina regarding their transportation needs. To elaborate on some of my points. Many houses on Wooddale have very limited parking for guests. It is already a problem, if you and your neighbor have events at the sametime with multiple visitors. It gets more complicated by the fact that many homeowners are older so while the city may provide snow removal for sidewalks, they often do not do a good job making walking dangerous for guests. I frequently have to got out and shovel parts of the city sidewalk to make it usable. Not all residents do this.

On my block alone there are five houses, where the residents are 60 years old and above. One house has residents that are in their 60s, three houses have residents that are in their 70 and one with someone in their 80s. According to the US Census website https://www.census.gov/quickfacts/fact/table/edinacityminnesota/PST045224 23% of Edina residents are 65 and older and 5% under age 65 years have a disability as of 2020-2024.

Most of the year there are very few bikers. There are multiple delivery trucks everyday. There are also frequently many maintenance trucks for people having work done on their homes. I don't think biker's seasonal needs and wants should be given higher priority over residents year round needs.

I'm not against bike lanes but not at the expense of on-street parking. You are picking winners and losers with your current plan, choosing bikers traveling through neighborhoods while ignoring the needs full-time residents. If you want bike lanes I suggest you put bike lanes on a less busy streets like Kellogg or Oaklawn, while allowing on-street parking.

What about adding a bike lane at city expense by the side walk on the easement and a paved bike path on the other side of the street where there is no sidewalk? It is more expensive but friendlier to ALL involved.

Residents should not have to pay for the bike lanes going by their houses when they may never use them. Bike lanes would be a city resource so the city should pay for it.

After reviewing the 2017 Pedestrian and Bike Master Plan, I am appalled by the myopic, deeply flawed plan that takes a pollianna view of social engineering to get the public to bike and walk more.

The plan does have a couple of good points. One, the city does need to plan for multiple types of transportation options. Second, biking is a healthy exercise.

However, the plan ignores basic realities of residents. We live in Minnesota where 20 below days in winter are not unusual. It would be dangerous to walk or bike on such days, no matter how good a shape you are in. It also ignores that people for the foreseeable future will need and use cars and their needs must also be considered, especially since we lost our bus service a couple of years ago. The plan completely ignores that reality. This plan appears it was written by activists that want only their needs considered. Yes, you talked to the public and solicited their input, however were they told about the costs? Were they told they could lose parking infront of their houses and what it would cost in dollars to create actually bike lanes? I could write a multi page critique of the huge deficits of the plan, but since we are talking about on street parking I keep my comments to myself. Thank you for your time and consideration.

Erice521
4/21/2026 02:15 PM

One dedicated bike lane is more than enough for the few bikers that use it. There is no reasonable justification for have two dedicated bike lanes. It seems like the City is attempting to get people out of their cars to bike as main transport. Realistically that is not going to happen. Particularly in a climate where biking is difficult 6 months of the year.

Tom Cook
4/22/2026 07:28 AM

On behalf of St. Stephen's Episcopal Church:

I comment in my capacity as Rector and priest with St. Stephen's Episcopal Church at the corner of Wooddale Avenue and 50th Street in Edina. St. Stephen's Church has been an active community of faith serving Edina residents and residents of neighboring cities since 1937. Our present worship space was constructed and opened for use in 1938.

The governing board (known as the Vestry) is generally opposed to the present plan to eliminate street parking along Wooddale Avenue to construct dedicated bicycle lanes. We share and appreciate concern for cyclist safety, but would encourage some creative accommodation that provides safety improvements for motorists and cyclists without eliminating current street parking.

The church was gathered and our facilities constructed in the 1930's with a vision to serve the emerging Country Club and Arden neighborhoods of Edina. When the church acquired the land for its present location, the Vestry did not foresee what would become the future and contemporary need for more extensive parking, a need that has arisen with church and community growth and extraordinary changes in human mobility. St. Stephen's Church depends upon the limited street-side parking that is available along the block at Wooddale Avenue connecting to 50th Street, especially for our less ambulatory members who cannot walk or cannot walk more than short distances.

In order to readily access the church, our members, guests, youth programs, and community service ministries depend upon the goodwill of our city and our neighbors as we make use of available public parking in the neighborhood both north and south of 50th Street. It would be a very significant burden to this 90 year old faith community to lose current on-street parking along Wooddale Avenue, both adjacent to and immediately south of the church. It is possible that our membership and/or attendance would would be negatively impacted with the loss of even a few safe and convenient parking spaces.

Every Sunday, most Wednesdays, and on many weekdays, we gather in larger numbers for worship and programs. Our members range in age from young families with infants and toddlers to elders in the 90s who eagerly want to gather with their friends in faith. Parking alternatives, especially for our elders and less ambulatory members, are nearly nonexistent. On-street parking on the south side of 50th Street at Utley Park, along with public parking lots at both Utley and Wooddale Parks are already well-used and occupied during Sunday church services and activities at the parks.

We are also concerned for the impact that the loss of street parking would have upon our neighbors and upon the Edina Country Club. It seems in the broader public and neighborhood interest that some helpful parking accommodation be maintained for

homeowners and neighborhood institutions that have long lived with the present parking availability. We understand that some of our neighbors have made, or are soon to make, proposals to city planners that may well accommodate on-street parking while still providing bicycle lanes. Our hope is that such a proposal may well be possible.

We stand ready and willing to collaborate with our neighbors, the City, and the Edina Country Club to promote alternatives to the elimination of needed and necessary neighborhood parking. It may be advantageous to the City to seek ways to preserve and even add parking for this historic and thriving neighborhood and the private and religious institutions that anchor community life here.

Thank you for the opportunity to present these comments for consideration.

The Rev. Tom Cook
9th Rector, St. Stephen's Episcopal Church

John Pappenfus
4/22/2026 10:27 AM

I urge you to: NOT take away our off street parking.

Aimeeellison
4/22/2026 10:40 AM

I live on Wooddale Ave and strongly oppose eliminating the parking for a dedicated bike lane. There are not enough bikers to warrant a dedicated bike lane, and the bikers we have are used to the process we have now. Instead of taking away parking for a bike lane, I would support a sidewalk on both sides of the street. Leave the parking!

Anncthompson
4/22/2026 03:31 PM

The downside of living in an older neighborhood in Edina is the constant tear-down and construction noise, dirt, damage to my residence and vehicles parked in the street. The plus side is that older, less-maintained homes have been replaced. The joy is that these homes are filled with families with young children and there is a constant parade of people, pets, bikes and strollers up and down Kellogg Avenue. So much so, that whenever I am in the yard gardening, someone always stops by and sits on the stone wall to visit. It was so common that I built a front patio and sitting wall to accommodate the visitors. We are also very close to Pamela Park and already find some overflow parking on Kellogg. I am very concerned that if parking is further restricted on Wooddale, more cars will migrate to Kellogg Avenue to park and will block sight lines for drivers and restrict the current walkers due to safety concerns. Please come up with another plan. I am interested in the numbers of bikers on Wooddale compared to the number of walkers on all of the neighboring streets. I walk the neighborhoods every day as do almost all of my neighbors.

Birns 4/22/2026 06:27 PM	I have lived on Wooddale since 1993. We drive and bike on Wooddale and have had no issue with the parking situation and riding my bike. It would be an extreme hardship to take away the parking particularly since there is NO parking on 53rd or 54th. This would hurt our property value and keep us from having family, caregivers, friends and people who work in our house be able to come to our home. What will happen to St Stephen's church parking? Will they also loose their handicap parking which was critical for my mother when our daughter got married. There are plenty of neighborhood streets to bike on. Today we rode our bikes down Wooddale, crossed at 50th with no problem. And do it 4 -5 times a week in the summer. You are giving us NO option for parking and hurting the Wooddale residents as well as other on back streets. I have been trying to call you for two weeks with no response. Please call me. Scott Birney at 952-334-2586. We hope you listen to the people in the neighborhood who pay the taxes and elect the city council. Scott Birney
Ndav 4/23/2026 08:38 AM	I have not seen any detail around how much traffic there is on Wooddale currently...is there currently a safety issues? Otherwise, this seems unnecessary given the potential to use other side streets for a bike lane. Thank you for taking feedback.
Tucker 4/23/2026 10:29 AM	As a resident on Wooddale avenue, my personal experience is there is more use of the parking lane than bike traffic in aggregate. Being located between two smaller cul de sacs, there would be significant distance required to park on the nearest side street. I believe delivery cars and trucks would also park in the bike lane regardless, creating an unsafe environment. With Wooddale Ave being a larger thoroughfare for vehicle traffic, I believe a bike lane would be better suited for a calmer road.
HairyBobcat 4/23/2026 12:42 PM	As a resident of the 5800 block of Wooddale Avenue, I urge the City Council to reject the proposal to ban on-street parking to accommodate dedicated bicycle lanes. This proposal imposes severe burdens on all Wooddale residents and community institutions that rely on on-street parking without any demonstrated safety gains for the cycling community. The Safety Justification Does Not Support This Drastic Remedy Edina city staff cites concerns over safety for cyclists on Wooddale as the justification for recommending the elimination of on-street parking to accommodate dedicated bike lanes. The data, however, does not support such a drastic and sweeping measure: The data do not support the stated risk. The city cites 19 accidents over a 10 year span as evidence of the need for two dedicated bike lanes along this one mile stretch of road. Of those 19 total accidents, five occurred in the winter months, and four occurred after dark (one involve both). Because cycling in the winter and after dark is rare, this makes the relevant accident rate close to one accident per year. Moreover, the chances that a cyclist would happen to be in the vicinity of one or even two accidents per year is exceedingly low, and even if that were to happen, a painted bike lane offers little protection to the cyclist who might happen to be close by. Only one accident in that ten year stretch involved a bicycle. The data the city provided in response to a request for information regarding these accidents revealed that only one accident on Wooddale involved a cyclist. The city provides no information describing how the accident occurred and it appears from the information provided that it was not a serious crash; the report stated that this accident resulted only in a

"possible injury." Nor is there any evidence that this accident would not have happened had the cyclist been in a dedicated bike lane. One cycling accident in 10 years involving a "possible injury" is hardly justification for a ban on parking for a one-mile stretch of roadway to accommodate dedicated bike lanes.

The remedy of banning parking in favor a dedicated bake lanes is disproportionate to the risk. Banning on-street parking adversely affects the use and enjoyment of the properties of over 120 Edina residents with Wooddale addresses, not to mention St. Stephens Episcopal Church, which relies on the availability of parking for services and events, and the Edina Country Club, whose guests frequently rely on Wooddale parking when its parking lots are full, as often happens. Depriving these property owners of on-street parking is a serious matter. Such a drastic measure should only be taken in the case of a compelling government interest and, in this case, the reasons for taking this step are not compelling.

Eliminating Parking Creates Its Own Safety Hazards

Removing parking will not simply create an inconvenience for residents and guests of Woodale properties - it introduces new risks to non-cyclists. Visitors of Wooddale residences, St. Stephen's Church, and the Edina Country Club would be required to park on side-streets, most of which are without sidewalks. In many cases these guests would be required to walk relatively long distances to get to their destinations. In addition, from November through March, this means increased exposure to slip-and-fall hazards on icy streets, a real and recurring danger.

Alternative North-South Routes Already Exist

Cyclists who are uncomfortable riding on Wooddale have options. Parallel streets - Kellogg, Oaklawn, Brookside, and St. Johns/Fairfax – all provide north-south connectivity without requiring significant travel on Wooddale. In the locations where cycling on Wooddale is necessary, the current configuration has proven over time to be safe enough. These alternate routes only slightly increase the riding distances for cyclists. While these users may feel inconvenienced by taking alternate routes, the alternative of depriving 120+ Wooddale residents of on-street parking to accommodate these cyclists imposes a drastically greater inconvenience and is not a reasonable measure.

Buffer Lanes Do Not Justify the Elimination of Parking.

The schematic recommended by the city for lower Wooddale includes two-foot wide painted buffers between the bike lanes and the traffic lanes. These buffer lanes are not necessary and would provide minimal real-world protection.

No physical barrier. A painted buffer offers zero protection against vehicle incursions. They are nice to have, but remember, we are talking about a stretch of road that has experienced the practical equivalent of just over one daytime, non-winter-month motor vehicle accident per year. The additional of buffer lanes does not justify elimination of on-street parking for the residents and institutions that would be adversely impacted by

this measure.

Narrower lanes calm traffic. The alternative of reducing the traffic lanes from the proposed 11½ feet to 10 feet would enhance the traffic-calming effect of lane width reduction. Numerous traffic studies have shown that narrowing traffic lanes reduces average vehicle speeds. In fact, a 2025 peer-reviewed traffic study of 320 street segments in Utah found that each one-foot increase in lane width increased the odds of an injury crash by 38%. The converse is also true; a one-foot reduction of lane width creates a 38% reduction of the odds of a crash resulting in injuries. Clearly, ten-foot-wide lanes would slow traffic more effectively than the proposed 11½ foot lanes, improving safety for cyclists, pedestrians, and motorists alike.

Edina Has Never Before Banned On-Street Parking to Accommodate Buffered Bike Lanes. The city advises that there are only two locations in all of Edina that currently have buffered bike lanes: Normandale Road (the Highway 100 frontage roads, both east and west, between 66th and 70th Streets) and the short segment of Valley View Road between Brookview and Wooddale. In neither case did the City eliminate established parking to create those buffered lanes. If this proposal is adopted, Wooddale Avenue would become the first residential street in Edina where the City has ever banned parking to accommodate buffered bicycle lanes.

Conclusion

Edina can support safe cycling without imposing disproportionate burdens on its residents. Decisions that restrict property owners' use and enjoyment of their homes - and that adversely impact patrons of long-time community institutions like St. Stephen's Episcopal Church and Edina Country Club - should not be undertaken without taking all interests into account and considering all possible alternatives. Elimination of parking on Wooddale is not necessary for public safety and would cause over 120 residential properties and two major community gathering places to lose on-street long-established parking under the proposed plan. The city council should ask the city staff to come up with a plan that does not require a parking ban.

Respectfully submitted,

Nick Ballin

Katherine R
4/23/2026 03:42 PM

Street parking is full only occasionally - at holidays during church and during the 4th of July parade. It seems minimal at other times which means is generally doesn't impede the bike lanes. I would like to look Wooddale as is.

PMC
4/24/2026 04:50 AM

Wooddale, from Valley View to West 50th St needs to resurfaced and relined.. It is impossible to ride in the bike lane on the west side of the street from 50th to 54th street because there are potholes and previous poor surface fixes. In the summer, the bushes from the golf course grow into the bike lane on the west side of the street and the lane can't be used without getting scratchedI If you want an example of how to fix Wooddale, and you want an excellent example, check our West 76th Street in Richfield in both directions (East and West) from the 77th Street/76th Street intersection to Cedar Avenue

John Crabtree
4/24/2026 08:17 AM

1. My understanding is that there has been one motorist / cyclist accident on Wooddale Avenue in the last ten years. This is remarkable considering the lack of respect that many cyclists have for the traffic laws (eg stop signs), and the lack of lane discipline by motorists. There is not a road layout problem here that needs to be fixed.

2. This proposal negatively impacts the ability of homeowners to have visitors to their properties. Where is the alternative parking? There is nothing on 54th and 58th streets. Wooddale Court and Wooddale Glen have very little street parking which could be used as an alternative.

3. In the age of delivery services and delivery vehicles, where are these supposed to park? Having delivery vehicles drive onto a property and then having to reverse out is dangerous.

4, Where will contractors's vehicles park?

5. St. Stephen's Church has very limited parking, and has even less for those for people with limited mobility. As presented this proposal seeks to remove over half of it. The Transportation Commission has urged the Council to consider all-ages-and-abilities (AAA) design alternatives. Here is an example where you are seeking to reduce access.

6. Users of the Edina Country Club also park on Woodale Avenue, typically between 52nd St and the bridge. Where will they park?

7. Wooddale Avenue is also used by visitors to the Edina Parade. Does the City wish to make it more difficult to attend the parade? Also visitors to the Edina Art Fair used to park on Wooddale Avenue, but this has decreased in recent years.

8. Visitors to events in Utley Park also use Wooddale Avenue for parking. Again, what is the alternative?

9. If the Wooddale Avenue street parking is removed, how will the City handle the reduction in property values? They will decrease. I know one former homeowner on 58th St, who, when trying to sell his house, had potential buyers walk away as there was by then no on-street parking.

10. The junction of Wooddale Avenue and 50th St. is very busy especially during rush hours and when school buses are using the street.. I hope that this proposal does not mean that there would be a reduction in the number of traffic lanes from two to one for northbound Wooddale traffic at 50th St. I cannot tell. The tailbacks on Wooddale would only increase. I do not see how maintaining two northbound traffic lanes would allow for a dedicated bike lane the whole way to the traffic light. In which case, why bother with a bike lane?

11. In conclusion. This project lacks essential definition. It does not solve any problems that need to be fixed, and will introduce many more as discussed above. For these reasons I am totally opposed to the existing proposal.

Thank you

John Crabtree
5408 Oaklawn Avenue
Edina, MN 55424
952-928-8434.

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Maxwellryan
4/24/2026 10:24 AM

3. I do not see how intermittently spaced parking on Wooddale
Dear City Staff and Council Members,

Thank you for the opportunity to provide formal feedback on the proposed changes to Wooddale Avenue. I have reviewed the project materials and also reached out directly to Andrew Scipioni to request additional information and have a dialogue to address questions I had, and offer the following for consideration as part of the City's evaluation process.

At a fundamental level, my primary concern remains straightforward: what specific, corridor level problem is this proposal intended to solve? The materials reference alignment with the Edina Climate Action Plan, the Edina Pedestrian and Bicycle Master Plan, and the Living Streets Plan. These are important policy frameworks, but they are intentionally broad and designed to guide long term direction across the City. They do not, on their own, establish a demonstrated need for a specific change on a specific corridor.

Based on the information provided and direct conversation with Andrew Scipioni, it appears that the concept for modifying Wooddale was identified through alignment with these broader plans, and that corridor specific data is being evaluated afterward to inform a final recommendation. This sequence is concerning, as it suggests the proposal precedes the evidence that would justify it. A sound planning process would begin with identifying a clearly defined local issue supported by data, and then evaluating potential solutions. Here, that order is not clearly established.

The project materials also reference historical crash data along Wooddale as part of the rationale for potential changes. Specifically, the City notes that 29 crashes have occurred along this corridor over the past 10 years, or fewer than three per year. Of these, 18 were property damage only, and only 11 involved minor or possible injury. Just 3 of the 29 crashes involved a cyclist, and only 3 involved a parked vehicle over the

entire 10 year period. Without additional context regarding severity, causation, or a demonstrated link between these incidents and the current street configuration, it is difficult to conclude that removing on street parking is a proportionate or targeted safety response.

More broadly, the tradeoffs associated with this proposal are not balanced. The removal of on street parking represents a definitive, permanent loss of utility for adjacent residents. It affects daily use, guest access, and overall property function. By contrast, the anticipated benefit, increased bicycle usage along this corridor, has not been quantified or demonstrated based on the information provided. It has also been acknowledged that expected usage is not formally estimated. This creates a situation in which a certain and ongoing impact is being weighed against a benefit that is uncertain.

It is also not clear whether expected bicycle usage on this specific corridor has been evaluated in the context of the surrounding street network. In residential areas such as this, cyclists often choose lower traffic parallel routes when available. If nearby streets already provide a lower stress riding environment, it raises the question of whether the proposed changes on Wooddale would meaningfully shift behavior or usage. Without this type of analysis, the proposal again reflects a certain and permanent loss of parking utility in exchange for a benefit that remains uncertain.

There are also clear secondary impacts that should be considered. The removal of on street parking would likely affect property values, as comparable homes with accessible street parking are generally more attractive to potential buyers than those without. If this change moves forward, it raises the question of whether property valuations for affected homes will be reassessed accordingly. In addition, eliminating parking on Wooddale will not eliminate demand for parking, but instead shift it to adjacent streets. It is not clear whether homeowners on nearby streets, including those roughly two to three houses in from an intersection, have been adequately notified that they should expect increased on street parking and its associated impacts.

Practical considerations reinforce this imbalance. In Minnesota, the usability of on street bicycle infrastructure is seasonal, while the need for residential parking exists year round. This makes the tradeoff unequal not only in certainty, but also in consistency of use.

The City’s own Living Streets framework requires a context sensitive, balanced approach that evaluates parking need, considers neighborhood impacts, and uses data to inform project level decisions. However, the Wooddale proposal appears to begin with a predetermined design that removes parking, without presenting supporting analysis of parking demand or spillover effects, or a demonstrated safety issue tied to the current configuration. The crash data provided shows limited involvement of cyclists and parked vehicles, with only 3 cyclist related incidents and 3 parked vehicle related incidents over a 10 year period, and the stated justification relies primarily on broader network goals rather than a clearly defined corridor specific problem. As a result, the proposal does not appear to align with the City’s own stated planning and design standards.

	Finally, while it has been noted that no formal recommendation has been made, the materials provided to residents describe a defined proposed configuration. From a practical standpoint, this creates the perception that a specific outcome has already been identified, with subsequent analysis serving to evaluate or refine it. If that is not the case, it would be important for the City's process to clearly demonstrate how proposals are reconsidered or set aside when supporting data does not justify them. In summary, my concern is not with the City's broader goals, but with the application of those goals in a manner that does not appear to be grounded in corridor specific need or supported by proportionate evidence. Before advancing this proposal, the City should be able to clearly demonstrate a specific and measurable problem on Wooddale, evidence that the proposed change directly addresses that problem, and that the expected benefits outweigh the known and permanent impacts to residents. Thank you again for the opportunity to provide input. Sincerely, Max Weinberger
Colleen Cavell 4/24/2026 02:02 PM	I have lived on Wooddale Avenue for over 46not years. The number of bikers that use this avenue does not support providing more access. This project will not encourage more biking. It is costly and not necessary.

Optional question · 214 responses · 33 skipped
Question type : Essay Question

Survey Responses

30 January 2019 - 13 May 2026

Wooddale Avenue Bike Lanes Survey

Better Together Edina

Project: Wooddale Avenue Bike Lanes

GRANICUS

VISITORS
513

CONTRIBUTORS			RESPONSES		
247	0	0	247	0	0
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous

Respondent No: 1
Login: Registered

Responded At: Mar 06, 2026 10:15:53 am
Last Seen: Apr 08, 2026 01:11:22 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

I'm in full support of removing the parking here to allow for full use of the roadway for people traveling along the corridor. I'd urge staff to study any opportunity to make these protected lanes instead of constrained (standard) bike lanes, namely by adding flex posts. Research has shown that protected lanes provide much better results for achieving the goals set out in our guiding documents (affecting mode shift to reduce VMTs, increasing ridership among all ages and abilities, providing a safe route to school for kids at the South View campus). Please use this opportunity to provide a place to point to as quality bike infrastructure in our city, which is something that we currently don't have outside the 9 mile creek.

Respondent No: 2
Login: Registered

Responded At: Mar 08, 2026 06:58:19 am
Last Seen: Apr 21, 2026 14:58:53 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Never
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

On street parking on a major throughfare like wooddale sucks for cyclists. This used to be part of my daily bike commute but I stopped using the road cause I really got tired of unsafe passes from cars around the on-street parking. I've had people try to run me off the road on this section, been honked at, close passed, you name it. Bike lanes won't fix all of that but it'll make it slightly better, an off-street separated bike path would be incredible here.

Respondent No: 3
Login: Registered

Responded At: Mar 08, 2026 06:58:40 am
Last Seen: Mar 08, 2026 13:54:11 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Never
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

I often feel that I need to Uber to locations in Edina because I feel so unsafe on my bike, and public transit in the area is so bad. Having safer biking options would make it significantly easier for me to get to the businesses and services I need to in the area. Connecting a protected bike lane from the path that goes from Uptown through Hopkins would make it significantly safer for me to get into Edina. I try to avoid going to Edina as much as possible as a result of the lack of safe or quick options to get around.

Respondent No: 4
Login: Registered

Responded At: Mar 08, 2026 07:35:42 am
Last Seen: Mar 08, 2026 14:34:06 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 5
Login: Registered

Responded At: Mar 08, 2026 07:37:17 am
Last Seen: Mar 08, 2026 14:31:52 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Never
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

I own a business with an office near the Edina Country Club and commute to work via Bike on Wooddale. I strongly support this project.

Respondent No: 6
Login: Registered

Responded At: Mar 08, 2026 07:53:30 am
Last Seen: Mar 08, 2026 14:51:14 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Neutral/no opinion

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 7
Login: Registered

Responded At: Mar 08, 2026 08:11:21 am
Last Seen: Mar 08, 2026 14:59:48 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Rarely (less than once per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Somewhat support

Q9. **Please provide any additional feedback you may have on the proposed project.**

In general, we should look to replace parking space (especially “just in case” parking that isn’t specifically for a business) with active use or green space. Living in the city should be the focus, not driving in it.

Respondent No: 8
Login: Registered

Responded At: Mar 08, 2026 08:25:29 am
Last Seen: Mar 08, 2026 15:22:39 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Never
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

I've had poor interactions riding my bike down this road when cars are parked because it forces me out into traffic and vehicles do not give me space to get around parked cars. The pedestrian bridge over hwy 62 drops me right into Wooddale Ave which makes it the most convenient north/south route but it does not feel safe the majority of the time when I'm riding during rush hour.

Respondent No: 9
Login: Registered

Responded At: Mar 08, 2026 08:28:35 am
Last Seen: Mar 08, 2026 15:24:04 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

I ride with children on Wooddale because it’s unfortunately the most sensible route. Drivers do not respect bikes with the current infrastructure and have more than once maliciously aggressive. Please do not wait until someone is injured to make these changes. Parking of personal property on public land in front of homes that are worth upwards of a $1m does not take priority over the safety of road users

Respondent No: 10
Login: Registered

Responded At: Mar 08, 2026 08:35:33 am
Last Seen: Mar 08, 2026 15:32:38 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Woodale is a critical route from a cycling perspective and this would make it much safer route and I am in strong support.

Respondent No: 11
Login: Registered

Responded At: Mar 08, 2026 08:36:56 am
Last Seen: Mar 08, 2026 15:34:41 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Increasing safe biking infrastructure is a win for traffic, businesses and health. I strongly support the bike lane upgrades and would frequent the area more often if they were there.

Respondent No: 12
Login: Registered

Responded At: Mar 08, 2026 08:56:53 am
Last Seen: Mar 08, 2026 15:52:43 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am an avid cyclist and with the current shared bike lanes on Wooddale often get yelled at or honked at by drivers who think I should ride in the parking along the street even though I'm literally riding over graphics of a bike painted on the street.

Respondent No: 13
Login: Registered

Responded At: Mar 08, 2026 09:14:59 am
Last Seen: Mar 08, 2026 16:12:59 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Somewhat support

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 14
Login: Registered

Responded At: Mar 08, 2026 09:35:14 am
Last Seen: Mar 08, 2026 16:33:26 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Neutral/no opinion

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 15
Login: Registered

Responded At: Mar 08, 2026 09:41:30 am
Last Seen: Mar 08, 2026 16:40:23 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Neutral/no opinion

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 16
Login: Registered

Responded At: Mar 08, 2026 10:05:35 am
Last Seen: Mar 08, 2026 17:02:35 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Please add dedicated bikes lanes!! This is sorely needed throughout Edina, not just Wooddale. Biking has so many benefits - social, economic, environmental, health, etc. With e bikes it’s so accessible and easy to get butts on bikes now. Build it and they will come!

Respondent No: 17
Login: Registered

Responded At: Mar 08, 2026 11:20:12 am
Last Seen: Mar 08, 2026 18:14:25 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Rarely (less than once per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Moving away from sharrows, which have been studied to be less safe than nothing at all, is a great decision. However, paint alone is not infrastructure. If Wooddale Avenue is going to include bike lanes, they should be physically protected from traffic, at minimum with curb separation. Painted bike lanes place people biking directly next to moving vehicles and do not create a facility that most people feel safe using. If the goal is a street that works for people of all ages and abilities, the design should follow modern best practices such as those outlined in the NACTO Urban Bikeway Design Guide, which emphasizes protected bikeways rather than painted lanes on streets with meaningful traffic volumes.

Respondent No: 18
Login: Registered

Responded At: Mar 08, 2026 11:27:20 am
Last Seen: Mar 08, 2026 18:23:36 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

This is a critical thoroughfare between major neighborhoods of Edina (including Country Club), and everything south, including the Concord and community center complex. Especially given the many young children using this thoroughfare on bike, it is currently a safety hazard. Trees and shrubs are frequently overgrown on the west side, parking lanes make this hazardous on the east side. Cars do have other options in the neighborhood, but bikes really have no other way to travel this direction. Would strongly support road changes that decrease car speed and improve visibility and safety for bikes. It would make existing biking more safe, and encourage other users to choose this mode of transportation through this transit corridor.

Respondent No: 19
Login: Registered

Responded At: Mar 08, 2026 11:29:23 am
Last Seen: Mar 08, 2026 18:27:29 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Neutral/no opinion

Q9. **Please provide any additional feedback you may have on the proposed project.**

Wooddale is a major bike thoroughfare and it is currently wildly unsafe for bikers

Respondent No: 20
Login: Registered

Responded At: Mar 08, 2026 13:43:28 pm
Last Seen: Mar 08, 2026 20:41:06 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

I ride Woodale on a bicycle a lot. I live in Morningside and I visit physicians and retail establishments around Southdale. I would very much like it to be safer and more comfortable for bike riders.

Respondent No: 21
Login: Registered

Responded At: Mar 08, 2026 14:02:41 pm
Last Seen: Mar 08, 2026 21:00:54 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 22
Login: Registered

Responded At: Mar 08, 2026 14:37:08 pm
Last Seen: Mar 08, 2026 21:36:13 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Neutral/no opinion

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 23
Login: Registered

Responded At: Mar 08, 2026 14:45:03 pm
Last Seen: Mar 08, 2026 21:41:11 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Never
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 24
Login: Registered

Responded At: Mar 08, 2026 15:08:42 pm
Last Seen: Mar 08, 2026 22:06:20 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Need to make biking safer on north south conduits. This is the only one in East Edina.

Respondent No: 25
Login: Registered

Responded At: Mar 08, 2026 16:04:34 pm
Last Seen: Mar 08, 2026 23:00:24 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Neutral/no opinion

Q9. **Please provide any additional feedback you may have on the proposed project.**

Our children deserve a safer route to bike in to get from country club neighborhood to school via wooddale. We would strongly support improvement to these bike lanes.

Respondent No: 26
Login: Registered

Responded At: Mar 09, 2026 07:48:59 am
Last Seen: Mar 09, 2026 14:45:00 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I bike on Wooddale often and as it is is just fine. Removing the parking strip would greatly impact the houses all along Wooddale--there would be no place for delivery vehicles to stop for deliveries, or for construction/repair vehicles, or for guests to park when visiting those residences. The daily impact would be significant and worse if this plan goes through. There are so many side streets that bikers could choose to go on if they wanted an alternate route besides Wooddale.

Respondent No: 27
Login: Registered

Responded At: Mar 09, 2026 08:31:34 am
Last Seen: Mar 09, 2026 15:28:14 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

I'm excited to see the proposed changes to Wooddale!

Respondent No: 28
Login: Registered

Responded At: Mar 09, 2026 08:53:11 am
Last Seen: Mar 09, 2026 15:44:20 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Neutral/no opinion

Q9. **Please provide any additional feedback you may have on the proposed project.**

This project would definitely improve vehicle traffic flow. However, it would be done at the expense of residents living on Wooddale. Where are their guests, family and delivery drivers supposed to park. I think the current layout is a reasonable solution. Stealing street parking from Wooddale residents is an overreach that will negatively affect property values and quality of life. Are you expecting a major increase in biker use of this corridor? I drive Wooddale daily... and I feel like this is an answer to a question that no one is asking.

Respondent No: 29
Login: Registered

Responded At: Mar 09, 2026 12:11:26 pm
Last Seen: Mar 09, 2026 18:55:43 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Cycling infrastructure has been proven to provide significant economic benefits to communities and investment would make Edina an even better place to live.

Respondent No: 30
Login: Registered

Responded At: Mar 09, 2026 12:28:08 pm
Last Seen: Mar 09, 2026 19:21:45 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Thank you for reaching out and for the opportunity to provide feedback. Our family lives at 52nd & Wooddale, directly across from the golf course. Our home has a single-car garage that is only accessible from Wooddale Avenue, and our household has three vehicles. Because of this, we frequently juggle parking between the garage, driveway, and street depending on each family member's schedule. While we do not park on Wooddale overnight, we regularly use the street for short-term parking so one of us can access the garage or driveway when needed. If street parking were removed from Wooddale, we would be forced to park on either 52nd or 53rd Street in front of our neighbors' homes. The same would apply when we have friends or family visiting, or when service providers need to come to our house. Eliminating the parking along the curb would shift that impact onto our neighbors and the surrounding residential streets. We also wonder whether removing on-street parking on Wooddale could affect the long-term desirability of homes like ours that rely on occasional curb access for daily parking flexibility, guest parking, and service vehicles. I want to note that my husband and I were two of the residents who helped advocate for the original bike lane striping on Wooddale. We supported that effort because it moved cyclists off the sidewalk and into the street where they belong, narrowed the motor vehicle lanes which helped calm traffic, and created more separation between moving vehicles and pedestrians on the sidewalk. Our family are also cyclists, and we strongly support having safe bike infrastructure on our street. However, we are opposed to removing the existing on-street parking on Wooddale. A potential compromise might be something similar to the bike lane design on 54th Street between Minnehaha Creek and France Avenue. That configuration maintains bike lanes while still allowing for on-street parking. We would support exploring a similar approach on Wooddale that preserves parking while continuing to improve safety for cyclists. Thank you for considering our feedback. Cara, Randy and Alison Howe

Respondent No: 31
Login: Registered

Responded At: Mar 09, 2026 12:57:14 pm
Last Seen: Mar 09, 2026 19:49:40 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

We lived very close and had small children for many years. A few years ago Edina paid to REMOVE the ridiculously dangerous bike lanes that were put in with little to no research. My personal experience was there was not enough room for 2 cars to pass safely and have bike lanes. When an elderly man approached right in the middle of the lane as he was confused (no surprise) by the lanes and I needed to get hit head on or jump over to a bike lane with no time to consider whether a person was in that lane. I would have sued Edina if I had been hurt and will do that if any of my children/grandchildren get hurt going forward. Parking is NECESSARY in Edina and regardless of the FEW people that think we willall give up cars for public transportation (ridiculous again to think in an affluent suburb where people have multiple children in multiple cities for after soon sports and activities) is so short sited and one sided! Please do NOT WASTE any more of the tax payer money. This is an enormous waste of time and a very bed idea. Why do you continue to go ahead with projects that the FEW with loud voices ask for when most are not even remotely advocating to these crazy ideas. We want our city and a thoroughfare as frequented as Woodpile to remain as is. Just FYI, basically St Louis Park did this from 44th to Quentin and there is not room for 2 cars and 2 bike lanes so I now ride right smack in the middle and if someone needs to drive on the neighboring sidewalk so be it. If local officials can be this blind to safely issues and the needs of residents then maybe they will be help personally responsible when there is a tragic accident. I vote NO NO NO!

Respondent No: 32
Login: Registered

Responded At: Mar 09, 2026 13:21:47 pm
Last Seen: Mar 09, 2026 20:17:18 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Much needed. It is a common route for residents including children on bikes/scooters/etc. The current road does not provide adequate separation/space and is filled with distracted drivers. Parking on Wooddale should not be a priority as residences have driveways. This is the perfect artery to provide bike lanes and improve accessibility through the city.

Respondent No: 33
Login: Registered

Responded At: Mar 09, 2026 13:28:32 pm
Last Seen: Mar 09, 2026 20:27:18 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Wasn't this already tried before? Why do this? Roads are.for cars

Respondent No: 34
Login: Registered

Responded At: Mar 09, 2026 14:43:34 pm
Last Seen: Mar 09, 2026 14:39:41 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I rarely ever seen anyone biking on Wooddale. Without a parking lane, its very likely most, if not all delivery drivers will park on the roadway w their hazards lights on, causing more potential issues/hazards than currently exist. (Many companies dont allow their drivers to park in driveways for their delivery.) Also, out of the 19 road incidents on Wooddale, as mentioned in the cities supporting data, how many actually involved a bicyclist? Seems like it may be more beneficial to improve driving lanes and signage to avoid those 19 incidents, seemingly unrelated to actual car/bicycle incidents. That would theoretically make it safer for everyone.

Respondent No: 35
Login: Registered

Responded At: Mar 09, 2026 15:45:09 pm
Last Seen: Mar 09, 2026 22:43:52 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 36
Login: Registered

Responded At: Mar 09, 2026 16:16:04 pm
Last Seen: Mar 09, 2026 23:07:38 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 54th Street and W 56th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

As a property owner on Wooddale, I want to share several concerns about this proposal. First, I'd ask that the voices of directly affected property owners be given significant weight in this process. Removing on-street parking has real consequences for those of us who live here — including impacts to property values and day-to-day livability. We already face challenges with overnight parking restrictions during winter months, and losing additional parking capacity would compound that problem. Second, I'd like to understand the incremental benefit of a dedicated bike lane when Wooddale already has both bike lanes and sidewalks. If the primary goal is cyclist safety, it's worth asking whether removing parking — and the real costs that imposes on residents — is the most proportionate response. Third, I'd encourage the city to consider alternatives that address the underlying safety concerns without eliminating parking. For example, consistent enforcement of the stop sign at 54th and Wooddale, installation of speed feedback signs, or the addition of speed bumps could meaningfully improve safety for cyclists and pedestrians alike — without shifting the burden onto homeowners. I urge the city to explore these less disruptive options before moving forward with parking removal. Thank you for the opportunity to comment.

Respondent No: 37
Login: Registered

Responded At: Mar 09, 2026 18:54:05 pm
Last Seen: Mar 10, 2026 01:53:22 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Rarely (less than once per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

The plan looks great!

Respondent No: 38
Login: Registered

Responded At: Mar 09, 2026 19:07:28 pm
Last Seen: Mar 10, 2026 01:59:56 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

There must be parking for cars on the east side of Woodale Avenue; without that, we would strongly oppose the proposed change. Also, there needs to be signs prohibiting e-bikes (and especially e-motos) from riding on the sidewalk plus police enforcement of this.

Respondent No: 39
Login: Registered

Responded At: Mar 10, 2026 06:34:59 am
Last Seen: Mar 10, 2026 13:26:57 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 50th Street and W 52nd Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

St. Stephen's Church and Edina Country Club use Wooddale Ave. extensively for parking. Without it, those cars will park on other side streets, including mine even more than they already do. We have contractors and guests who frequently use Wooddale Avenue for parking as well due to limited one side of street parking on Wooddale Lane. While I welcome bikers, I strongly oppose removing parking on Wooddale Avenue as it will greatly impact far more residents and visitors than bikers.

Respondent No: 40
Login: Registered

Responded At: Mar 10, 2026 07:16:26 am
Last Seen: Apr 11, 2026 18:10:54 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 50th Street and W 52nd Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 41
Login: Registered

Responded At: Mar 10, 2026 14:33:13 pm
Last Seen: Mar 10, 2026 21:13:44 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

This is a horrible idea. Like flying a zeppelin in a thunderstorm. This should be a career ender for Edina public works management

Respondent No: 42
Login: Registered

Responded At: Mar 10, 2026 15:15:23 pm
Last Seen: Mar 10, 2026 22:04:04 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Dear Transportation Planner, Thank you for informing residents about the upcoming pavement overlay project on Wooddale Avenue and for providing the opportunity to submit feedback. I understand and appreciate the City's efforts to maintain infrastructure and improve safety for all road users. However, I would like to express my concern regarding the proposal to remove the existing on-street parking lane on the east side of Wooddale Avenue in order to install dedicated bike lanes. This section of Wooddale Avenue is primarily residential and does not include commercial businesses. Street parking is an important resource for residents, visitors, and especially for service and delivery vehicles. Many homes along this corridor, including mine, do not have sufficient driveway space to accommodate larger vehicles such as plumbers, electricians, landscaping crews, or delivery trucks. These vehicles rely on curbside parking when providing services to homes. If the parking lane is removed, these vehicles will likely be forced to stop in the travel lane, which may create traffic disruptions and potential safety concerns. Street parking also provides an important convenience for guests and family members visiting residents. In residential neighborhoods, the availability of curbside parking is often considered an important amenity for homeowners and prospective buyers. Its removal may negatively impact the convenience and overall livability of the neighborhood, and potentially affect residential property values. I also noticed the reference to 19 crashes reported along this corridor over the past 10 years. While any crash is concerning, it is not clear from the information provided whether these incidents involved cyclists or were specifically related to bicycle safety. Additional information about the nature and causes of these crashes would be helpful in evaluating whether removing residential parking would effectively address the underlying safety issues. It is also worth noting that on many residential streets, curbside parking serves as a buffer between moving traffic and the sidewalk. Parked vehicles provide separation between pedestrians and passing traffic and contribute to traffic calming by visually narrowing the roadway. Replacing the parking lane with a standard painted bike lane, without physical separation, may not provide the same buffer for pedestrians and homes. Unless the bike lane is physically protected and heavily used, removing the parking lane could reduce safety for both pedestrians and residents' homes. If the goal is to improve safety for cyclists, I respectfully encourage the City to consider alternative options that could enhance bicycle safety while maintaining residential parking. Possible alternatives may include: • Installing shared-lane bicycle markings (sharrows) or enhanced bicycle signage • Implementing targeted traffic calming measures or speed management strategies • Evaluating whether nearby corridors may be better suited for dedicated bicycle infrastructure • Improving the existing shared bike lane configuration without eliminating parking I support efforts to improve safety for all road users. At the same time, I hope the City will carefully consider the needs of the residents who live along this corridor and rely on curbside parking for everyday access. Thank you for the opportunity to provide feedback and for considering the perspectives of residents as the City evaluates potential changes to Wooddale Avenue.

Respondent No: 43
Login: Registered

Responded At: Mar 10, 2026 15:38:38 pm
Last Seen: Mar 10, 2026 22:32:00 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

This project is great. I strongly support adding more protection for cyclists on Wooddale. However, the Edina Pedestrian & Bicycle Master Plan calls for a separated / protected lane or shared use path on Wooddale from 54th to 58th to support the Edina Twin Loops concept. That is not included in this plan. It seems like a good opportunity to work that into this upgrade.

Respondent No: 44
Login: Registered

Responded At: Mar 10, 2026 16:11:25 pm
Last Seen: Mar 20, 2026 19:42:45 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Many of us who live on Wooddale have narrow driveways. It would be a big mess and inconvenience having to juggle service or visitor vehicles with those of the homeowner, and parking on side streets would be very inconvenient - especially for those of us who live in the middle of a long block. I vote to not only keep the parking along Wooddale, but to also allow overnight parking year round. As far as accidents are concerned, how would removing street parking have any effect on that? From my observation, most accidents are caused at the intersections where there are only 2-way stop signs instead of 4. To lower the number of accidents, perhaps more 4-way stop intersections should be considered. For instance, I've seen and experienced many near misses at Wooddale and 60th, where there is a 2-way stop on 60th and not Wooddale. People often stop briefly on 60th and then continue on, assuming traffic on Wooddale also has a stop. Multiple times I've had to slam on my brakes while driving on Wooddale to avoid a collision. I think adding more stop signs would go a lot farther in preventing accidents than eliminating parking. Parked cars actually slow drivers down. With the parking eliminated on 58th street, there seems to be more speeding than ever. I feel much safer walking or biking on Wooddale than on 58th. The narrower streets WITH parking on 60th is for sure traffic calming. Cars must take turns when passing each other at a point in which a car is also parked on the south side of the street. This slows traffic and creates more awareness. It's too bad parking on 58th was eliminated. If you must narrow Wooddale, please leave the parking lane intact.

Respondent No: 45
Login: Registered

Responded At: Mar 10, 2026 16:38:57 pm
Last Seen: Mar 10, 2026 23:35:15 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Very frequently (daily or near daily)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

as an avid cycler, i would normally support bike lanes. this is an outrageous idea. we've lived on wooddale lane for 30 years. this idea is far too disruptive to parked cars. as well as a huge disruption for anyone with guests on wooddale ave. st stephen's church would be HUGELY affected! it's a HARD NO!

Respondent No: 46
Login: Registered

Responded At: Mar 10, 2026 18:50:14 pm
Last Seen: Mar 11, 2026 00:43:31 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 54th Street and W 56th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I strongly oppose the proposal to eliminate street parking on Wooddale Avenue in order to install a dedicated bike lane. While I support efforts to improve bicycle safety and encourage alternative transportation, removing on-street parking would create significant challenges for the residents who live along this corridor. For many homes on Wooddale, street parking is an important and necessary part of daily life. It provides space for guests, family gatherings, service vehicles, contractors, and households with multiple drivers. Removing these spaces would shift vehicles onto neighboring streets or create unnecessary inconvenience for residents who rely on them. The removal of street parking also raises safety concerns. On-street parking often acts as a natural traffic-calming feature by visually narrowing the roadway and encouraging drivers to reduce speed. Eliminating parking could unintentionally create a wider, more open roadway that encourages higher driving speeds, which could make the street less safe for residents, pedestrians, and cyclists alike. Emergency access is another important consideration. The presence of on-street parking provides flexibility for emergency responders, delivery services, and home service providers to stop safely without blocking travel lanes or private driveways. Eliminating parking could force vehicles to stop directly in the roadway, potentially creating obstructions and making it more difficult for emergency vehicles to move efficiently through the corridor when time matters most. There are also potential impacts to property values and neighborhood livability. Homes along Wooddale are part of an established residential corridor where accessible parking for residents and visitors is an important amenity. Reducing that accessibility could make these homes less attractive to future buyers and could negatively impact the overall desirability of the neighborhood. I also have concerns based on what I regularly observe with current bicycle behavior in the area. Unfortunately, many cyclists do not consistently follow the rules of the road. It is common to see riders fail to stop at designated stop signs, and there has been a noticeable increase in children and teenagers riding e-bikes at very high speeds. I have personally witnessed e-bikes traveling through stop signs without slowing and moving at speeds that appear excessive for residential streets. This type of behavior raises legitimate safety concerns for pedestrians, residents backing out of driveways, and motorists who are expecting all roadway users to follow traffic controls. Creating a dedicated bike lane does not necessarily solve these behavioral issues. Without stronger enforcement and education around traffic rules for cyclists and e-bike riders, the result could be a faster corridor for bike traffic while residents simultaneously lose important parking and safety buffers. While the goal of improving bicycle infrastructure is commendable, Wooddale Avenue may not be the most appropriate location for a dedicated bike lane if it requires removing essential residential parking. I would encourage the city to explore alternative approaches that improve bicycle safety without creating unintended consequences for the residents who live along the street. Options such as traffic-calming measures, improved bike route signage, or placing dedicated lanes on streets that are better suited for them could help achieve the city's goals while preserving the functionality of Wooddale for the people who live there. I appreciate the opportunity to provide input and hope the city carefully considers the practical impacts this proposal would have on the residents of Wooddale Avenue before moving forward.

Respondent No: 47
Login: Registered

Responded At: Mar 10, 2026 21:02:39 pm
Last Seen: Mar 11, 2026 03:58:30 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Very frequently (daily or near daily)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

The city needs to work with the Edina Country Club to move their buckthorn hedge out of the city right of way. When Wooddale is plowed next to the Edina Country Club there is not enough room for the snow to be removed from the bike lane. The buckthorn hedge routinely overgrows onto Wooddale Ave and I have to complain to have the hedge trimmed back. I bike all year round including in the winter.

Respondent No: 48
Login: Registered

Responded At: Mar 11, 2026 13:48:47 pm
Last Seen: Mar 11, 2026 20:29:13 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 50th Street and W 52nd Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Removing the parking lanes will do nothing but push all the vehicles that utilize those parking lanes, which are numerous, especially between 50th and 52nd, to the intersecting side streets. These side streets are not designed to accommodate that level of parking and will create an extremely UNSAFE situation for those adjacent neighborhoods. UNSAFE for bikes, pedestrians (especially children), and motorized vehicles. No matter how hard you try, the cars will not be gone, just relocated to areas that will now see safety issues that currently do not exist to the degree that this proposed change would create. That is simply a fact. Please do not make this change for the sake of a small percentage of seasonal users. It simply does not make sense for this area!

Respondent No: 49
Login: Registered

Responded At: Mar 11, 2026 15:45:43 pm
Last Seen: Mar 11, 2026 22:38:40 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 56th Street and W 58th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

We have lived on Wooddale for quite awhile and are adamantly opposed to getting rid of on street parking in favor of bike lanes. This makes no sense. We would have no where for our guests to park. The number of trucks, work crews, etc etc that park on the street would be impacted as well. I feel like many decisions made by the city of Edina do not take the interest of the greater community in mind, and I'm truly hoping that this is not the case with the bike lanes. This feels inequitable, and I believe that it would lower our housing values as no one wants to buy a house with no parking for guests. The houses are also close together, so it is rare to find driveways that can accommodate many cars. Please do not do this!!! The reason for so many biking accidents is that many bikers do not follow the rules of the road and put themselves at risk. I do not believe having dedicated bike lanes would make any difference.

Respondent No: 50
Login: Registered

Responded At: Mar 11, 2026 15:59:45 pm
Last Seen: Mar 11, 2026 22:57:31 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

The idea is ridiculous and creates extreme difficulty for homeowners on Wooddale.

Respondent No: 51
Login: Registered

Responded At: Mar 12, 2026 04:43:06 am
Last Seen: Mar 12, 2026 11:30:34 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am opposed to removing on-street parking on Wooddale because it would shift parking to adjacent streets. We already experience the impact of this on Sundays when 56th Street fills with cars for Wooddale Church services. When the street narrows due to accumulated snow, there is not room for cars to pass. Traffic turning onto W. 56th from Wooddale can not see if the lane is clear before starting the turn. I also rarely see bicycles on Wooddale, and question whether the benefit of a dedicated bike lane is worth the disruption created by eliminating parking.

Respondent No: 52
Login: Registered

Responded At: Mar 12, 2026 07:05:26 am
Last Seen: Mar 12, 2026 13:50:46 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Wooddale is a major thoroughfare and provides important access to other major thoroughfares. Additional bike lanes do nothing but clog up the traffic and leave the residents on that street wiith no guest or additional parking. No parking on Wooddale pushes parking up the side streets and onto other streets. Also creates long walks to the destination home. We live in MN! Who wants to walk a couple blocks in freezing weather to their destination home? Property values for homes on Wooddale will be negatively impacted with no parking. Consideration should be given to the number of drivers in general to the number of bikers. in general. I am strongly opposed to eliminating parking on the east side of Wooddale.! Certainlly there are more significant projects for the city to assert its will on. Thank you.

Respondent No: 53
Login: Registered

Responded At: Mar 12, 2026 16:58:57 pm
Last Seen: Mar 12, 2026 23:57:05 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I strongly oppose replacing the existing parking on Wooddale Ave. with a bike lane.

Respondent No: 54
Login: Registered

Responded At: Mar 12, 2026 17:31:41 pm
Last Seen: Mar 13, 2026 00:21:38 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Oppose due to the impact it would have on traffic

Respondent No: 55
Login: Registered

Responded At: Mar 12, 2026 17:46:47 pm
Last Seen: Mar 13, 2026 00:33:10 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

This is a terrible idea. Homes on Wooddale will immediately lose value as will any home on a side street close to Wooddale, since cars will be parked in front of their homes all the time. Those homes will also lose their own street parking. You are simply moving the dangers of biking to other streets by moving the parking. I'm 63 years old and have lived in Edina since I was 11. My original home was right on Wooddale. We biked all the time, right in the street. There were way more bikers then than now. We just biked close to the curb. We would never think to make everyone else's life so much harder in order to satisfy our minority. This is such an unfair, punishing, unnecessary plan. It's getting very tiring to see city officials discard the feelings of the majority of citizens in order to cater to a small group of citizens who have official's ears, who donate to their campaigns and who vote for them.

Respondent No: 56
Login: Registered

Responded At: Mar 12, 2026 18:55:44 pm
Last Seen: Mar 13, 2026 00:59:48 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

You really need to have a bidirectional 2 way bike lane set protected from traffic. Put it on the side of the sidewalks. So it should be (west to east): CAR | CAR || Bike|Bike || Sidewalk

Respondent No: 57
Login: Registered

Responded At: Mar 13, 2026 06:49:38 am
Last Seen: Mar 13, 2026 13:42:09 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Strongly OPPOSED to the removal of parking on the east side of Wooddale. Just leave it alone. It has been changed at least twice since I lived here in the last 32 years. Sounds like somebody at City Hall is trying to justify their job by making these changes. STOP WASTING TAXPAYER MONEY!

Respondent No: 58
Login: Registered

Responded At: Mar 13, 2026 07:01:58 am
Last Seen: Mar 13, 2026 13:50:10 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I strongly disagree with removing street parking. Where will St Stephans, Edina CC, and overflow parking of the shorter streets (ie Wooddale Glen) be redirected? Requiring tax paying citizens, many elderly to walk further to accommodate a few seasonal bikers makes no sense. What do we gain ? Who initially pitched this idea? Is this the first time citizens are hearing about this idea?

Respondent No: 59
Login: Registered

Responded At: Mar 13, 2026 09:02:40 am
Last Seen: Mar 13, 2026 16:01:30 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 60
Login: Registered

Responded At: Mar 13, 2026 09:02:57 am
Last Seen: Mar 13, 2026 16:00:59 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 54th Street and W 56th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

This would be an inconvenience to those living on Wooddale Ave and would also bring down the property value of our homes.

Respondent No: 61
Login: Registered

Responded At: Mar 13, 2026 09:29:09 am
Last Seen: Mar 13, 2026 16:24:39 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Most homes on Wooddale have small on site parking availability, driveways garages ect. If parking on one side of street is removed it will have significant impact to home owners and guest. Biking on a city street while maybe not ideal should not be prioritized over the needs of the homeowners who live hear and pay taxes to have the streets maintained.

Respondent No: 62
Login: Registered

Responded At: Mar 13, 2026 09:30:02 am
Last Seen: Mar 13, 2026 16:24:58 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am open to upgraded bike lane infrastructure, but not at the expense of parking. We frequently have guests over including those with disabilities and if the parking was removed from the single side of wooddale ave currently available then these disabled guests would have to park at least a block away.

Respondent No: 63
Login: Registered

Responded At: Mar 13, 2026 11:08:02 am
Last Seen: Mar 13, 2026 18:03:19 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 54th Street and W 56th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Removing parking would be a disaster for us. I have a one lane driveway that two cars Would need to use. We have opposite schedules, so my roommate or I would have to wake each other up to go anywhere. Also we need street parking for company and delivery drivers. Our postal worker would really suffer too.

Respondent No: 64
Login: Registered

Responded At: Mar 13, 2026 11:09:29 am
Last Seen: Mar 13, 2026 18:00:55 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

We live on Wooddale and biking is a seasonal sport..Bikes do not need this much room to bike safely on Wooddale…What we could use on Wooddale is more police presence with speeding! Think about speed bumps! That could help the speeding problem. Is this something to justify their job? If you lived on Wooddale, you would oppose this idea..There are so many other things that need to be addressed..sounds like a big waste of tax payer dollars!!!!!

Respondent No: 65
Login: Registered

Responded At: Mar 13, 2026 12:51:39 pm
Last Seen: Mar 13, 2026 16:48:25 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I strongly oppose the proposed changes. A similar project was attempted previously on Wooddale Avenue and was stopped because it did not have a measurable positive impact compared to the disruption to the neighborhood and street flow. 1. Eliminating on-street parking imposes an undue burden on households without adequate off-street options. Some properties—including mine—share a driveway and do not have the physical space to add parking. Removing all on-street parking would leave affected residents without any viable alternative. This creates accessibility challenges, especially for guests, caregivers, contractors, and deliveries that rely on short-term street parking. 2. The roadway is a main thoroughfare, and the current level of bicycle traffic does not justify such a substantial reconfiguration. The street does not currently experience significant bicycle use, and there is no evidence that demand warrants sacrificing an entire parking lane or altering traffic flow on a major corridor. The current configuration still allows for bicycles to safely use the road without the more drastic elimination of the parking lane and sacrificing safe driving lane width. 3. Narrowing the driving lanes on a primary traffic route may negatively impact traffic safety and flow. Main thoroughfares carry higher traffic volumes, larger vehicles, and emergency services. Reduced lane width can contribute to congestion, side-swipes, and reduced maneuverability for delivery trucks, transit vehicles, and first responders. Maintaining safe lane widths is essential on streets that serve as core connectors. 4. The proposed change offers limited benefit while creating disproportionate disruption. Removing parking, narrowing lanes, and reconstructing the roadway for bike infrastructure that may see relatively limited use represents a poor balance of cost, convenience, and impact. A project of this scale should be supported by measurable need and strong evidence of public benefit. I think it is important to have more detailed information about the crashes that have occurred over such an extended period of time to demonstrate the root cause of those crashes which are unlikely to be due to a lack of dedicated bike lanes in place of a parking lane that is utilized by the residents.

Respondent No: 66
Login: Registered

Responded At: Mar 13, 2026 12:59:34 pm
Last Seen: Mar 13, 2026 19:55:29 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I do not see any necessity. Bikers and drivers have shared the road with no problem for years. Wooddale has enough stop signs and a low enough speed limit that adding a bike only lane makes no sense. Removing the parking from east side would be a nightmare for all residents on wooddale plus any guests they would want to host. Please do not remove the parking for unnecessary bike lanes.

Respondent No: 67
Login: Registered

Responded At: Mar 13, 2026 13:30:30 pm
Last Seen: Mar 13, 2026 20:06:31 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Please do not take away our street parking. Our family heavily uses this and it would be a big disappointment if it was removed. Many of our neighbors also rely on the street parking.

Respondent No: 68
Login: Registered

Responded At: Mar 13, 2026 14:28:13 pm
Last Seen: Mar 13, 2026 20:45:27 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Street parking is essential to free and unhindered living by the residents on Wooddale Ave. The elimination of parking for our friends and guests in front of our home will lead to side street parking. This will create safety problems because the side streets in this area of the city are narrow and do not have sidewalks. The city will create pinch points on those side streets as cars parked in the street will effectively turn those side streets into one lane streets. It will lead to safety concerns for our children walking to school or to bus stops as they will be forced to dodge cars on these effective one lane side streets. Our neighbors walking their dogs on those side streets will also be at risk. The city will create pinch points on these side streets during the commute hours creating congestions and frustration. School buses and garbage collection will be hindered as they have to maneuver through these congested side streets. I live on a corner and see this "pinch point" effect when someone leaves a car parked in the street on an ongoing basis. The neighbors nearby all understand and are respectful of the issues caused by side street parking and minimize this practice. Honestly, I can't even believe the city would propose the removal of the parking lane on Wooddale. It would be an extreme detriment to taxpaying residents on this street. We are strongly opposed to this proposal.

Respondent No: 69
Login: Registered

Responded At: Mar 13, 2026 15:17:45 pm
Last Seen: Mar 13, 2026 21:24:00 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Thank you for the opportunity to comment on the proposed Wooddale Avenue resurfacing and bicycle lane modifications. We appreciate the City's ongoing investment in infrastructure and the goal of improving safety for all road users. However, the proposal to remove all on-street parking along Wooddale raises several important questions that would benefit from additional analysis before a final design is adopted. 1. Uneven Impact on Homes With Limited Off-Street Parking Wooddale Avenue includes a mix of parcel sizes and housing types. Some homes have large lots and multiple off-street parking spaces, while many others—particularly those on smaller parcels—have more limited driveway and garage capacity. For these households, curb parking plays an important role in accommodating: - guests and family vehicles - service providers and contractors - short-term deliveries Eliminating all curb parking may therefore have uneven impacts across the corridor, particularly for homes that already face limited parking capacity. These practical constraints can influence how prospective buyers perceive a property and could create unintended pressure on smaller-parcel homes. Would this open up the city to potential lawsuits to depreciated property values? I certainly would seek legal counsel. I appreciate that you are trying to understand how frequently curb parking is currently used by residents through this survey, but I think most of us will underreport those numbers, forgetting how often we park there for just a few hours here or there while we juggle vehicles for errands or miscellaneous events in our lives. 2. Wooddale Already Functions as a Bicycle Corridor Wooddale currently accommodates cyclists through a combination of: - dedicated bike lanes in some segments - shared lane markings ("sharrows") in others Because the corridor already functions as part of the local bicycle network, it would be helpful to better understand how much additional safety benefit is expected from converting these to standard painted bike lanes, particularly given that the proposed design does not include a buffer or protected separation between bicycles and motor vehicles. In addition, service and delivery vehicles frequently stop along Wooddale today. Without designated curb space, these vehicles may continue stopping in travel or bike lanes, which could reduce the intended safety benefits of the redesign. 3. Additional Crash Data Would Help Clarify the Need for This Change The project materials reference 19 crashes over the past decade, but the information provided does not include details about: - crash severity - exact crash locations - whether bicycles were involved - whether parked vehicles contributed to the incidents - whether crashes occurred at intersections rather than mid-block Some incidents appear to have occurred at intersections and may be related to stop-sign compliance rather than the roadway configuration itself. Providing a clearer breakdown of crash causes and locations would help us understand whether removing on-street parking is likely to address the underlying safety issues. Is this just a red herring being used to justify a previously attempted goal (like the painted bike lanes that already failed in the past)? I know that 3 incidents of those 20 took place at 58th and 59th simply because drivers ignored stop signs. 4. Traffic Speed May Be a Larger Safety Consideration Vehicle speed appears to be a common concern along Wooddale. However, visible speed enforcement and traffic calming measures have been limited. Measures such as: - targeted speed enforcement - additional traffic calming features - speed feedback signs - intersection safety improvements may meaningfully improve safety regardless of whether bike lanes are modified. 5. Consideration for Routine Service and Contractor Access Residential streets routinely require curb access for activities such as: - contractor and landscaping vehicles - moving trucks - home deliveries - municipal services If parking is removed entirely, it would be helpful to understand how these common activities are expected to function without creating conflicts in the travel lanes and how you anticipate drivers and bikers to navigate a 'new norm' created by dedicated bike lanes. 6. Seasonal Tradeoffs In Minnesota, cycling activity is naturally seasonal, while residential parking needs exist year-round. Understanding how the City evaluated the year-round tradeoffs between parking availability and bicycle facilities would help residents better assess the balance of the proposed design. Questions That Could Help Clarify the Proposal To help us better evaluate the project, it would be helpful if the City could provide additional information on the following: 1) Crash Analysis - A detailed breakdown of the 19 crashes cited in the project materials, including severity, locations, and whether bicycles or parked vehicles were involved. 2) Parking Utilization Whether the City has conducted a parking utilization study for the corridor, particularly during evening and weekend periods when residential demand is highest. 3) Expected Safety Benefit Data or research showing the anticipated safety improvement from converting the existing facilities to painted bike lanes without buffer separation. 4) Financial Offset Payment. If this project is undertaken to eliminate parking. How will the city track property value data and compensate home owners who have been directly been negatively impacted by these design choices?

Respondent No: 70
Login: Registered

Responded At: Mar 13, 2026 15:56:03 pm
Last Seen: Mar 13, 2026 22:48:25 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 54th Street and W 56th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

In 2012 when the street parking was eliminated on 54th Street we were promised that the option to park on Wooddale would remain. Without allowing parking once again on one side of 54th Street, this proposed change will severly impact our parking options and likely reduce property values. For those of of us who remember what happened when Wooddale was last reconfigured and lines were not separating the north and southbound lanes, that plan was not viable. Looking forward once again to work with the the City to find solutions to the bike/park/drive lanes. Thank you! Andrew Kasid 5401 Wooddale Avenue

Respondent No: 71
Login: Registered

Responded At: Mar 13, 2026 20:00:41 pm
Last Seen: Mar 14, 2026 02:57:10 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Removing on street parking is unrealistic. People have guests and service providers coming and they need somewhere to park. Limiting parking to one side of the street already poses challenges - particularly for people who have any mobility challenges. I am STRONGLY opposed to this proposal..

Respondent No: 72
Login: Registered

Responded At: Mar 14, 2026 07:37:06 am
Last Seen: Mar 14, 2026 14:30:46 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Removing parking would create a major hardship for those living on Wooddale Ave. This will also cause more problems and congestion with vehicles including residents, delivery and service trucks blocking the area anyway where the dedicated bike lanes would be. Stricter law enforcement regulating speed, speed bumps, and radar signs with speed postings would be a better investment to making these streets safer for all.

Respondent No: 73
Login: Registered

Responded At: Mar 14, 2026 08:25:11 am
Last Seen: Mar 14, 2026 15:19:40 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 60th Street and Valley View Road
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

We have guests near daily that park on Wooddale avenue and I see cars parked daily on the street outside many neighbors' homes. We also see service vehicles park nearly daily on Wooddale avenue. Funneling these cars to side streets is a significant inconvenience which is unsafe. It's already difficult to get through the side streets and maneuver around the traffic.

Respondent No: 74
Login: Registered

Responded At: Mar 14, 2026 13:03:54 pm
Last Seen: Mar 14, 2026 19:52:47 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I have friends and family that live on Wooddale and I am someone who uses this street parking weekly. I strongly oppose the proposal to remove street parking and add bike lanes. For the homeowners who live on Wooddale, on-street parking is not a luxury, it is a necessity. Many households rely on that parking for guests, additional vehicles, service providers, and everyday convenience. Eliminating it would create a significant hardship for residents who have built their lives and invested heavily in their homes along Wooddale. Beyond the practical inconvenience, this change would also negatively impact property values. Parking availability is a major factor for homeowners and potential buyers alike. Removing a long standing neighborhood amenity like on street parking makes homes less functional and less attractive, which ultimately harms the residents who pay property taxes and support the community. We also question whether this proposal reflects the priorities of the neighborhood. Wooddale Avenue is not a major cycling corridor, and there are already sidewalks in place that can accommodate recreational use. If Lance Armstrong wants to get some training in, he surely isn't planning Wooddale Avenue as part of his route. The removal of residential parking to accommodate a relatively small number of cyclists does not appear to serve the broader interests of the community. At a time when city resources are limited, it is difficult to justify allocating tax dollars toward a project that many residents do not support and that offers limited practical benefit to the neighborhood. Those funds could be directed toward projects that improve safety, infrastructure, and quality of life for a larger portion of the community. Most importantly, this proposal risks damaging the relationship between the city and the residents it serves. The people who live on Wooddale Avenue overwhelmingly value the current street configuration and rely on the parking that exists today. We strongly urge the committee to reconsider this proposal and engage directly with the residents most affected before moving forward. Preserving on-street parking on Wooddale Avenue is important to maintaining the functionality, value, and livability of our neighborhood.

Respondent No: 75
Login: Registered

Responded At: Mar 14, 2026 17:45:57 pm
Last Seen: Mar 15, 2026 00:31:57 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

These proposed changes are a nightmare for those of us living on Wooddale. Our family loves to host, which includes inviting my elderly grandfather over. To expect him to walk over a block to get to our house to spend time with our family is absolutely criminal. I rarely see bikers on Wooddale, but I see cars parked on Wooddale all the time. Those of us living on Wooddale would be incredibly inconvenienced by the loss of our parking lane. This street is already busy and having the parking lane provides a buffer for young children to safely play in their front yards. We need the parking lane and we do not want dedicated bike lanes. The existing bike lanes are sufficient for the few bikers that use them.

Respondent No: 76
Login: Registered

Responded At: Mar 14, 2026 17:58:18 pm
Last Seen: Mar 15, 2026 00:52:03 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

There are always cars parked between 50-53rd street due to the club (not just for members) and the church. There are not many side streets in the area for parking.

Respondent No: 77
Login: Registered

Responded At: Mar 14, 2026 21:14:57 pm
Last Seen: Mar 15, 2026 04:06:17 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I don't understand why you mentioned traffic safety in your letter, when it really is about bike lanes. The stretch of road I live on i mostly see kids on their very fast e bikes, giving their own lane will make it less safe as they will go even faster. Narrowing the driving lanes makes everyone less safe. Also why is biking more important than tax payers who occasionally use the street to park. Edina has already narrowed many neighborhood streets but still allows on street parking so they are only on car wide when people are parking. Example St. John Ave. I think that major roads should be left as is. Also I think you should try to spend less .money overall. Focus on things you can actually achieve. Not symbolic gestors.

Respondent No: 78
Login: Registered

Responded At: Mar 15, 2026 11:31:38 am
Last Seen: Mar 15, 2026 18:03:35 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am a frequent guest at a Wooddale home. I often park on the street rather than block-in the homeowners or guests arriving prior to me. Under this proposal I would have to park on an adjacent street, then walk back to my destination—not a trivial distance in inclement weather, or were I disabled (I am not). Also, I frequently walk this section of Wooddale. I observe that guests at St Stephen's Church frequently park on Wooddale, whether for Sunday services, weddings, or funerals. It seems like this space is often reserved for handicapped visitors. In the summer, I note that parking for events at the Edina Country Club often spills onto Wooddale. Where would these guests park under this proposal?

Respondent No: 79
Login: Registered

Responded At: Mar 15, 2026 12:38:53 pm
Last Seen: Mar 15, 2026 19:30:28 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am surprised this is even on the table. Taking away parking would adversely affect members of St. Stephens, Edina Country Club, Edina Wooddale Church as well as every home on Wooddale Ave. It would push parking to back/side streets which I cannot imagine the people on those street would like either. Personally, we have limited garage and driveway space and have guests over or service providers park in front of our house very often. My elderly father in law cannot walk a block to get to our house and I think it is inhumane to ask him to do so. I've talked to many of our neighbors who agree that this idea is very short-sighted and not community minded beyond the small percentage of bikers that the lanes represent. Please, please do not punish those who live on Wooddale in this manner. I think there are other solutions that could be considered (what about France Avenue or other main roadways for biker lanes?) Do right by our community, do not put these bike lanes in…the demand does not warrant this punitive design that would adversely affect thousands.

Respondent No: 80
Login: Registered

Responded At: Mar 15, 2026 12:39:37 pm
Last Seen: Mar 15, 2026 19:37:06 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 54th Street and W 56th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Neutral/no opinion
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

We have a very short driveway. If we're having family over, they may need to park on Wooddale.

Respondent No: 81
Login: Registered

Responded At: Mar 15, 2026 12:58:16 pm
Last Seen: Mar 15, 2026 19:55:36 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 60th Street and Valley View Road
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am strongly opposed to removing on-street parking on Wooddale Avenue. We use this daily for ourselves and guests. I also walk and run regularly on the side streets. All parking would be funneled to these side streets if on-street parking is removed, which would pose a significant safety risk. I am also concerned this would decrease the value of our home. On-street parking on 70th street was removed and these homes were significantly less attractive to us when buying a home in Edina. There are not enough bikers that would use these proposed bike lanes.

Respondent No: 82
Login: Registered

Responded At: Mar 15, 2026 13:20:04 pm
Last Seen: Mar 30, 2026 21:24:19 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am a member of Edina Country Club which doesn't have enough parking for members during busy times. Members and guests use Wooddale Ave. for overflow parking. Members of St. Stephens Church also use Wooddale Ave. for Parking. Please don't put a bike lane for northbound bicycle traffic on Wooddale Ave. I am sure there is another solution.

Respondent No: 83
Login: Registered

Responded At: Mar 16, 2026 10:07:00 am
Last Seen: Mar 16, 2026 17:03:54 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

sooner the better, the pavement is so ruff that it is almost unsafe for cycling.

Respondent No: 84
Login: Registered

Responded At: Mar 16, 2026 10:08:11 am
Last Seen: Mar 16, 2026 16:58:51 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Somewhat oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

How will delivery vehicles be expected to operate? France Avenue north of Hwy 62 has no on-street parking, and delivery trucks block parts of the road and/or sidewalk. If they will block dedicated bike lanes, then cyclists will have to choose between being into the car lane or the sidewalk. If this change is in the name of safety, then what are the expectations for delivery vehicles and cyclists in such a situation? Is this a situation where crashes are more likely?

Respondent No: 85
Login: Registered

Responded At: Mar 16, 2026 10:15:37 am
Last Seen: Mar 16, 2026 17:10:44 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I do support a bike lane, but I think a share the lane bike lane with more prominent paint along the route is a great way to support biking while allowing those homes along wooddale to have parking in front of their home. Cars can very easily pass bikes if they need to along wooddale, since traffic is not so busy or fast. I think a dedicated bike lane makes much more sense for a road like France ave since the speed is high, traffic's greater, and it's a great bike route to get from place to place

Respondent No: 86
Login: Registered

Responded At: Mar 16, 2026 10:30:40 am
Last Seen: Mar 16, 2026 17:25:57 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Somewhat support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Adding protected bike lanes to Wooddale Ave would be a great improvement to Edina’s bike infrastructure. I’d feel much more comfortable biking—and driving—along Wooddale with a protected lane in place.

Respondent No: 87
Login: Registered

Responded At: Mar 16, 2026 11:58:00 am
Last Seen: Mar 16, 2026 18:52:36 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

I drive on Wooddale frequently. When the weather is nice there are always kids biking on Wooddale. Having fully dedicated bike lanes would make it so much safer for these kids and way less scary to drive. I'd love to bike with my kids on Wooddale but don't currently feel safe taking them on that road. I would love to see these dedicated bike lanes added!

Respondent No: 88
Login: Registered

Responded At: Mar 16, 2026 12:00:53 pm
Last Seen: Mar 16, 2026 18:58:35 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Wooddale Avenue parking is necessary for overflow parking for Edina Country Club and also for St. Stephen's Church, which has no parking lot. Do no take away street parking on Wooddale. Dumb idea!

Respondent No: 89
Login: Registered

Responded At: Mar 16, 2026 12:35:21 pm
Last Seen: Mar 16, 2026 19:32:03 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

It is extremely difficult to bike (especially with kids) on Wooddale without a bike lane between the speed of the traffic, the way people park sending you farther into traffic, and the overall lack of space/respect given bicycles. Instead I constantly see people biking on the sidewalk, which is safer for the bikes but dangerous to pedestrians. This would be a very big improvement.

Respondent No: 90
Login: Registered

Responded At: Mar 16, 2026 12:47:47 pm
Last Seen: Mar 16, 2026 19:46:32 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 91
Login: Registered

Responded At: Mar 16, 2026 12:50:53 pm
Last Seen: Mar 16, 2026 19:50:08 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 92
Login: Registered

Responded At: Mar 16, 2026 18:15:43 pm
Last Seen: Mar 17, 2026 01:13:40 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Neutral/no opinion

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 93
Login: Registered

Responded At: Mar 16, 2026 18:47:30 pm
Last Seen: Mar 17, 2026 01:43:02 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I'm concerned about where current on-street parking from St Stephen's and Edina Country Club would go, and where guests of Wooddale-facing residents would park.

Respondent No: 94
Login: Registered

Responded At: Mar 16, 2026 19:26:12 pm
Last Seen: Mar 17, 2026 02:10:46 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

My experience with bicyclists on both Wooddale and Valley View Roads is that smaller children and families use the sidewalks, and the overwhelming majority of bicyclists use a full lane of traffic (even when dedicated, or shared bicycle lanes exist). It's almost as if serious bikers want to make a point to the motoring public that they are entitled to use a traffic lane, so they skip the bike lanes altogether and use up a full lane of traffic, because they know that they can. Meanwhile, the bike lanes sit unused. My fear with eliminating on-street parking on Wooddale is that the side streets on the next block will see more cars parking on their street, which they won't necessarily appreciate. In the summer months, overflow parkers from Town Hall Station and Snuffy's will park on Wooddale from 61st Street, northwards to 60th Street. I can guarantee that both Fairfax and Kellogg will see an influx of vehicles and pedestrian traffic if the Wooddale parking is eliminated.

Respondent No: 95
Login: Registered

Responded At: Mar 16, 2026 20:58:32 pm
Last Seen: Mar 17, 2026 03:17:45 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Cyclists and drivers share roadways safely throughout the Twin Cities, and the data does not support a dedicated bikeway on Wooddale Avenue. Rapid improvements in vehicle autonomy over the next five to ten years will substantially reduce the already low risk of accidents occurring between cyclists and drivers to nearly zero. Building permanent infrastructure today without accounting for that shift is shortsighted. This project is a solution in search of a problem.

Respondent No: 96
Login: Registered

Responded At: Mar 16, 2026 21:10:18 pm
Last Seen: Mar 17, 2026 04:06:34 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Stop pushing so hard on cyling issues. Almost half of our year is spent with snow and slush issues. I drive Wooddale frequently and rarely see bicyclists on that road. The money wasted on painting those bike lanes a few years ago was money wasted - confirmed with that painting had to be redone. Focus on safe travel for cars and pedestrians (walkability issues, right?) and stop forcing cycling matters which effect a very, very small slice of travelers in Edina.

Respondent No: 97
Login: Registered

Responded At: Mar 17, 2026 08:17:36 am
Last Seen: Mar 17, 2026 15:14:27 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 54th Street and W 56th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

We very much appreciate the ability to have guests park on the street immediately outside our home

Respondent No: 98
Login: Registered

Responded At: Mar 17, 2026 10:14:24 am
Last Seen: Mar 17, 2026 17:07:13 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I have been a cyclist for decades. I use to commute daily to downtown Minneapolis. I also served on the Bike Edina Task Force. I see no reason to strip the good folks of Edina the opportunity to park on Wooddale Ave. There is plenty of room for cyclist to bike on Wooddale Ave without getting rid of parking. Sharing the lane between cycling and parking seems to be working just fine.

Respondent No: 99
Login: Registered

Responded At: Mar 17, 2026 11:21:17 am
Last Seen: Mar 17, 2026 18:18:07 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 54th Street and W 56th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

While we, especially as parents of young children, truly appreciate and recognize the need for bike lanes and bike friendly roads, parking on Wooddale is important for our guests and others (work purposes, home work, etc.) visiting our home.

Respondent No: 100
Login: Registered

Responded At: Mar 17, 2026 12:37:12 pm
Last Seen: Mar 17, 2026 19:24:57 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 101
Login: Registered

Responded At: Mar 17, 2026 14:52:42 pm
Last Seen: Mar 17, 2026 21:36:18 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

We chose to live in Edina as residents over 35 years ago. I believe Wooddale represents RESIDENTIAL living and as such plan to continue to park in front of the homes of family, friends, and neighbors. I grew up at 52nd and Kellogg and strongly oppose reconfiguration of Wooddale to provide cyclists more space. This is not a city of bikers and trails. This is a residential community with streets and sidewalks. Edina has become overcrowded with commercial properties in residential areas and bike lanes on residential streets. Please give those property owners on Wooddale Avenue the right to parking without crowding the adjacent streets, Kellogg, 52nd, Oaklawn, Golf Terrace etc etc etc.

Respondent No: 102
Login: Registered

Responded At: Mar 17, 2026 18:30:26 pm
Last Seen: Mar 18, 2026 01:15:59 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Residents of Wooddale Ave should have the ability to park on the street to accommodate visitors and their own households. Not having the ability to park on the street will have a significant negative impact on the neighborhood and residents of Wooddale Ave. It will force cars to have to park on other side streets in front of other homes. This will also have a negative impact on home marketability for these properties. There is also no reason to do this. Wooddale Ave has sufficient room to accommodate 2 lanes of traffic, parking, and bicyclists. There does not need to be a dedicated biking lane as traffic is minimal along Wooddale and the street can easily be shared by all. Removing a parking lane will have a greater negative impact than the benefit of having a dedicated biking lane. Adding a dedicated bike lane at the expense of parking will result in an inequitable outcome when weighing the impact and benefit of one against the other.

Respondent No: 103
Login: Registered

Responded At: Mar 18, 2026 04:57:19 am
Last Seen: Mar 18, 2026 11:42:50 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Wooddale church is growing and more and more parking on the side street is utilized. The city took money for this road project a few years ago. I would be so upset if I lived on that section and you removed all the street parking. Some of those blocks are pretty long. Installing bike lanes here on the busy road with so many other options to ride a bike elsewhere was not necessary. My teens avoid the busy road and use the side streets while riding thier bikes. They will continue to use the less traffic roads regardless if you make dedicated bike lanes in this stretch.

Respondent No: 104
Login: Registered

Responded At: Mar 18, 2026 05:52:52 am
Last Seen: Mar 18, 2026 12:39:54 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 54th Street and W 56th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

This proposal lacks common sense. If the city was truly concerned about the safety of bikers and pedestrians on Wooddale you would enforce existing laws and regulations. Cars constantly go faster than the 25 mph speed limit and constantly disobey the stop sign. If you want to have a real impact there should be multiple speed indicators along Wooddale and increased police patrol, especially given the increase in public safety funding. With no cars parked on Wooddale cars will now be MORE incentivized to speed than they are now. Speed is a problem in Wooddale, not biker safety. There are very limited bikers on Wooddale and when there are, cars are very respectful of them. Secondly, please provide more transparent data on the accidents you claim. Third, why were the homeowners on Wooddale Ave not included in the discussion of this proposal? This directly affects us. We use Wooddale street parking every day and will continue to do so. Lastly, this will create even more congestion on Golf Terrace as parking will now move there. This is a bad idea. It's creating a "solution" to a problem that does not exist. There are not enough bikers utilizing the current bike lane to justify the inconvenience you will cause to homeowners on Wooddale. Enforce the existing laws, don't create more city overreach.

Respondent No: 105
Login: Registered

Responded At: Mar 18, 2026 07:18:07 am
Last Seen: Mar 18, 2026 13:11:10 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 106
Login: Registered

Responded At: Mar 18, 2026 09:01:08 am
Last Seen: Mar 18, 2026 15:24:38 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

We live on the corner of 60th and Wooddale and have personally had two accidents end up in our yard and corner. We spent $5k installing boulders and landscaping to help stop cars from entering our yard. If parking were removed on Wooddale, I am certain cars would go even faster. The posted speed limit is 25 MPH. People travel at speeds realistically anywhere between 30-35 MPH with parked cars. If the road was clear of these parks cars, Wooddale would become even more of a cut through street for people traveling North or South. I've already inquired about addition stop signs and have been told that isn't possible, so with the current amount of stop signs and a more open road, people will speed more. It actually potentially makes it less safe for cyclists or people enjoying a leisurely bike ride if cars are going faster. In addition to this, ALL of the people who park on Wooddale because they have single driveways tucked behind their homes will suffer greatly. We have our driveway on the corner of our home on 60th, so this doesn't impact us, directly, but having all of the street parking move to the side streets will impact everyone. Cars will not move for days, it will be impossible to have guests or parties with adequate street parking, it will be impossible to mow or have my children play in the yard with cars are parked along the side street all of the time. It also makes the intersections less safe for cars and pedestrians. The side street (60th) is not wide enough for cars to park on both sides and have traffic move through going east and west. Also, this road is most commonly used by kids and families to access the playground at Pamela park. Having frequent and long term cars parked on the side street without a sidewalk will make it exponentially more dangerous to be a pedestrian walking to the park with kids or animals. Pamela park also hosts many big sporting events in the spring, summer, and fall. Parking regularly exceeds the allotted parking on site and spills into the side streets causing frequent traffic jams and no street parking. People often will park on Wooddale and walk over. If the parking on Wooddale is gone, these cars will have no place to go. We already have had people block our driveway when there is no parking available and this is likely to worsen if parking is taken away. I also have concerns over illegal street parking if designated street parking on Wooddale is eliminated. Where are deliveries supposed to happen? Moving trucks (more rentals on Wooddale than other streets), postal service workers, UPS, Amazon, contractors, etc. Where are these people parking? On the side streets where it will be less safe and they will have to haul their things to houses. I think this is all very short sighted unless there are plans to limit side street parking or make it safer. Regardless, on 60th, side street parking will make accessing Pamela park less safe for families and kids. This needs to be thought out in more detail because you'll be displacing a lot of cars that regularly use street parking. There will be many more cars using driveways to come in and out of to access Wooddale and Wooddale will likely become even more of a cut through street making this more dangerous for the cars coming in and out of driveways. I really hope the plan is to keep street parking, but make the shared bike lane safer by keeping up the maintenance on the road with clear markings and signage. This is where the city has fallen short in my mind. The original shared bike lane looked great years ago, but has since fallen into need or repair with the rest of Wooddale. Huge cracks, patched spots that are bumpy and dangerous to use cycling… these are where improvements need to be made, not in eliminating the access to street parking for residents and guests.

Respondent No: 107
Login: Registered

Responded At: Mar 18, 2026 09:06:19 am
Last Seen: Mar 18, 2026 15:57:44 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am curious if there has been any actual field data collection regarding use of the existing bike lane. If the current bike lane usage is low then there does not seem to be a real justification regarding bike 'traffic' that would justify this. Additionally the reason provided for this project is to improve safety, however this would shift traffic looking for available parking to adjacent residential area in my opinion this would cause undue burden on property owners in this surrounding neighborhoods, likewise a concern for resident safety be applied to pedestrians in these impacted areas due to an increase in traffic.

Respondent No: 108
Login: Registered

Responded At: Mar 18, 2026 10:12:57 am
Last Seen: Mar 18, 2026 17:07:58 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

The south bound lane in place paired with the designated northbound parking lane works well. Most of the issues with accidents are occurring because no one stops for street crossings even in designated areas.

Respondent No: 109
Login: Registered

Responded At: Mar 18, 2026 10:18:26 am
Last Seen: Mar 18, 2026 15:25:40 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Very frequently (daily or near daily)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am an avid cyclist as is my partner and two middle school aged children. When we first received the notice for the improved bike lanes on Wooddale, this was met with excitement, but as I reviewed the proposed plans for this, my concern grew over the potential for worsened safety of pedestrians, people living along Wooddale, and cyclists using the new lanes as proposed. This concern is rooted in the experience of living on Wooddale during a time when car traffic has increased (due to France Ave closures/ construction) and speeds that vehicles travel seems to consistently be higher then the stated 25 mph. I have witnessed two collisions out side my home that I feel are related to increased car speed (after review of the doorbell video footage) and vehicle traffic. More specifically, I am concerned that the proposal does not go far enough to protect cyclists, and creates a significant set of barriers to current residents that live on Wooddale due to the displacement of their daily parking. I am concerned that removing parked cars on Wooddale and converting this space to a dedicated bike lane may actually increase the average speed on Wooddale and endanger cyclists and pedestrians in the process. I believe these concerns are fair, based on living and cycling here. I applaud the city for trying to make traveling by vehicle and cycling safer in my area, but I am concerned that the plan proposed falls short of protecting cyclists with nothing more than painted lines (lacking barriers) and the perceived widening of the road space (by removing parked cars) will increase the already elevated speed of vehicles at the same time. I have reviewed available public data (2024 Rutgers study - https://bloustein.rutgers.edu/rutgers-bike-lanes-reduce-traffic-speeds/) which highlights overall approx 10-15% reduction in speeds of vehicles when traveling on roads - "traffic calming" effect as the summary highlights. This data set concluded that cars do travel slower (when turning right), although other situations may actually increase speed of vehicles due to a perceived widening ("empty space effect"). I recognize that the plan narrows the driving lane (12.5 feet to 10 feet) from 56th to 61st, but it is not clear to me that there will actually be a painted lane designation due to the infographic sent to our address missing this particular feature (the infographic highlights a proposed 10 foot driving lane and 6 foot bike lane with no visible markings to designate (despite other proposed markings being present from 50th to 56th). In effect, this "widens" the perceived driving space when bikes are not present - functionally creating a driving lane that is up to 16 feet wide. My personal driving behavior is that I am more aware when I am traveling on roads when there are parked cars on the street, and my overall speed is reduced due to this awareness. I would assume that most drivers would agree with that statement.

To put it simply: As a resident living on Wooddale, my perception is that vehicles travel slower with parking present as it is, then they would with it removed as proposed. While I would like to see improved cycling safety in this area, I fear that the current proposal doesn't go far enough to protect cyclists. To take this point a step further, the stated goal in the letter (dated March 6th) that was sent to us was; "to improve safety for cyclists". There is an excellently-summarized article on the following Velo website (https://velo.outsideonline.com/urban/urban-gear/five-principles-the-best-bike-lanes/) that highlights the experience of larger municipalities when trying to address changes to cycling infrastructure. This article highlights practices that improve cyclist (and pedestrian safety) including bike lane grading above the roadway and complete green-tinted roadways/lanes. This article also references the importance of connecting these cycling throughways to existing infrastructure to encourage more widespread use. As I review the proposal, it does not address a major issue I find when attempting to ride south on Wooddale... it falls short of how bikes can utilize Valley View road and safely travel south past Highway 62 to connect with Cornelia park/ 66th. As a road cyclist who is comfortable (and adept) riding with traffic, without or without designated cycling lanes, this corridor is exceedingly dangerous to navigate and safely transverse. If the stated goal is to increase safety for cyclists, then I feel that the proposal should include more attention to improved practices for cyclist safety (ideally barriers and/or grading above the roadway) as opposed to what is the easiest to implement as the overlay of Wooddale is planned. I challenge to the city to move beyond the "its better then nothing" or "its better then the shared lane currently" argument. Is the city willing to partner with local cycling (Bicycle Alliance of Minnesota, Our Streets, Midtown Greenway Coalition, etc.) to review the proposal and offer solutions that are evidence-driven towards the stated goal of increasing safety? I want to also raise the other concern that I have for displacing the current available parking for residents that live on Wooddale Avenue as well. The homes along this road, particularly those south of 56th, have narrow driveways with garages or parking next to or behind their homes. For many homes along this stretch of road, Wooddale is the location for them to park more than one vehicle in their household, and/or a location to park for service vehicles, delivery vehicles, or guests. This parking serves not only the homes on the east side of the street, but also the west side of Wooddale (where parking is already not allowed). The east side of Wooddale in this stretch does have the sidewalk for pedestrians, although the west side does not. I am concerned about the displacement of these vehicles to the adjacent cross-streets (56th, 59th, 60th, etc.) and how that may increase pedestrian traffic attempting to cross Wooddale, or walk along Wooddale without a sidewalk present on the west side. Local pedestrian traffic would be better served with the installation of a sidewalk on the west side of Wooddale avenue, but this appears to be not within the scope of this project. I encourage the city to reconsider this missing element if again, the stated goal is for public safety. In addition to reconsidering the proposal refocused on safety enhancements for Wooddale Avenue, I think the area may benefit from enhanced enforcement of existing parking rules/ regulations, and vehicle speed moving through the area. There are a significant number of days when vehicles are parked in the opposite direction of travel (for short periods and sometimes for hours - particularly when the Winter street parking ordinance is in effect). Vehicles traveling above the stated speed limit and poor adherence to pedestrian yielding when crossing Wooddale is a common occurrence. This is particularly concerning during the morning and evening commutes when children walking to and from elementary and/or middle school. After living in my home for years, I can only recall a few occasions of witnessing any speed enforcement or enforcement of traffic safety laws by local Police. As I interpret the letter/ proposal that was sent, I would not be in support of changing the existing roadway configuration out of the above concerns as a long-term resident of this area. I deeply want this stretch of Wooddale Avenue to be safe for people traveling in vehicles, walking, cycling, and living here, and yet I feel that this proposal falls short in many key areas and may actually make public safety worse as an unintended consequence. Clearly I don't want this project to fall into the "perfect is the enemy of good", but I do think reconsidering the proposal and/or expanding on it to focus on its stated goal is in order.

Respondent No: 110
Login: Registered

Responded At: Mar 18, 2026 11:21:47 am
Last Seen: Mar 18, 2026 18:05:29 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 54th Street and W 56th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

This is a major issue for the people living directly on Wooddale Ave & I hope that you hear the voices that are directly impacted by this "redesign". In 2015 the city went thru with a project to upgrade 54th street. At that time, we worked with the city & the city council to take the parking away on 54th street with the understanding that we would still have it on Wooddale Ave. If the parking is taken away, we have nowhere to park! How does upgrading the bike lane benefit anyone who lives directly on Wooddale? It is my understanding that the 19 crashes in the past 10 yrs, involved only 1 bicyclist. Bike lanes already exist and are working fine. Sounds like there could be other alternatives to create a safer roadway, removing the parking is not one of them. Consistent enforcement of the 25mph speed and stop sign is a good start. I urge the city to NOT take the removal of on-street parking between 54th & 56th street seriously. I shutter think what this will also do to our property values.

Respondent No: 111
Login: Registered

Responded At: Mar 18, 2026 11:55:19 am
Last Seen: Mar 18, 2026 18:51:38 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Removing parking from Wooddale Avenue will greatly inconvenience residents. It will also push parking to adjacent side streets where there are frequently children on bikes and no sidewalks.

Respondent No: 112
Login: Registered

Responded At: Mar 18, 2026 13:21:50 pm
Last Seen: Mar 18, 2026 19:55:35 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

We have gone down this path before with bike lanes on Wooddale. Didn't they get striped and then redone again within a short while? Has anyone actually counted the number of bikes that go down Wooddale on a weekly basis over the course of a year? Let's not be Minneapolis that ripped streets to narrow car lanes and add bike lanes that hardly anyone uses, only to cause car congestion and more pollution, and snowplow issues (e.g. east of Hennepin in Uptown!!) No parking on Wooddale will present problems for all of those homes. I realize I am not a biker but given that at least 6 months of the year most don't bike, it's important to give this careful consideration. Side note-I am getting upset with the spending that Edina has been doing. (And not to mention the other "redos" from mistakes or for whatever reason. For example, I recall France Ave going through at least a couple of iterations of road work within a short time. Also…Remember the stoplight at 58th and France that had to be redone when it was determined that the buses had trouble turning with its placement!) We appreciate more transparency and better justification with neighborhood input in advance! Between Edina, Minneapolis, and the state government recklessly spending money no one will be able to afford to live here anymore!

Respondent No: 113
Login: Registered

Responded At: Mar 18, 2026 13:53:37 pm
Last Seen: Mar 25, 2026 21:40:04 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 114
Login: Registered

Responded At: Mar 18, 2026 14:49:09 pm
Last Seen: Mar 18, 2026 21:41:36 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 54th Street and W 56th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

As cyclists, the current bike lane is sufficient. There is NOT enough bike traffic to warrant another lane. Guests, service providers and ourselves park on the East side of Wooddale OFTEN. (E.G. snow plow contractor could not serve us if he can't park his truck on Wooddale; VERY inconvenient for guests who cannot walk 1/2 + block to park on 55th St; Family visits with small children would be seriously impacted. We feel this is a VERY BAD idea and we are STRONGLY opposed!!!!!

Respondent No: 115
Login: Registered

Responded At: Mar 18, 2026 15:47:08 pm
Last Seen: Mar 18, 2026 22:42:44 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 54th Street and W 56th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Very frequently (daily or near daily)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

It is a terrible idea to remove street parking on Wooddale. Where will guests or contractors park? The side streets cannot accommodate. I ride my bike on Wooddale daily. There is NO need for dedicated bike lanes beyond what is already there. And if people want a less traveled street to ride in, they only need go east to ride on the side streets in the neighborhood.

Respondent No: 116
Login: Registered

Responded At: Mar 18, 2026 17:18:35 pm
Last Seen: Mar 19, 2026 00:17:31 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 56th Street and W 58th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 117
Login: Registered

Responded At: Mar 18, 2026 18:10:27 pm
Last Seen: Mar 19, 2026 01:07:51 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 118
Login: Registered

Responded At: Mar 19, 2026 03:53:59 am
Last Seen: Mar 19, 2026 10:52:49 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 119
Login: Registered

Responded At: Mar 19, 2026 07:19:00 am
Last Seen: Mar 19, 2026 13:47:07 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

My home is on 56th St. between Wooddale Ave and St. John's, and faces the south side of Wooddale Church. Every Sunday morning, there are cars parked on the north side of 56th St along the church right up to the corner of Wooddale Ave. As a driver, making a turn onto 56th street from Wooddale, is very dangerous as you cannot see any cars approaching from 56th St towards Wooddale, and there isn't enough room to accommodate 3 car widths. It is my concern that this will be the case for every side street along Wooddale Ave. if biking lanes are approved. This also creates safety issues for families with young children who live off of Wooddale as cars and trucks would be forced to drive and park in neighborhoods. I am a walker, and a biker. I oppose bikes on sidewalks, and I also understand the safety issues of a biker sharing a busy road with cars, however, I also have a choice of where I ride my bike, typically riding one block over until I have no choice to cross the creek, and forced onto Wooddale Ave for a few blocks to 50th.

Respondent No: 120
Login: Registered

Responded At: Mar 19, 2026 09:23:27 am
Last Seen: Mar 19, 2026 16:07:23 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 60th Street and Valley View Road
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

This project is simply pandering to cyclists. The need for parking for residents and/or their visitors should be respected, not to mention all the months in this climate that cycling is rare. Wooddale is a highly trafficked road, with LOTS of speeding and very little monitoring. Bicycle lanes on both sides is a ridiculous proposal.

Respondent No: 121
Login: Registered

Responded At: Mar 19, 2026 09:53:55 am
Last Seen: Mar 19, 2026 16:48:19 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

many of the homes along this stetch have single lane driveways. This requires car jockeying and temporary parking on the street for us residents & a huge inconvenience for any guests. Having to park on the adjacent cross streets is less than ideal. We do not abuse the convenience of parking in front of our house in the parking lane, & strongly oppose removing the parking lane.

Respondent No: 122
Login: Registered

Responded At: Mar 19, 2026 12:18:27 pm
Last Seen: Mar 19, 2026 19:15:35 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 54th Street and W 56th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Eliminating on street parking would be very difficult from a family and visitor persceptive.

Respondent No: 123
Login: Registered

Responded At: Mar 19, 2026 12:25:13 pm
Last Seen: Mar 19, 2026 19:19:01 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Very frequently (daily or near daily)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Many homes along this route do not have parking for more than one or two guest cars. Any resident who has a family event will not have any place for their guest park. Also, Parking on side streets effectively turns them into 1-way streets which is already dangerous for school Buses and Garbage Trucks to negotiate, this definitely would make it way worse.

Respondent No: 124
Login: Registered

Responded At: Mar 19, 2026 14:20:47 pm
Last Seen: Mar 19, 2026 20:43:46 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 56th Street and W 58th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I strongly oppose parking removal for several reasons. 1) my driveway can't handle guests, so my guests would need to either cross the street (no crosswalk) or walk through neighbors yard to access to the crosswalk - why is their safety less important than the bikers? 2) Cars already fly down Wooddale even with the 25MPG change. Taking away the parking is going to open the road and turn Wooddale into major speedway. 3) Pushing guests to 56th or Tower turns these roads into tight one-way streets - swing by on Sunday - now my guests need to fight with the church guests to find parking. 4) Do we have any data on bike accidents now that the speed limit has been lowered? I would argue that the issue has nothing to do with the street parking and is tied more to speeding motorist than a lack of space to ride a bike. Let's work on the speeding and stop finding blame in a parked car.

Respondent No: 125
Login: Registered

Responded At: Mar 20, 2026 10:36:21 am
Last Seen: Mar 20, 2026 17:21:38 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 56th Street and W 58th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I think this is a really bad idea! Dedicated space for vehicle parking on Wooddale is far more important than adding another bike lane. In my area vehicle parking would be displaced to Tower Street. Tower is already overcrowded on both sides of the street with visitor and service vehicles rendering it a single-lane road during many parts of the day. I am also a member of Edina Country Club. There are many times in the summer that we must use Wooddale for overflow parking. Members and guests would have to park further away and crowd other neighborhood streets, negatively affecting those residents.

Respondent No: 126
Login: Registered

Responded At: Mar 20, 2026 11:15:01 am
Last Seen: Mar 20, 2026 17:58:48 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

It would make it impossible for us to live on Wooddale without street parking. Our driveway is only one car width wide and enters and exits on Wooddale. Thus, at all times we need to be able to have a car parked on the street during the day so we can manage multiple vehicles in and out of our home. Our driveway is extremely narrow which would make it impossible for service and delivery vehicles to pull into our driveway. We would also not be able to accommodate guest parking if street parking was not available. Eliminating parking on Wooddale is a terrible idea for so many obvious reasons.

Respondent No: 127
Login: Registered

Responded At: Mar 20, 2026 12:19:43 pm
Last Seen: Mar 20, 2026 19:11:45 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

If you keep taking away on street parking where are guest suppose to park, on the block behind? Most biking accidents are caused by biker not following the rules of the road. In particular running stops signs. I used to bike from my work downtown and never had a problem with cars because I always followed the rules. I just can't understand why the bikers need so much special treatment.

Respondent No: 128
Login: Registered

Responded At: Mar 20, 2026 12:22:48 pm
Last Seen: Mar 20, 2026 19:19:11 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Very frequently (daily or near daily)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 129
Login: Registered

Responded At: Mar 20, 2026 12:32:17 pm
Last Seen: Mar 20, 2026 19:25:36 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I attend St Stephen’s church and park on Wooddale most of the time. I would hate for the values of the houses on Wooddale decrease do to no parking on their street, there is already no parking on the west side of the street. There is many times the country club has overflow parking on the street.

Respondent No: 130
Login: Registered

Responded At: Mar 20, 2026 15:23:42 pm
Last Seen: Mar 20, 2026 22:19:32 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

The people who live there need the parking. The bike path would not connect to other protected bike paths. It works fine the way it is. I rarely see anyone biking there and traffic allows them to safely ride along Wooddale.

Respondent No: 131
Login: Registered

Responded At: Mar 20, 2026 17:48:44 pm
Last Seen: Mar 21, 2026 00:44:59 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Neutral/no opinion

Q9. **Please provide any additional feedback you may have on the proposed project.**

bike to and from work on Wooddale. my main concern is redoing the pavement that is falling apart so that it is safe to ride on

Respondent No: 132
Login: Registered

Responded At: Mar 21, 2026 22:13:53 pm
Last Seen: Mar 22, 2026 04:37:09 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

We need the shared bike/parking lane in Wooddale!

Respondent No: 133
Login: Registered

Responded At: Mar 22, 2026 07:27:34 am
Last Seen: Mar 22, 2026 14:25:34 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 56th Street and W 58th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I'm very concerned with losing parking, but I'm even more concerned about the narrowing of the driving lanes.

Respondent No: 134
Login: Registered

Responded At: Mar 22, 2026 14:55:27 pm
Last Seen: Mar 22, 2026 21:53:56 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

We use that area to park for church and for ecc

Respondent No: 135
Login: Registered

Responded At: Mar 22, 2026 15:34:44 pm
Last Seen: Mar 22, 2026 22:26:29 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Wooddale Avenue is such an important north-south bicycle facility in Edina. With France not suited for biking and appropriately prioritized for the E Line, making Wooddale accessible for bikers of all ages and abilities is critically important. Additionally, with the work being done on the Wooddale / Hwy 62 bridge, this corridor only increases in its importance to those coming to/from south of the highway as well. This would be a meaningful step in demonstrating the city's commitment to its pedestrian and bike master plan in providing dedicated facilities in a comparatively dense and multi generational portion of the city. I strongly urge city staff and city council to take this opportunity to demonstrate to the city's residents what a dedicated bike facility can do to encourage safe non-motorized transportation options for city residents.

Respondent No: 136
Login: Registered

Responded At: Mar 22, 2026 16:41:55 pm
Last Seen: Mar 22, 2026 23:39:09 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

This has been done in the past, and it was a disaster. Furthermore, there are many times when overflow parking is needed around ECC (Rotary Club during the weekdays and weddings). This would make such events unmangeable.

Respondent No: 137
Login: Registered

Responded At: Mar 22, 2026 16:59:43 pm
Last Seen: Mar 22, 2026 23:56:54 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 138
Login: Registered

Responded At: Mar 22, 2026 17:48:11 pm
Last Seen: Mar 23, 2026 00:44:44 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

We end up biking on the sidewalk on Wooddale to avoid having to go around parked cars. But the sidewalks are so bumpy & narrow it makes it hard when pedestrians are there too. Dedicated bike lanes would be the safest option for all, but I'm sure the residents don't want to lose their street parking.

Respondent No: 139
Login: Registered

Responded At: Mar 22, 2026 20:08:18 pm
Last Seen: Mar 23, 2026 03:03:30 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Street parking is a continued requirement, especially as it is only available on one side. I am a cyclist but this is not the right solution. Impose other traffic calming measures, e.g speed humps, narrowed sections with bypass for cyclists and also better enforcement of speed limits. Speeding and aggressive overtaking appear to be the biggest problems on the street, cycle lanes will help neither and just give cyclists a false sense of security.

Respondent No: 140
Login: Registered

Responded At: Mar 23, 2026 07:38:48 am
Last Seen: Mar 23, 2026 14:37:03 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 60th Street and Valley View Road
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Very opposed to removing parking on Wooddale, already so limited in winter with parking restrictions.

Respondent No: 141
Login: Registered

Responded At: Mar 23, 2026 09:32:41 am
Last Seen: Mar 23, 2026 16:31:40 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Somewhat oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 142
Login: Registered

Responded At: Mar 23, 2026 09:37:02 am
Last Seen: Mar 23, 2026 16:32:59 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Wooddale Avenue is a major north/south corridor in Edina leading to multiple commercial areas. Biking on Wooddale is unsafe. This project is an opportunity to significantly improve our Pedestrian and Bike infrastructure. I encourage the city to act boldly. Thank you.

Respondent No: 143
Login: Registered

Responded At: Mar 23, 2026 18:34:13 pm
Last Seen: Mar 24, 2026 01:23:37 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Eliminating parking on Wooddale appears to create a lot of negative side effects that Wooddale neighborhood association will clearly articulate so I won't reiterate here. One point that I would like to make is that Wooddale is already a road on which drivers routinely drive over the speed limit. Removing parked cars will create more space for drivers, as bikers will not always be present on the roadway. This space is going to give drivers the illusion of more freedom on that road and increase speeds even more. In other words, parked cars currently act as a speed deterrent, to some extent. Please consider all points to retain parking on Wooddale.

Respondent No: 144
Login: Registered

Responded At: Mar 23, 2026 19:23:54 pm
Last Seen: Mar 24, 2026 02:22:11 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Neutral/no opinion
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Neutral/no opinion

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 145
Login: Registered

Responded At: Mar 24, 2026 11:38:59 am
Last Seen: Mar 24, 2026 18:33:05 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Somewhat oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Consider ways to keep some limited parking on the areas that do not have a close side street to park on? I like when the bike lane is separated by a physical concrete barrier. I agree the shared road for bikes and cars needs to go and is unsafe. Could some parking be saved by north and south bike traffic sharing the same side of the road? There is currently no safe bike route between Arden park and Pamela park and I think these should be connected. I agree with some change and safety improvements but know there will be kick back from those that live in Wooddale. Many kids cross Wooddale to bike to school at concord and south view. Crossing Wooddale is also dangerous on bike and needs a flashing crosswalk near 56th. Thanks

Respondent No: 146
Login: Registered

Responded At: Mar 24, 2026 14:41:16 pm
Last Seen: May 13, 2026 15:28:44 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Somewhat support

Q9. **Please provide any additional feedback you may have on the proposed project.**

I would appreciate it if the city is more bike-able. I think this happens by making dedicated bike lanes that are separated from traffic. This will make bike riders more comfortable riding alongside cars.

Respondent No: 147
Login: Registered

Responded At: Mar 24, 2026 17:54:15 pm
Last Seen: Mar 25, 2026 00:48:37 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I live on Wooddale. I own three ebikes. I bike to work often. There are not enough bikers to justify eliminating parking on Wooddale. And the assumption that bikers will magically appear if you build more bike lanes is magical thinking. Please stop.

Respondent No: 148
Login: Registered

Responded At: Mar 26, 2026 11:02:56 am
Last Seen: Mar 26, 2026 16:04:59 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Home owners and guests, Edina Country Club staff, members and guests, St. Stephen's attendees all use the parking the parking lane to a great extent. There are a great many more parkers and bikers! The occasional bikers can easily use Kellogg or Oaklawn that have less automobile traffic. I am a biker and I always choose a routes with low traffic for my own safety. Any biker has this option and can make their own decision. This is the easiest, commonsense and no cost solution! Some bike accidents are caused by driver inattentiveness. Some are caused by bikers. I have observed no helmets, no lights, excessive speed by electric bikes, no checking for cars and pedestrians by bikers. I have observed excessive speed, no turn signals, etc. from drivers. Let's save some taxpayer money and recommend the bikers utilize safer routes and behave better and recommend that drivers be considerate, attentive and behave better.

Respondent No: 149
Login: Registered

Responded At: Mar 26, 2026 11:47:46 am
Last Seen: Mar 26, 2026 18:30:49 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 60th Street and Valley View Road
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

My family has lived in the city of Edina for over 30 years. My husband and I recently purchased our first home in Edina with our two young children. We have a one lane driveway and utilize the parking on Wooddale directly in front of our home every day. A few daily examples of using the parking lane on Wooddale Avenue in front of our house include family visitors, babysitters, home service providers, and delivery drivers. We have a single lane driveway so if we have any guest pull in our driveway, we are then unable to leave and drive our own vehicles. This does not include any examples of us hosting holidays, birthday parties, and other gatherings where we would utilize multiple parking spots on Wooddale. We are very opposed to removing the parking lane on Wooddale Avenue, and think it would be very disappointing if this project moves forward. We would not have purchased a home that does not accommodate having places for our visitors to park. Please do not let this project move forward.

Respondent No: 150
Login: Registered

Responded At: Mar 26, 2026 11:55:17 am
Last Seen: Mar 26, 2026 18:49:49 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 60th Street and Valley View Road
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I guarantee whoever came up with this idea has a nice big 3 car garage on a quiet street. 100%

Respondent No: 151
Login: Registered

Responded At: Mar 26, 2026 11:57:40 am
Last Seen: Mar 26, 2026 18:53:27 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Being a long time Edina resident who has lived less than one block from wooddale for the past 11 years, I strongly oppose taking away street side parking on wooddale. We use the street side parking routinely to park at our daughters house (lives on wooddale), stop at friends houses, park when ECC parking lot is full etc etc.

Respondent No: 152
Login: Registered

Responded At: Mar 26, 2026 12:22:21 pm
Last Seen: Mar 26, 2026 19:18:41 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

You have already narrowed most of the roads in Edina. Now you want to take away the option to park on the most heavily parked road in town. There will be more accidents as more people will have to back out onto a busy street. Doesn't make much sense. Also we avoid biking on wooddale as it is so busy, you can take other streets most anywhere except ECC. If you are doing it for them don’t.

Respondent No: 153
Login: Registered

Responded At: Mar 26, 2026 16:20:01 pm
Last Seen: Mar 26, 2026 23:18:55 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 154
Login: Registered

Responded At: Mar 26, 2026 19:08:28 pm
Last Seen: Mar 27, 2026 01:31:58 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Neutral/no opinion

Q9. **Please provide any additional feedback you may have on the proposed project.**

I frequently ride up and down Wooddale so I love the idea of better bike lanes. I also have sympathy for those living along stretches where any off-Wooddale parking is either across the street (with no cross walk and busy, speeding traffic) or several houses down and around the corner. Not ideal either elderly parents / visitors, or young families. Repaving Wooddale would do a lot of good because dodging potholes and shoddy pavement makes riding it that much harder. Given there's not enough room for parking and protected bike lanes, narrowing the travel lane and making the parking lane wider could help make the northbound bike lane less hairy. There should also be a serious examination of additional traffic calming measures on Wooddale. Is it stands, the road _feels_ like the speed limit should be 40 (the same problem Valley View has, by the way). Finding ways to slow traffic will benefit cyclists as well.

Respondent No: 155
Login: Registered

Responded At: Mar 27, 2026 08:31:00 am
Last Seen: Mar 27, 2026 15:25:44 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

We can not walk far and would not be able to visit or grandchildren and great children.

Respondent No: 156
Login: Registered

Responded At: Mar 27, 2026 12:24:33 pm
Last Seen: Mar 27, 2026 18:55:53 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I strongly oppose removing parking on Wooddale to create two dedicated bike lanes. This is a neighborhood road where residents, deliveries, contractors, and guests rely on on-street parking every day. Eliminating those spaces will inevitably push vehicles into the bike lanes or force unsafe parking behaviors, which would make the street more dangerous for cyclists, not safer. We can and should improve bicycle safety without sacrificing essential residential parking. One dedicated, well-designed bike lane with physical protection, such as flexible bollards, curbs, or other separators, would provide cyclists with a safer space while preserving parking for the people who live, work, and visit here. This balanced approach protects both vulnerable road users and the practical needs of our residential community. Safe streets work best when they work for everyone who uses them.

Respondent No: 157
Login: Registered

Responded At: Mar 27, 2026 13:58:35 pm
Last Seen: Mar 27, 2026 20:15:53 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Wooddale Avenue is the natural spine of an active transportation network connecting Wooddale Park, Arden Park, Pamela Park, and Rosland Park (with future bridge over Highway 62), plus one of the city's most concentrated clusters of community destinations: Concord Elementary, South View Middle School, the Edina Community Center, Normandale Elementary, the football stadium, and the turf athletic complex. This repaving is a once-in-a-decade opportunity to build that network intentionally. Dedicated lanes are a step forward, but painted lines alone have shown little measurable safety improvement in research. Protected lanes reduce serious injuries by 44-50% and are what actually gets families comfortable putting kids on bikes. Two specific requests: First, please prioritize protected bike lanes for this entire corridor — one-way on each side, adjacent to the sidewalk. Second, give the 54th and 58th Street intersections special treatment with protected crossing designs. These are the primary routes for families accessing Arden Park, Pamela Park, the schools, and the community center daily. Please use this moment to build something Edina will be proud of for the next 20 years and to deliver on commitments Edina has already made in its Climate Action Plan, Pedestrian and Bicycle Master Plan, and Living Streets Plan.

Respondent No: 158
Login: Registered

Responded At: Mar 27, 2026 18:04:41 pm
Last Seen: Mar 28, 2026 00:43:55 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Neutral/no opinion
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I oppose eliminating Wooddale Avenue's on-street parking for the following reasons: • Most homes along Wooddale only have parking for one or two guest cars, many homes have a single lane driveway. If street parking is eliminated, any Wooddale Avenue resident who has a family event (Holiday, Graduation, Birthday, etc.) will not have any place for their guests to park. • An argument can be made that guests could park on side streets. Due to the distances involved, side street parking is not a practical alternative. • Parking on side streets effectively turns them into 1-way streets which is already dangerous for School Buses and Garbage Trucks to negotiate, the additional congestion from off-Wooddale parking by residents/guests would make it way worse. • For any residents who have single-lane driveways, any contractors and service providers will be forced to park in the driveway, effectively leaving the homeowner “parked in”. • Delivery people (UPS, FedEx, Amazon, etc.) do not “pull in” – they will just park illegally anyway, causing a traffic hazard. Or, if they actually do pull in, they will cause a traffic hazard when backing their truck back out onto Wooddale. • Events at St. Stephens and the Edina Country Club routinely overflow 20-30 cars (sometimes many more) onto Wooddale street parking. Just this week, there were two mid-week events that parked Wooddale solid from the creek to 52nd. If street parking is eliminated, there will be a huge parking problem for the attendees to find parking. If all of those people have to go into the neighborhoods off Wooddale, it will be a problem for the homeowners to get in and out, plus the safety of children and pedestrians who frequent the streets in the neighborhood will be negatively impacted. • Removing the parking lanes will make it more difficult for the Edina Police to enforce traffic laws – there is no place for them to park (unless they jam up the side street(s) near Wooddale), and the same holds if they pull someone over, they would have to either do it in the bike lane or plug up the side streets. In summary, the pain and safety impacts of eliminating on-street parking on Wooddale Avenue far exceed any potential benefits of adding a bike lane. I strongly urge the City not to do this.

Respondent No: 159
Login: Registered

Responded At: Mar 28, 2026 04:11:26 am
Last Seen: Mar 28, 2026 11:09:54 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Rarely (less than once per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Neutral/no opinion

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 160
Login: Registered

Responded At: Mar 28, 2026 04:52:08 am
Last Seen: Apr 03, 2026 14:06:38 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Please don’t prioritize free on-street vehicle storage over bicycle lanes.

Respondent No: 161
Login: Registered

Responded At: Mar 28, 2026 07:39:52 am
Last Seen: Mar 28, 2026 13:23:29 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

1) Removing parking would put an extreme burden on residents that live on Wooddale and overflow parking for the country club, church, etc. during events. 2) Parking around the corner on side streets would be a significant inconvenience for residents and guests. We already have to do that at times now and it is not ideal. 3) Every day deliveries are made up and down Wooddale. Amazon, food deliverers, etc. park in the available on-street parking to make deliveries. Removing the parking would create severe hazard. 4) Removing parking would put an extreme burden on residents on the side streets because if the parking was removed from Wooddale, all of those cars would have to park on the side streets in front of other people's houses. Most of these side streets are narrow and not ideal for daily overflow parking. 5) We fear that removal of on street parking will make Wooddale feel like a highway and people would drive faster than they do now and be even more unsafe than current conditions. Lots of people cross Wooddale, so that is as important as looking at traffic, pedestrians, and bikers along Wooddale. I recommend we look at traffic calming measures to keep top speeds below 25 mph. People drive too fast now. 6) We fear that turning Wooddale into a thoroughfare and removing parking will decrease our property values and remove what residential feel we currently have. 7) Most importantly, it appears that there is ample room to create a traffic calming design with a dedicated bike lane along the west side of Wooddale Right of Way. This could be a raised bike trail, separate from the street's 10' lanes and landscaping improvements. The pedestrian sidewalk could remain on the east side along with the current parking with more crosswalks across Wooddale. It seems these concepts should be explored and implemented prior to going backwards by removing parking and possibly making Wooddale more unsafe than it currently is along with all the downsides listed above.

Respondent No: 162
Login: Registered

Responded At: Mar 28, 2026 08:07:19 am
Last Seen: Mar 28, 2026 15:05:40 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Somewhat support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Edina really needs to up its game for bicyclists and I highly support this effort

Respondent No: 163
Login: Registered

Responded At: Mar 28, 2026 09:21:44 am
Last Seen: Mar 27, 2026 21:22:41 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am very opposed to removing the parking lanes on Wooddale Ave. This is part of a residential neighborhood. Where should our family and friends, our service providers and delivery people park when coming to our homes? Our guests and family--most with young children and babies or elderly--will need to walk quite a distance to get to our home if parking is removed. Not only is this very inconvenient, during the Winter months particularly, it can be dangerous. Having lived on Wooddale for 29 years, it has been my experience that most people when encountering a biker on the road will give a wide berth to ensure the biker's safety when passing. It is my belief that having parked cars on Wooddale actually helps to control the speed limit somewhat. If what we are left with is bike lanes and driving lanes only, I believe we will see an increase in the speed of the cars traveling on Wooddale which is bad for everyone. Please reconsider this decision to remove our parking. Many residents will be adversely affected. Anyone traveling by bike from 50th to Valley View Road can do so by traveling on Kellogg, Oaklawn, Brookview, St. Johns Ave or Fairfax. Far fewer cars and safer for all bikers.

Respondent No: 164
Login: Registered

Responded At: Mar 29, 2026 04:23:21 am
Last Seen: Mar 29, 2026 11:14:49 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Never
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Somewhat support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Adding safe, continuous bike lanes is an important first step in evolving to a more sustainable and livable city where people can move within the city and are free to use the most appropriate transportation method for them. Having such bike lanes connected in a safe, pleasant and easy to use network that connects directly to needed destinations is the follow-on step. Since this project seems to do both, I strongly support it and very much hope it gets built as shown!

Respondent No: 165
Login: Registered

Responded At: Mar 29, 2026 08:34:38 am
Last Seen: Mar 29, 2026 15:32:20 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

For the homeowners on Wooddale who struggle with guest and service parking this is a disservice to all who live and travel on Wooddale. Yes, I think cyclists deserve a safe space but this is not the way to unilaterally change the flow of traffic. Thank you.

Respondent No: 166
Login: Registered

Responded At: Mar 30, 2026 12:26:33 pm
Last Seen: Mar 30, 2026 19:20:15 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Removing on street parking from Wooddale Ave raises several meaningful safety and accessibility concerns for our family and others in the neighborhood. First, from a safety standpoint, we have young children who regularly play in our front yard and use the sidewalk. The presence of parked cars naturally acts as a buffer between the sidewalk and moving traffic. Eliminating that buffer would place children much closer to passing vehicles and cyclists, some of whom travel at high speeds along Wooddale. This change would increase the risk of accidents in an area where families should feel safe. Second, from a practical and housing standpoint, on street parking is essential for our home. We have a single lane driveway, which limits our ability to accommodate guests, service providers, and deliveries. The street currently serves as the only viable overflow option, and removing it would create ongoing challenges for normal day to day needs. Finally, this change would create significant accessibility issues for our extended family. Our parents and in laws are elderly, and requiring them to park multiple blocks away especially during the winter months would make visiting difficult and, at times, unsafe. In addition, we have family members with special needs, and increased distance from parking to our home would create further barriers to access. For these reasons, we strongly urge the council to reconsider the removal of on street parking on Wooddale Ave. Maintaining existing parking is important not only for convenience, but for the safety, accessibility, and livability of our neighborhood. Sincerely, Tim Marra

Respondent No: 167
Login: Registered

Responded At: Mar 31, 2026 16:09:28 pm
Last Seen: Mar 31, 2026 23:01:12 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Removing all parking is ridiculous. Most residents cannot support guest parking or parking for a family with multiple drivers without on-street parking. Parking a block away is dangerous and disruptive to those neighborhoods. Imagine having to park over a block away midwinter. What are you thinking?!! Where do service trucks park that are heavier than supported driveways? Where does over flow go for the country club? Where does church parking happen? This is extremely short sighted. What stats do you have that support this option? Bike traffic? Accidents? Speed? What??!

Respondent No: 168
Login: Registered

Responded At: Apr 01, 2026 05:13:06 am
Last Seen: Apr 01, 2026 11:59:30 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Wooddale is a wonderful thoroughfare for busses and cars - if there is the occasional biker - people are very conscientious and slow down or go around them. I think that is the best path forward. It’s actually impossible picturing living on wooddale without street parking on at least one side. It would majorly hurt us and our neighbors as many have small or narrow driveways - we can’t accommodate guests or oftentimes even our own children parking out front. Elderly family, etc. Deliveries and work trucks will cause huge hazards backing in and out of our already challenged driveways. I think adding bike lanes on a street with so many driveways could also be a huge hazard. It will also hurt our homes value long term if we don’t have anywhere for guests or extra drivers to park which is a concern. I speak for myself when I say we have a one car garage with room for a few more cars. Having trouble picturing ability to host guests or stay as there are not nearby backup parking options if wooddale went away. The proposal is not ideal and could be dangerous and I fear with all the deliveries, trash trucks and wok vans that will inevitably stop it’ll just be constantly blocking the bike lanes anyway with such narrow driveways on our block. I strongly oppose this and would suggest considering a bike lane on one side and parking on the other at an absolute minimum. Please consider those of us living on wooddale - we love the area but don’t have the amenities and feel of all the larger homes on the side streets surrounding us. Help keep wooddale a viable and affordable option for those of us who love the neighborhood without limiting our ability to host guests, gatherings or even just have room for more than two drivers to conveniently park at home. Thank you for your consideration.

Respondent No: 169
Login: Registered

Responded At: Apr 01, 2026 05:34:15 am
Last Seen: Mar 31, 2026 18:19:31 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

I strongly support bike lanes that have physical separations from cars. If it was safe, this could be a heavily trafficked bike area as it connects a lot of retail and residential areas. I have seen kids biking on Wooddale and it made me upset seeing them have to bike right next to traffic with only a thin line of paint keeping them safe. As a mother of 2, I also strongly believe that kids deserve a safe way to get around without parental supervision and without being driven everywhere, and physically separated bike lines is one of the best ways to allow that. Even if people aren't biking there right now, the right infrastructure would encourage them to do so which increases the quality of a city for everyone. Edina is full of parking and car-only spaces - it's time to expand our transportation options.

Respondent No: 170
Login: Registered

Responded At: Apr 01, 2026 11:57:16 am
Last Seen: Apr 01, 2026 18:52:09 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

The parking on Wooddale is very very important to visitors and the people who own homes on that street. Imagine purchasing a home on Wooddale when parking on the street is legal and then suddenly you are limited to the number of guests that can fit in your driveway only. This would be a huge bummer and severely detract from hoe values. Way more cars use woodpile then bicycles. Let's let common sense prevail and keep this street car friendly and do the right thing for home owners along Wooddale Ave. I'm a long time resident who has lived in Country Club and surrounding areas in Edina since 1969.

Respondent No: 171
Login: Registered

Responded At: Apr 02, 2026 09:52:28 am
Last Seen: Apr 02, 2026 16:54:50 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Somewhat support

Q9. **Please provide any additional feedback you may have on the proposed project.**

We walk more than we bike, and are very thankful for the sidewalks on Wooddale, W 58th St, and more. As far as parking along Wooddale, it seems like some provisions might have to be made for the Episcopal Church at Wooddale and 50th to allow parking for church functions. We wish those stupid e-bikes didn't exist at all. The kids go by on W 58th St, and they are all over the place (sidewalk, right side of the road, left side of the road, in the middle of the road). It's a miracle no one has been hurt, yet. E-bikes should require a license, just like a motorcycle does.

Respondent No: 172
Login: Registered

Responded At: Apr 02, 2026 13:09:20 pm
Last Seen: Apr 02, 2026 19:30:33 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

There is already one bike lane on Wooddale that's rarely used. Adding a 2nd one to sit idle while eliminating frequently used parking is incomprehensible. There is always vehicle traffic on Wooddale, pedestrians utilizing the sidewalk and cars parked along the east side of the street. Its on rare occasion that I see a bicycle. As I drive in Edina, it's infrequent that I see any bike lanes actually being utilized. This is a project that benefit a small minority at the expense of the vast majority. Why is this change even being considered? I'm strongly opposed to this Project!

Respondent No: 173
Login: Registered

Responded At: Apr 03, 2026 07:39:19 am
Last Seen: Apr 03, 2026 14:36:56 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

As a parent of two children who are biking more independently (including to school) I strongly support upgrades to bike lanes on Wooddale. I would like to see the project go further by installing a curb-like barrier that would physically separate the bike lanes from the vehicle traffic. Thank you for your consideration.

Respondent No: 174
Login: Registered

Responded At: Apr 03, 2026 14:34:19 pm
Last Seen: Apr 03, 2026 21:32:29 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

I love the idea of bike lanes on Wooddale! The city should consider a protected design in its plans!

Respondent No: 175
Login: Registered

Responded At: Apr 03, 2026 18:43:22 pm
Last Seen: Apr 04, 2026 01:39:26 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Neutral/no opinion

Q9. **Please provide any additional feedback you may have on the proposed project.**

Consider protected design instead of the unprotected design.

Respondent No: 176
Login: Registered

Responded At: Apr 05, 2026 17:09:22 pm
Last Seen: Apr 05, 2026 20:22:53 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 60th Street and Valley View Road
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

As a resident who lives directly on Wooddale Avenue, I want to share my strong opposition to the proposal to remove the parking lane on my street. While I support the City's goal of a multi-modal transportation system, removing parking feels like a significant loss of an essential service. I believe we can find a better way to balance these modes without sacrificing my neighborhood's livability. I offer my feedback from three distinct perspectives: 1) As a tax-paying resident: It doesn't feel equitable to strip this amenity and eliminate the basic access I rely on at my home. Driveways aren't always a viable option when hosting guests and removing street parking effectively limits the functional use of my residence. Additionally, I run a small meal-pickup business where customers rely on that parking lane for quick transitions; the loss of the parking lane will impact this business. And, delivery drivers like Amazon and Uber Eats—who often cannot or will not use residential driveways—will likely end up stopping in front of my house (versus parking on the side street) and blocking both the travel and bike lanes. This creates a safety hazard and works against the City's mission to facilitate the movement of goods efficiently. 2) As a parent: I'm worried about the unintended safety consequences for young children on my neighborhood's side streets. If parking is removed on Wooddale, those cars will be pushed to the streets, most of which don't have sidewalks. The City would be forcing my son—and many other students walking to Concord and South View—to navigate around parked cars while walking in the actual roadway during the busiest school-commute hours. I hope we can find a solution that doesn't prioritize one mode of transit and inadvertently sacrifice the safety of our youngest pedestrians. 3) As a civil engineer who works in traffic safety: I can testify that driver perspective impacts travel speed. The more comfortable a driver feels the faster they will travel. Parked cars act as a natural "buffer" that psychologically narrows the road and slows traffic; removing them creates a wide-open runway that will naturally encourage higher speeds. Furthermore, the daily volume of parked vehicles I observe significantly outweighs the number of cyclists using the road. While I understand the City's goal to reverse the advantage of the automobile, I'm concerned we are prioritizing a lower-volume mode over a high-utilization residential service. And, to provide the highest levels of safety for vulnerable road users (VRUs), we should be investing in physically separating those VRUs from the vehicle travel lanes, not just painting a bike lane—especially when that paint comes at the expense of necessary residential parking. I recognize that this is a difficult decision with many pros, cons, and budget constraints to weigh. I don't claim to have the perfect "silver bullet" solution, and I know your job isn't easy—but I am asking the City to find a design that accommodates both parking and cyclists without sacrificing the livability, mobility, and safety of my neighborhood. Thank you.

Respondent No: 177
Login: Registered

Responded At: Apr 06, 2026 07:32:29 am
Last Seen: Apr 06, 2026 14:22:22 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Dear Mayor Hovland and Members of the Edina City Council, As a resident of the 5200 block of Wooddale Avenue for nearly 30 years, I urge the City Council to reject the proposal to ban on-street parking to accommodate dedicated bicycle lanes. This proposal imposes severe burdens on all Wooddale residents and community institutions that rely on on-street parking without any demonstrated safety gains for the cycling community. In addition, there is a workable and effective alternative for the lower half of the proposed project (50th St. to 56th Street). The Safety Justification Does Not Support This Drastic Remedy Edina city staff cites concerns over safety for cyclists on Wooddale as the justification for recommending the elimination of on-street parking to accommodate dedicated bike lanes. The data, however, does not support such a drastic and sweeping measure: • The data do not support the stated risk. The city cites 19 accidents over a 10 year span as evidence of the need for two dedicated bike lanes along this one mile stretch of road. Of those 19 total accidents, five occurred in the winter months, and four occurred after dark (one involve both). Because cycling in the winter and after dark is rare, this makes the relevant accident rate close to one accident per year. Moreover, the chances that a cyclist would happen to be in the vicinity of one or even two accidents per year is exceedingly low, and even if that were to happen, a painted bike lane offers little protection to the cyclist who might happen to be close by. • Only one accident in that ten year stretch involved a bicycle. The data the city provided in response to a request for information regarding these accidents revealed that only one accident on Wooddale involved a cyclist. The city provides no information describing how the accident occurred and it appears from the information provided that it was not a serious crash; the report stated that this accident resulted only in a “possible injury.” Nor is there any evidence that this accident would not have happened had the cyclist been in a dedicated bike lane. One cycling accident in 10 years involving a “possible injury” is hardly justification for a ban on parking for a one-mile stretch of roadway to accommodate dedicated bike lanes. • The remedy of banning parking in favor a dedicated bake lanes is disproportionate to the risk. Banning on-street parking adversely affects the use and enjoyment of the properties of over 120 Edina residents with Wooddale addresses, not to mention St. Stephens Episcopal Church, which relies on the availability of parking for services and events, and the Edina Country Club, whose guests frequently rely on Wooddale parking when its parking lots are full, as often happens. Depriving these property owners of on-street parking is a serious matter. Such a drastic measure should only be taken in the case of a compelling government

interest and, in this case, the reasons for taking this step are not compelling. Eliminating Parking Creates Its Own Safety Hazards Removing parking will not simply create an inconvenience for residents and guests of Woodale properties - it introduces new risks to non-cyclists. Visitors of Wooddale residences, St. Stephen's Church, and the Edina Country Club would be required to park on side-streets, most of which are without sidewalks. In many cases these guests would be required to walk relatively long distances to get to their destinations. In addition, from November through March, this means increased exposure to slip-and-fall hazards on icy streets, a real and recurring danger. Alternative North-South Routes Already Exist Cyclists who are uncomfortable riding on Wooddale have options. Parallel streets - Kellogg, Oaklawn, Brookside/Woodland, and St. Johns/Fairfax – all provide north-south connectivity without requiring significant travel on Wooddale. In the locations where cycling on Wooddale is necessary, the current configuration has proven over time to be safe enough. These alternate routes only slightly increase the riding distances for cyclists. While these users may feel inconvenienced by taking alternate routes, the alternative of depriving 120+ Wooddale residents of on-street parking to accommodate these cyclists imposes a drastically greater inconvenience and is not a reasonable measure. Lower Wooddale Can Accommodate Both Parking Lanes and Bike Lanes If despite all this, the city decides to go ahead with its plans to create dedicated bike lanes on both sides of Wooddale, for lower Wooddale (50th Street to 56th Street) there is a reasonable and practical alternative to banning on-street parking. As reflected in the schematic provided by the city, upper Wooddale (56th St. to Valley View Road) is 32 feet wide. The city proposes eliminating parking on both sides of upper Wooddale and relining the street to create two 10-foot-wide traffic lanes and two 6-foot-wide bike lanes. If this is a safe and reasonable alternative to the current layout, then the same rationale holds true for lower Wooddale, which is 38 feet wide, a full six feet wider that the upper half of the street. Extending the proposed traffic widths from upper Wooddale through lower Wooddale all the way to 50th Street leaves 18 feet for bike lanes and parking. The current parking lane is seven feet wide. On streets with speed limits of up to 45 mph, state guidelines call for 7-8 foot-wide parking lanes and 5-6 foot-wide bike lanes. Wooddale's speed limit is 25 mph. There is no practical reason why the city cannot accommodate both interests with a 7-foot-wide parking lane and 5½ foot-wide bike lanes. This is a reasonable alternative to banning on-street parking on this portion of the street. Buffer Lanes Do Not Justify the Elimination of Parking. The schematic recommended by the city for lower Wooddale includes two-foot wide painted buffers between the bike lanes and the traffic lanes. These buffer lanes are not necessary and would provide minimal real-world protection. • No physical barrier. A painted buffer offers zero protection against vehicle incursions. They are nice to have, but remember, we are talking about a stretch of road that has experienced the practical equivalent of just over one daytime, non-winter-month motor vehicle accident per year. The additional of buffer lanes does not justify elimination of on-street parking for the residents and institutions that would be adversely impacted by this measure. • Narrower lanes calm traffic. The alternative of reducing the traffic lanes from the proposed 11½ feet to 10 feet would enhance the traffic-calming effect of lane width reduction. Numerous traffic studies have shown that narrowing traffic lanes reduces average vehicle speeds. In fact, a 2025 peer-reviewed traffic study of 320 street segments in Utah found that each one-foot increase in lane width increased the odds of an injury crash by 38%. The converse is also true; a one-foot reduction of lane width creates a 38% reduction of the odds of a crash resulting in injuries. Clearly, ten-foot-wide lanes would slow traffic more effectively than the proposed 11½ foot lanes, improving safety for cyclists, pedestrians, and motorists alike. • Edina Has Never Before Banned On-Street Parking to Accommodate Buffered Bike Lanes. The city advises that there are only two locations in all of Edina that currently have buffered bike lanes: Normandale Road (the Highway 100 frontage roads, both east and west, between 66th and 70th Streets) and the short segment of Valley View Road between Brookview and Wooddale. In neither case did the City eliminate established parking to create those buffered lanes. If this proposal is adopted, Wooddale Avenue would become the first residential street in Edina where the City has ever banned parking to accommodate buffered bicycle lanes. Conclusion Edina can support safe cycling without imposing disproportionate burdens on its residents. Decisions that restrict property owners' use and enjoyment of their homes - and that adversely impact patrons of long-time community institutions like St. Stephen's Episcopal Church and Edina Country Club - should not be undertaken without taking all interests into account and considering all possible alternatives. Elimination of parking on Wooddale is not necessary for public safety and would cause over 120 residential properties and two major community gathering places to lose on-street long-established parking under the proposed plan. The city council should ask the city staff to come up with a plan that does not require a parking ban. Respectfully submitted, Bill Egan

Respondent No: 178
Login: Registered

Responded At: Apr 06, 2026 14:51:25 pm
Last Seen: Apr 27, 2026 14:23:22 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I think removing parking would be a huge loss to all the homes on Wooddale. I do not think making permanent bike lanes is a good idea. It might be ok in places where the city is going to redo the road and there is space for both parking and bike lanes. I bike quite a bit in the summer months. I bike in the mornings for exercise. However, even as a biker, I do not support Edina's push for so many bike lanes with an expectation of lower vehicle usage. When I bike it is for exercise prior to going to work or going about my normal day. Edina is a car dependent city. Edina will continue to be a car dependent city for a long time.

Respondent No: 179
Login: Registered

Responded At: Apr 06, 2026 20:32:01 pm
Last Seen: Apr 07, 2026 02:35:02 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 56th Street and W 58th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

I live on wooddale and support this because 1. I like biking and the Wooddale sidewalk is much safer than riding down the street today 2. Traffic goes WAY too fast down wooddale. I was nearly hit in the crosswalk while pushing a bright red stroller--anything to reduce the speed would be a win for the neighborhood. I suspect kids ride on the sidewalks mostly because having cars roaring by is unsettling. On streets where vehicles hit speeds over 40-50mph and thousands of vehicles pass daily, cyclists need physical protection, not just paint. An unprotected lane that nobody currently uses is a clue. The problem isn't that people don't want to bike. It's that the design feels dangerous, so they don't. Splitting unprotected bike lanes to both sides and removing cars to make a dragstrip down the middle doesn't fix that. For that reason, I expect this will be resisted by the vast majority of those off Wooddale on side streets (who if this goes through will have my service vehicles and guests parking in front of their houses). ONE EASY SOLUTION to anticipate concerns and show you are listening to residents: Adjust building code limits to allow residences and businesses on wooddale or along a bike path in the city to widen driveways or otherwise ease lot restrictions. I'd like to widen my driveway but can't today due to being at the limit of non-permeable surfaces. If the driveway was wider--maybe even with permeable pavers--by one car width, all the dinner guests or dropoffs that will annoy my neighbors would be able to use the wider driveway. Also, I think this plan would have more support from neighbors if 1. The city shared a larger bike transportation plan or vision about how this new bike lane will connect into other lanes or work with the main france bus line to reduce traffic and congestion in the city. The 9 mile trail and the lake harriet trail are fantastic but there isn't a good way to get there from here on wooddale. Our city is a mess of disjointed bike lanes that don't connect to each other or anything else and aren't very usable today. 2. You'd win support if you showed how the bike lanes were part of a broader plan to slow traffic on wooddale. Right now cars act as a buffer and drivers are slowing a bit (hopefully) to make sure car doors dont open or someone doesnt step out. Literally nobody wants more cars or more cars that are less impeded and now going even faster. 3. Instead of bikes going both directions, you'd win more support if you took all the criticism you are about to get and suggested a sidepath instead. Widen the east side sidewalk to 12-14 feet, make it a true shared-use path (bikes, runners, walkers), and just decommission the idea of two separate unprotected bike lanes on the road entirely. Slower cyclists and pedestrians share it. Faster cyclists who want to ride with traffic can still use the road. This seems like the lowest-conflict option on a residential street like wooddale that should always have more walkers than cyclists anyway. It doesn't require driveway ramps because it's already at sidewalk grade. The trade-off is that confident cyclists will hate sharing with pedestrians, and pedestrians sometimes hate fast cyclists. Width and signage manage that and you have enough room for way more than the 14 feet. Research consistently shows active transportation infrastructure is neutral to positive for residential property values, but only when the street is visually more appealing, so if you have the budget to protect a bike lane or turn the sidewalk into a sidepath (not just paint) and make it look appealing, I'd support it.

Respondent No: 180
Login: Registered

Responded At: Apr 07, 2026 08:58:56 am
Last Seen: Apr 07, 2026 15:52:31 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

I bike this section of Wooddale regularly. Going north, there are usually very few cars parked, and this leaves bikers with an awkward choice. Either stay in the bike sharrow area to remain predictable as a biker but then have cars get mad at you because you're not biking in the open parking lane, or bike in the parking lane but have to swerve into traffic to get around the occasional parked car, which can be trickier to navigate for the biker and communicate to drivers what you're about to do and have them give you space. Going south is even more dangerous. The existing narrow bike "lane" (really just a glorified gutter area) between 50th and 54th is too small, often littered with tree debris, and often encroached upon by the golf course's overgrown hedges. This is by far the most dangerous part of biking on Wooddale as cars pass within feet with nowhere for the biker to go, so I hope this plan addresses that by significantly widening this area.

Respondent No: 181
Login: Registered

Responded At: Apr 07, 2026 17:52:56 pm
Last Seen: Apr 08, 2026 00:42:45 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 50th Street and W 52nd Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

We respectfully oppose eliminating street parking between 50th and 53rd St. This portion of Wooddale Ave requires street parking and it would adversely affect our residential area (Wooddale Glen) and surrounding church and country club business. We are a biking family and appreciate safe biking options but this end of Wooddale is not conducive to eliminating street parking. Please reconsider. Respectfully, Wooddale Ave / Wooddale Glen Resident, Kelly Van Stone and Joel Hutcheson

Respondent No: 182
Login: Registered

Responded At: Apr 07, 2026 18:10:58 pm
Last Seen: Apr 08, 2026 01:04:32 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 50th Street and W 52nd Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Very frequently (daily or near daily)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am a cyclist who lives on wooddale and don’t support eliminating parking on Wooddale. I have never had problems with feeling like cars were too close to me or that I was disrupting traffic even with cars parked. I strongly feel that eliminating parking would be disruptive to those living on side streets which would be worse for a cyclist as it is harder to see cars coming there and would be disruptive to those walking dogs, running, or just kids playing in the streets. Additionally the same number of cars would need to park regardless, so might as well allow them to park on Wooddale instead of displacing them.

Respondent No: 183
Login: Registered

Responded At: Apr 07, 2026 18:27:36 pm
Last Seen: Apr 08, 2026 01:21:34 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 50th Street and W 52nd Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

This is a ridiculous venture. There are plenty of other bike routes to choose from, and our ECC lot overfills frequently, not to mention we require additional parking for St. Stephen's for which Wooddale Ave allows for our elderly and young families to access easily.

Respondent No: 184
Login: Registered

Responded At: Apr 07, 2026 18:28:42 pm
Last Seen: Apr 08, 2026 01:26:21 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 50th Street and W 52nd Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I strongly oppose removing parking as it would cause vehicle traffic within my cul de sac and make it difficult for us and our neighbors to maneuver in and out of our driveways

Respondent No: 185
Login: Registered

Responded At: Apr 08, 2026 05:06:14 am
Last Seen: Apr 08, 2026 11:59:41 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

The questions above do not address my concern with the existing southbound bike lane. It needs divot repair.

Respondent No: 186
Login: Registered

Responded At: Apr 08, 2026 05:59:10 am
Last Seen: Apr 08, 2026 12:55:48 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

The current bike lanes seam adequate and are rarely used.

Respondent No: 187
Login: Registered

Responded At: Apr 08, 2026 06:14:54 am
Last Seen: Apr 08, 2026 13:09:15 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Need that parking to remain!

Respondent No: 188
Login: Registered

Responded At: Apr 09, 2026 08:41:11 am
Last Seen: Apr 09, 2026 15:39:32 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 60th Street and Valley View Road
Q3.	**How often do you travel by car on Wooddale Avenue?**	Rarely (less than once per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Neutral/no opinion
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Somewhat oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Make sure to also pave the Woodale walking path between Nancy Land and W 64th St/Rose court.

Respondent No: 189
Login: Registered

Responded At: Apr 10, 2026 13:11:38 pm
Last Seen: Apr 10, 2026 20:07:18 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Somewhat oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

It does not seem feasible to not allow any parking as that needs to service not only the residences but ECC club and the church. The way the street is currently it already seems that the bike lanes on both sides are too narrow, as well as the lanes to drive are already too narrow. Can there not just be a single designated bike lane adjacent to the sidewalk and with some type of barrier between the bike lane and traffic. I never feel safe biking along there but try to use the sidewalk instead, especially for children and I have always insisted they bike on the sidewalk instead of the bike lane given that street is already narrow.

Respondent No: 190
Login: Registered

Responded At: Apr 10, 2026 13:22:42 pm
Last Seen: Apr 10, 2026 20:16:37 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

This is silly. It is attempting to fix a problem that doesn't exist. I live a block off wooddale and use it more than most. The current setup works great. Adding more bike lanes won't all of a sudden make this drastically better, but instead makes us feel like we did something good for the cycling community, even when the desire or need isn't there. It will negatively impact parking used frequently and will cause movement of parked cars into other roads where biking is frequently done. This just displaces it elsewhere while inconveniencing us by removing valuable parking spaces. Wooddale won't become a bike riding haven because of an extra lane. It's already fine as it is.

Respondent No: 191
Login: Registered

Responded At: Apr 10, 2026 13:28:27 pm
Last Seen: Apr 10, 2026 20:27:15 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

This will interfere with overflow parking at Edina Country Club.

Respondent No: 192
Login: Registered

Responded At: Apr 10, 2026 13:29:37 pm
Last Seen: Apr 10, 2026 20:26:16 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

There are options to not bike on Wooddale if you need another route. Taking away parking is terrible for the people who live on Wooddale and other institutions on Wooddale.

Respondent No: 193
Login: Registered

Responded At: Apr 10, 2026 13:47:00 pm
Last Seen: Apr 10, 2026 20:38:04 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Very frequently (daily or near daily)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I have lived in the Golf Terrace Heights neighborhood for over 20 years and am an avid cyclist, often leaving or returning from rides on Wooddale Avenue. The current configuration, in my view, works well, particularly between 54th street and 50th street as the downhill northbound lane works find to ride near posted speeds with cars and the dedicated lane when coming southbound up the slope again works well. While I don't live on Wooddale I can't imagine the imposition to those residents to remove parking to move from a 1 way shared bike lane to a dedicated one.

Respondent No: 194
Login: Registered

Responded At: Apr 10, 2026 14:21:36 pm
Last Seen: Apr 10, 2026 20:34:06 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

The afternoon/early evening traffic on Woodddale is already a congested mess. Regarding removing on-street parking, where would Wooddale residents have their guests/family park????? Beyond the extreme inconvenience this would precipitate, hasn't Edina spent ENOUGH to accommodate the cyclists ? They are a minority. I think this is an idiotic idea.

Respondent No: 195
Login: Registered

Responded At: Apr 10, 2026 14:53:09 pm
Last Seen: Apr 10, 2026 21:50:21 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 196
Login: Registered

Responded At: Apr 10, 2026 17:07:08 pm
Last Seen: Apr 11, 2026 00:04:15 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Congestion is already high and parking in that area is limited so reducing spaces to accommodate bikers seems illogical, or like bikers are just yelling louder than anyone else. Additionally, adding a bike lane where there are numerous right turns on a hill or at the bottom seems like someone will get hurt. I've seen bikers not following traffic laws so allowing them to have a streamlined path to intersections seems like a bad idea as well.

Respondent No: 197
Login: Registered

Responded At: Apr 10, 2026 17:08:15 pm
Last Seen: Apr 11, 2026 00:05:45 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

St. Stephens and Edina CC need the parking more than the bikers need the dedicated parking by a LONG shot.

Respondent No: 198
Login: Registered

Responded At: Apr 10, 2026 17:21:25 pm
Last Seen: Apr 11, 2026 00:19:06 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

It would be highly inconvenient for wooddale residents to have guest parking. I also attend church at st Stephen’s on occasion and attend events at ECC and no parking would be difficult

Respondent No: 199
Login: Registered

Responded At: Apr 10, 2026 17:29:18 pm
Last Seen: Apr 11, 2026 00:27:21 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

This did not work the last time whe there was a grant given to Provide dedicated bike lanes. Stop making changes that don’t align with what Wooddale is used for.

Respondent No: 200
Login: Registered

Responded At: Apr 10, 2026 19:20:44 pm
Last Seen: Apr 11, 2026 02:17:12 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Please consider protected bike lanes.

Respondent No: 201
Login: Registered

Responded At: Apr 10, 2026 20:32:40 pm
Last Seen: Apr 11, 2026 03:29:36 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Neutral/no opinion

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am a cyclist who almost never bikes down Wooddale south of 50th, but I am strongly in favor of bike lanes for cyclists who do.

Respondent No: 202
Login: Registered

Responded At: Apr 11, 2026 06:39:00 am
Last Seen: Apr 11, 2026 13:35:11 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Thank you for taking our input. I love the idea of replacing the parking with bike lanes. Please avoid the situation on 54th near Arden & the church where people don't know where to drive because of the bike lanes. A separate bike lane make so much sense.

Respondent No: 203
Login: Registered

Responded At: Apr 11, 2026 07:27:52 am
Last Seen: Apr 11, 2026 14:25:04 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 50th Street and W 52nd Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am very concerned that adding bike lanes on Wooddale will significantly worsen parking and congestion in our neighborhood. Because we live adjacent to the Edina Country Club and St. Stephen’s Episcopal Church, events frequently cause overflow parking into our cul-de-sac even with current on-street parking available. Our family relies on street parking due to a small driveway, and we have already experienced our driveway being partially blocked during events. Parking along Wooddale between 50th and 54th is often full, so reducing it will push even more cars into residential streets, increasing congestion and creating safety and access concerns.

Respondent No: 204
Login: Registered

Responded At: Apr 11, 2026 08:11:20 am
Last Seen: Apr 11, 2026 15:03:05 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Wooddale is a busy road and main connector for schools, churches, Edina Country Club, Country Club neighborhood, and to Southdale corridor that should remain as it is. There is already a bike line that is barely ever used and I live a few blocks from it and drive on it daily. This is still a car dominant community and until that changes Wooddale should have parking on it along with the current bike line. You can always make changes in 10-20 years if needed. The churches along Wooddale rely on this parking for their services. Look at France Ave and you have cars parked all over front lawns, delivery and construction vehicles blocking traffic, and inability for people along France Ave to have people visit due to lack of street parking. This area needs the street parking.

Respondent No: 205
Login: Registered

Responded At: Apr 11, 2026 08:22:15 am
Last Seen: Apr 11, 2026 14:04:54 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am writing to express my strong concern regarding the proposed plan to eliminate street parking along Wooddale Avenue. I think this is a RIDICULOUS proposal. I have been a resident on Wooddale for 30 years, and while I fully support the addition of bike lanes, removing parking along the street presents a significant inconvenience—not only for residents but also for our guests. Many homes on Wooddale rely on street parking to accommodate visitors, and this change would create a real hardship, particularly for those of us located mid-block. Additionally, as a member of Edina Country Club, I know that guests frequently utilize nearby street parking. The proposed changes would also impact accessibility for visitors in that area. I am especially concerned that this proposal appears to have moved forward without sufficient input or discussion with the homeowners directly affected. This feels inconsistent with the city's "Better Together" approach. I would appreciate the opportunity to speak directly with someone from the city to better understand this proposal and share my perspective. Please feel free to contact me at your convenience at 952-250-7005. Shannon Horsager

Respondent No: 206
Login: Registered

Responded At: Apr 11, 2026 08:52:37 am
Last Seen: Apr 11, 2026 15:15:23 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

People that live on Wooddale would not have any where for guests to park if not on the street. They potentially would be blocks away on a side street to park. Where would construction traffic, service vehicles, landscapers be able to park and work there trade. Secondly. There is only occasional bikers while this proposal would permanently ban parking 24/7. I don't even understand the logic to propose this asinine project. Plus what logic is it to ban parking when bikes use it only somewhat 6 months out of the year. There should be NO bikes on Wooddale during the winter months. So half the year there will be almost no bikes while the parking ban would be for all twelve months. Where is the logic in this?

Respondent No: 207
Login: Registered

Responded At: Apr 11, 2026 09:09:13 am
Last Seen: Apr 11, 2026 16:02:47 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

This project is a terrible idea. Where are the guests of the homes on Wooddale supposed to park? St. Stephen's church goers would be incredibly inconvenienced if the parking on Wooddale is reduced/eliminated. Wooddale provides overflow parking for ECC. Adding an additional bike lane will have a significant negative impact on the residents in the area and on two important Edina institutions (ECC and St. Stephen's). Adding an additional bike lane when one already exists is a terrible idea that would only benefit a very small number of people while drastically impacting the direct residents of the area in a negative way.

Respondent No: 208
Login: Registered

Responded At: Apr 11, 2026 15:50:37 pm
Last Seen: Apr 11, 2026 22:49:52 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Somewhat support

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am writing in support of dedicated bike lanes for the entire length of Wooddale Avenue as part of the overlay project this year. As a parent of kids that often ride their bikes between Valley View and 50th, the current layout leaves only the sidewalk as a safe option for kids to navigate this important north-south segment. Separated (and preferably protected) bike lanes would be a significant improvement for kids and users of all ages over the current design.

Respondent No: 209
Login: Registered

Responded At: Apr 11, 2026 16:36:03 pm
Last Seen: Apr 11, 2026 23:23:03 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

That is such a busy road. There is not enough room for two cars and bicycles to pass safely. Why not use Arden Ave for example. Plus parking on the street is used all the time by St Stephen’s and Edina Country Club. These institutions cannot move - but bicyclist can very easily move where they ride.

Respondent No: 210
Login: Registered

Responded At: Apr 11, 2026 21:49:28 pm
Last Seen: Apr 12, 2026 04:43:11 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Due to frequent need for church and Golf club parking I would like to see the bike routed else where.

Respondent No: 211
Login: Registered

Responded At: Apr 12, 2026 07:16:14 am
Last Seen: Apr 12, 2026 14:05:19 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Somewhat oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am a frequent biker in Edina, but typically travel on Wooddale only to cross 50th and go the block south to Edina Country Club. I worry that removing all parking will create more hassles and safety challenges. Do we have any other residential streets with ZERO street parking? Could Wooddale residents get a waiver if they are entertaining so that guests can use the street if their driveway is full? Please only pursue this if you are ready to have dedicated on-site traffic control ticketing the Amazon and other delivery drivers who will inevitably use the street for parking. I'm all for bike lanes (I often bike commute from Edina to work at the U of M), but sharing a lane with cars is very reasonable. I suspect that many of the 19 accidents in the past year would have happened even with a dedicated lane. Cyclist education about safely claiming your share of the roadway to avoid doors swinging open from parked cars is probably a better use of city funds. Have you considered the split bike lane option on the west side of the road? That makes much more sense. Finally, thanks for getting input on this before you replace the Wooddale bridge.

Respondent No: 212
Login: Registered

Responded At: Apr 12, 2026 10:01:48 am
Last Seen: Apr 12, 2026 16:59:38 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I think parking on Wooddale is convenient and deters speeding. Having to park elsewhere creates more dangers for pedestrians on Wooddale.

Respondent No: 213
Login: Registered

Responded At: Apr 12, 2026 11:40:42 am
Last Seen: Apr 12, 2026 18:39:28 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 60th Street and Valley View Road
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 214
Login: Registered

Responded At: Apr 12, 2026 13:09:49 pm
Last Seen: Apr 12, 2026 20:08:21 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

There aren’t enough bikers to support a decision like this that would impact parking that is desperately needed. Especially near Edina Country Club.

Respondent No: 215
Login: Registered

Responded At: Apr 12, 2026 15:24:34 pm
Last Seen: Apr 12, 2026 22:23:47 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Neutral/no opinion
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 216
Login: Registered

Responded At: Apr 12, 2026 18:22:18 pm
Last Seen: Apr 13, 2026 01:09:39 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I value the City's efforts to improve walking and biking opportunities. However, this should not be done at the expense of our livability goals. To remove on-street parking for the families who live on Wooddale is like degrading the livability of their homes. They would lose parking for friends, family and other guests, and I find this incredibly disrespectful to these homeowners. I would be livid if I lived on Wooddale. I also wonder if this will create additional challenges for delivery truck drivers if there is no longer a lane to pull into. Please reconsider this proposal.

Respondent No: 217
Login: Registered

Responded At: Apr 13, 2026 06:13:27 am
Last Seen: Apr 13, 2026 13:08:28 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

This seems like an incredible waste of time and money and I am completely opposed to this. There is already a bike lane on Wooddale that works perfectly fine. Why on earth would you tear it up and replace it? What outcome are you looking for? If people bike they are already doing that, and it's working just fine. If people don't bike, replacing an ALREADY EXISTING bike lane is not going to entice anyone. Spend your money and resources on things Edina residents want. I guarantee you nobody wants this. Please stop wasting our tax payer dollars.

Respondent No: 218
Login: Registered

Responded At: Apr 13, 2026 09:05:21 am
Last Seen: Apr 13, 2026 15:56:44 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I live on 4511 Lakeview Drive, one block from Wooddale. I drive on Wooddale every day and during spring/summer/fall, I bike on Wooddale 2-3 times per week. We are members at Edina Country Club and routinely park on Wooddale when the club parking lots are full. If the parking was removed, overflow parking would be forced further away into adjacent neighborhoods, which is not convenient for club members and would be a nuisance for the residents of those neighborhoods. I also regularly bike on Wooddale with my family to go to ECC and to bring my kids to school. While it would be nice to have a dedicated bike lane, I strongly believe that removing the overflow parking at ECC does not justify the benefit of adding a bike lane.

Respondent No: 219
Login: Registered

Responded At: Apr 13, 2026 11:58:48 am
Last Seen: Apr 13, 2026 18:53:40 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

i'm very concerned about the city driving street parking off wooddele and on to Kellogg Ave where we live. this is not what we signed up for purchasing on kellogg to recieve all wooddale parkers. ECC, St. Stephens, Wooddale home guests will all be driven to kellogg. in addition, 54th design of the biking lanes does not work for drivers who think they are to drive in the middle of that road. but my primary concern is not fair to those like us in the neighborhoods to the east. i will likely not be able to attend the open house so i'm hoping the city and others can discuss this. why would neighbors off wooddale shoulder this issue. again- parking no longer allowed on wooddale is my primary concern.

Respondent No: 220
Login: Registered

Responded At: Apr 13, 2026 12:39:34 pm
Last Seen: Apr 13, 2026 19:36:21 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 221
Login: Registered

Responded At: Apr 13, 2026 14:03:23 pm
Last Seen: Apr 13, 2026 20:58:00 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

On-street parking on Wooddale is important and would create problems which I am sure the neighborhood adjacent would not appreciate. You have obviously not assessed the utilization of on-street parking on Wooddale or you would not be considering removing it.

Respondent No: 222
Login: Registered

Responded At: Apr 13, 2026 16:25:56 pm
Last Seen: Apr 13, 2026 22:47:37 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 54th Street and W 56th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I have 3 major areas of concern- 1) for the residents of Wooddale: many of the residents of Wooddale have homes with single lane driveways and are entirely dependent on the ability to "shuffle" cars for visitors (especially concerning for elderly, handicapped, and children), repairmen, medical personnel, etc. In many cases, having to park halfway down the street and around the corner will completely eliminate sightlines for the homeowners and is potentially a safety issue for young and old. Losing parking on both sides of the street is not only inconvenient, but a hardship. 2) for the general public: St. Stephens depends on Wooddale street parking for services such as funerals and weddings and other events, and the ECC depends on it for overflow as well. Not to mention the community lines the street for 4th of July and Homecoming parades. 3) Crash reduction: I just skimmed the master plan, and there was only 2 crashes on Wooddale from 2005-2015--one at both ends of the street. It would be helpful to know the source of 19 crashes in the past 10 years; I have noticed a steep increase in riders without helmuts and disregard for slowing at stop signs and signal turning during this time. Just curious if the majority of accidents are at intersections, particularly at both ends ... But my most pressing question is what has been done to study alternatives on quieter, less busy streets parallel to Wooddale (Kellogg, Oaklawn, St. Johns, etc.) It appear alternative streets were to be considered on the master plan map. Then an ideal buffered lane could be in place on a quieter street, resulting in no street without a spot to park at the curb (less hardship overall) , and it would be safer for the bikers as well Thank you

Respondent No: 223
Login: Registered

Responded At: Apr 14, 2026 10:02:55 am
Last Seen: Apr 14, 2026 16:46:52 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Very frequently (daily or near daily)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Wooddale Avenue is more than a street — it's the heart of our neighborhood. I drive and bike it every single day, and I can tell you firsthand that this proposal doesn't just change a few parking spots. It changes the character of our community. When you remove parking on Wooddale, you aren't just inconveniencing residents — you are cutting off neighbors who rely on street access for contractors, caregivers, and visitors. You are hurting homeowners who have invested everything into this neighborhood, only to watch their property values threatened by a decision made without them. Think about the congregation of St. Stephen's Church. These are our neighbors — seniors, families, people of faith who have gathered on this street for years. For many of them, that parking spot isn't a convenience. It's the only way they can get through the door. 53rd, 54th, and Kellogg are not solutions. They are dismissals. They say that our daily lives and our community's needs are someone else's problem. We pay taxes that fund these very streets. We have earned the right to shape what happens on them. And right now, our community is telling you clearly: this is not the change we want or need. Please listen to the people who actually live here. Reject this proposal and work with us — not around us.

Respondent No: 224
Login: Registered

Responded At: Apr 14, 2026 13:09:27 pm
Last Seen: Apr 14, 2026 19:55:22 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I have lived in Golf Terrace Heights neighborhood for over 20 years. Headed Southbound on Wooddale, it is a slight downhill and bikes can keep up with traffic. Keep the Northbound lane as is. And please keep the parking available - we visit friends on that street, as well as the church and the Country club. Removing on-street parking will not make this roadway any safer. The city has tried this once before and it didn't work. After lots of taxpayer dollars were spent to build it, it was quickly returned back to how it is. Please learn from past mistakes and don't make them again.

Respondent No: 225
Login: Registered

Responded At: Apr 15, 2026 08:05:04 am
Last Seen: Apr 15, 2026 15:04:09 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Neutral/no opinion

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 226
Login: Registered

Responded At: Apr 15, 2026 13:51:29 pm
Last Seen: Apr 15, 2026 20:47:56 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

The current bike lane system works well. Keep in mind that we can only use bikes 8-9 months during the year. But you can park 12 months per year. Use some common sense.

Respondent No: 227
Login: Registered

Responded At: Apr 17, 2026 05:28:06 am
Last Seen: Apr 17, 2026 12:26:03 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 228
Login: Registered

Responded At: Apr 17, 2026 08:49:53 am
Last Seen: Apr 17, 2026 15:35:43 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I STRONGLY oppose removing parking on Wooddale. Not only is parking important to ALL homeowners and businesses along this corridor, it creates unnecessary stress to all surrounding streets (construction trucks, overflow parking, etc). While I understand that biking needs to be safe and accessible, the current bike lanes on Wooddale work just fine. Using accident rates for justification on the safety of the bike lanes is misleading at best and a flat out misrepresentation of the facts at worst. I can provide more detail on these accidents if necessary. Also, asking residents (many of whom have elderly parents in wheelchairs) to essentially park two blocks away and walk without sidewalks is downright dangerous. I really don't think the benefit of two bike lanes outweighs the risks, inconvenience and (quite frankly) the decrease in property values (typically 5-10% without adequate parking) of removing the on-street parking. There are solutions suggested by MANY citizens that can allow for a bike lane and parking...and one already exists and works just fine. Change for the sake of change when it doesn't provide ANY benefit and actually is a NET NEGATIVE for nearby residents is simply crazy and unjustified. As a side note, on the last beautiful weekend, my RING camera recorded NINE total bikes from 9am-6pm. I then counted all of the cars parked on Wooddale at 2:30pm.... 31 total vehicles parked and NINE bikers. Come on guys....this just doesn't make any sense when what is already there is working just fine.

Respondent No: 229
Login: Registered

Responded At: Apr 17, 2026 14:12:32 pm
Last Seen: Apr 17, 2026 21:06:10 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I lived on Wooddale Ave for 25 years and raised 4 kids there. (5337). The city is always pushing for bike lanes on Wooddale...why not on Kellogg or Brookview? Wooddale takes the brunt of everything and the residents are treated unfairly. Strongly oppose!

Respondent No: 230
Login: Registered

Responded At: Apr 18, 2026 07:50:33 am
Last Seen: Apr 18, 2026 14:21:42 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 60th Street and Valley View Road
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

We have lived on Wooddale Avenue since 1991. When looking for houses we told our realtor that we did not want to live on a busy street. However we still purchased the house on Wooddale Avenue. At that time you could park on both sides of the street and the area had a nice neighborhood feel. Eventually that changed and parking was restricted to one side. Eventually we adjusted to the parking on one side of the street. I believe that at one time street parking was allowed on France Avenue. That is no longer true and most of us can see what a busy street France Avenue has become. Is that what you are trying to do with Wooddale? At present a lot of homes on Wooddale, at least in my immediate area, have single lane driveways. Therefore driveway parking becomes problematic if you have more than one car which is our situation. Add visitors and repair vehicles to the mix and you have a constant car shuffle. Is this what you envision for your residents? Please reconsider this proposed change to Wooddale. We purchased our home on Wooddale knowing that it was a somewhat busy street. This revision though will change things for the worse.

Respondent No: 231
Login: Registered

Responded At: Apr 20, 2026 10:03:00 am
Last Seen: Apr 20, 2026 17:01:37 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 50th Street and W 52nd Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

not answered

Respondent No: 232
Login: Registered

Responded At: Apr 20, 2026 10:18:10 am
Last Seen: Apr 20, 2026 17:13:49 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	1/2 mile to 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Frequently (2-3 times per week)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

We do not need more bike lanes. They are underutilized on streets where they already exist. What follow-up is done to measure the use of bike lanes where they exist.

Respondent No: 233
Login: Registered

Responded At: Apr 20, 2026 14:17:05 pm
Last Seen: Apr 20, 2026 21:18:01 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 60th Street and Valley View Road
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I am against removing on street parking for several reasons: 1) Limited driveway parking for houses on Wooddale 2) The advanced age of many residents making their similar aged guests walk longer distances is a burden in winter and bad weather, especially on the longer blocks, 3) On street parking is used daily by multiple cars year round 4) Streets, especially side streets without sidewalks are not well lit making it HUGE safety risk to pedestrians trying to walk back to their cars after being forced to park there due to parking restrictions 5) Houses with multiple drivers will have to play musical cars if they need to leave and someone else in the household is entertaining 6) There is a loneliness epidemic in this country, we should encourage socializing not making it more difficult 7) The share the road lanes are not well used by bikers in nice weather and are virtually none existent in winter 8) Delivery trucks and maintenance trucks can ruin driveways with their excessive weight adding further costs to residents 9) Where will overflow parking go for the two churches and country club? 10) The 2017 Pedestrian and Bike Master Plan is woefully out of date given the societal changes brought on by the pandemic and it's aftermath AND furthermore, it did not take into account the NEEDS of all residents of Edina regarding their transportation needs. To elaborate on some of my points. Many houses on Wooddale have very limited parking for guests. It is already a problem, if you and your neighbor have events at the sametime with multiple visitors. It gets more complicated by the fact that many homeowners are older so while the city may provide snow removal for sidewalks, they often do not do a good job making walking dangerous for guests. I frequently have to got out and shovel parts of the city sidewalk to make it usable. Not all residents do this. On my block alone there are five houses, where the residents are 60 years old and above. One house has residents that are in their 60s, three houses have residents that are in their 70 and one with someone in their 80s. According to the US Census website https://www.census.gov/quickfacts/fact/table/edinacityminnesota/PST045224 23% of Edina residents are 65 and older and 5% under age 65 years have a disability as of 2020-2024. Most of the year there are very few bikers. There are multiple delivery trucks everyday. There are also frequently many maintenance trucks for people having work done on their homes. I don't think biker's seasonal needs and wants should be given higher priority over residents year round needs. I'm not against bike lanes but not at the expense of on-street parking. You are picking winners and losers with your current plan, choosing bikers traveling through neighborhoods while ignoring the needs full-time residents. If you want bike lanes I suggest you put bike lanes on a less busy streets like Kellogg or Oaklawn, while allowing on-street parking. What about adding a bike lane at city expense by the side walk on the easement and a paved bike path on the other side of the street where there is no sidewalk? It is more expensive but friendlier to ALL involved. Residents should not have to pay for the bike lanes going by their houses when they may never use them. Bike lanes would be a city resource so the city should pay for it. After reviewing the 2017 Pedestrian and Bike Master Plan, I am appalled by the myopic, deeply flawed plan that takes a pollianna view of social engineering to get the public to bike and walk more. The plan does have a couple of good points. One, the city does need to plan for multiple types of transportation options. Second, biking is a healthy exercise. However, the plan ignores basic realities of residents. We live in Minnesota where 20 below days in winter are not unusual. It would be dangerous to walk or bike on such days, no matter how good a shape you are in. It also ignores that people for the foreseeable future will need and use cars and their needs must also be considered, especially since we lost our bus service a couple of years ago. The plan completely ignores that reality. This plan appears it was written by activists that want only their needs considered. Yes, you talked to the public and solicited their input, however were they told about the costs? Were they told they could lose parking infront of their houses and what it would cost in dollars to create actually bike lanes? I could write a multi page critique of the huge deficits of the plan, but since we are talking about on street parking I keep my comments to myself. Thank you for your time and consideration.

Respondent No: 234
Login: Registered

Responded At: Apr 21, 2026 14:15:32 pm
Last Seen: Apr 21, 2026 21:10:52 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

One dedicated bike lane is more than enough for the few bikers that use it. There is no reasonable justification for have two dedicated bike lanes. It seems like the City is attempting to get people out of their cars to bike as main transport. Realistically that is not going to happen. Particularly in a climate where biking is difficult 6 months of the year.

Respondent No: 235
Login: Registered

Responded At: Apr 22, 2026 07:28:13 am
Last Seen: Apr 21, 2026 13:24:59 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Somewhat oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

On behalf of St. Stephen’s Episcopal Church: I comment in my capacity as Rector and priest with St. Stephen's Episcopal Church at the corner of Wooddale Avenue and 50th Street in Edina. St. Stephen's Church has been an active community of faith serving Edina residents and residents of neighboring cities since 1937. Our present worship space was constructed and opened for use in 1938. The governing board (known as the Vestry) is generally opposed to the present plan to eliminate street parking along Wooddale Avenue to construct dedicated bicycle lanes. We share and appreciate concern for cyclist safety, but would encourage some creative accommodation that provides safety improvements for motorists and cyclists without eliminating current street parking. The church was gathered and our facilities constructed in the 1930's with a vision to serve the emerging Country Club and Arden neighborhoods of Edina. When the church acquired the land for its present location, the Vestry did not foresee what would become the future and contemporary need for more extensive parking, a need that has arisen with church and community growth and extraordinary changes in human mobility. St. Stephen's Church depends upon the limited street-side parking that is available along the block at Wooddale Avenue connecting to 50th Street, especially for our less ambulatory members who cannot walk or cannot walk more than short distances. In order to readily access the church, our members, guests, youth programs, and community service ministries depend upon the goodwill of our city and our neighbors as we make use of available public parking in the neighborhood both north and south of 50th Street. It would be a very significant burden to this 90 year old faith community to lose current on-street parking along Wooddale Avenue, both adjacent to and immediately south of the church. It is possible that our membership and/or attendance would would be negatively impacted with the loss of even a few safe and convenient parking spaces. Every Sunday, most Wednesdays, and on many weekdays, we gather in larger numbers for worship and programs. Our members range in age from young families with infants and toddlers to elders in the 90s who eagerly want to gather with their friends in faith. Parking alternatives, especially for our elders and less ambulatory members, are nearly nonexistent. On-street parking on the south side of 50th Street at Utley Park, along with public parking lots at both Utley and Wooddale Parks are already well-used and occupied during Sunday church services and activities at the parks. We are also concerned for the impact that the loss of street parking would have upon our neighbors and upon the Edina Country Club. It seems in the broader public and neighborhood interest that some helpful parking accommodation be maintained for homeowners and neighborhood institutions that have long lived with the present parking availability. We understand that some of our neighbors have made, or are soon to make, proposals to city planners that may well accommodate on-street parking while still providing bicycle lanes. Our hope is that such a proposal may well be possible. We stand ready and willing to collaborate with our neighbors, the City, and the Edina Country Club to promote alternatives to the elimination of needed and necessary neighborhood parking. It may be advantageous to the City to seek ways to preserve and even add parking for this historic and thriving neighborhood and the private and religious institutions that anchor community life here. Thank you for the opportunity to present these comments for consideration. The Rev. Tom Cook 9th Rector, St. Stephen’s Episcopal Church

Respondent No: 236
Login: Registered

Responded At: Apr 22, 2026 10:27:25 am
Last Seen: Apr 22, 2026 17:20:30 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I urge you to: NOT take away our off street parking.

Respondent No: 237
Login: Registered

Responded At: Apr 22, 2026 10:40:48 am
Last Seen: Apr 22, 2026 17:37:18 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I live on Wooddale Ave and strongly oppose eliminating the parking for a dedicated bike lane. There are not enough bikers to warrant a dedicated bike lane, and the bikers we have are used to the process we have now. Instead of taking away parking for a bike lane, I would support a sidewalk on both sides of the street. Leave the parking!

Respondent No: 238
Login: Registered

Responded At: Apr 22, 2026 15:31:23 pm
Last Seen: Apr 22, 2026 22:21:56 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

The downside of living in an older neighborhood in Edina is the constant tear-down and construction noise, dirt, damage to my residence and vehicles parked in the street. The plus side is that older, less-maintained homes have been replaced. The joy is that these homes are filled with families with young children and there is a constant parade of people, pets, bikes and strollers up and down Kellogg Avenue. So much so, that whenever I am in the yard gardening, someone always stops by and sits on the stone wall to visit. It was so common that I built a front patio and sitting wall to accommodate the visitors. We are also very close to Pamela Park and already find some overflow parking on Kellogg. I am very concerned that if parking is further restricted on Wooddale, more cars will migrate to Kellogg Avenue to park and will block sight lines for drivers and restrict the current walkers due to safety concerns. Please come up with another plan. I am interested in the numbers of bikers on Wooddale compared to the number of walkers on all of the neighboring streets. I walk the neighborhoods every day as do almost all of my neighbors.

Respondent No: 239
Login: Registered

Responded At: Apr 22, 2026 18:27:28 pm
Last Seen: Apr 23, 2026 01:12:50 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 52nd Street and W 54th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Neutral
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I have lived on Wooddale since 1993. We drive and bike on Wooddale and have had no issue with the parking situation and riding my bike. It would be an extreme hardship to take away the parking particularly since there is NO parking on 53rd or 54th. This would hurt our property value and keep us from having family, caregivers, friends and people who work in our house be able to come to our home. What will happen to St Stephen’s church parking? Will they also loose their handicap parking which was critical for my mother when our daughter got married. There are plenty of neighborhood streets to bike on. Today we rode our bikes down Wooddale, crossed at 50th with no problem. And do it 4 -5 times a week in the summer. You are giving us NO option for parking and hurting the Wooddale residents as well as other on back streets. I have been trying to call you for two weeks with no response. Please call me. Scott Birney at 952-334-2586. We hope you listen to the people in the neighborhood who pay the taxes and elect the city council. Scott Birney

Respondent No: 240
Login: Registered

Responded At: Apr 23, 2026 08:38:52 am
Last Seen: Apr 23, 2026 15:28:12 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I have not seen any detail around how much traffic there is on Wooddale currently...is there currently a safety issues? Otherwise, this seems unnecessary given the potential to use other side streets for a bike lane. Thank you for taking feedback.

Respondent No: 241
Login: Registered

Responded At: Apr 23, 2026 10:29:24 am
Last Seen: Apr 23, 2026 17:22:53 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 50th Street and W 52nd Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

As a resident on Wooddale avenue, my personal experience is there is more use of the parking lane than bike traffic in aggregate. Being located between two smaller cul de sacs, there would be significant distance required to park on the nearest side street. I believe delivery cars and trucks would also park in the bike lane regardless, creating an unsafe environment. With Wooddale Ave being a larger thoroughfare for vehicle traffic, I believe a bike lane would be better suited for a calmer road.

Respondent No: 242
Login: Registered

Responded At: Apr 23, 2026 12:42:47 pm
Last Seen: Apr 23, 2026 19:36:15 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 58th Street and W 60th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

As a resident of the 5800 block of Wooddale Avenue, I urge the City Council to reject the proposal to ban on-street parking to accommodate dedicated bicycle lanes. This proposal imposes severe burdens on all Wooddale residents and community institutions that rely on on-street parking without any demonstrated safety gains for the cycling community. The Safety Justification Does Not Support This Drastic Remedy Edina city staff cites concerns over safety for cyclists on Wooddale as the justification for recommending the elimination of on-street parking to accommodate dedicated bike lanes. The data, however, does not support such a drastic and sweeping measure: The data do not support the stated risk. The city cites 19 accidents over a 10 year span as evidence of the need for two dedicated bike lanes along this one mile stretch of road. Of those 19 total accidents, five occurred in the winter months, and four occurred after dark (one involve both). Because cycling in the winter and after dark is rare, this makes the relevant accident rate close to one accident per year. Moreover, the chances that a cyclist would happen to be in the vicinity of one or even two accidents per year is exceedingly low, and even if that were to happen, a painted bike lane offers little protection to the cyclist who might happen to be close by. Only one accident in that ten year stretch involved a bicycle. The data the city provided in response to a request for information regarding these accidents revealed that only one accident on Wooddale involved a cyclist. The city provides no information describing how the accident occurred and it appears from the information provided that it was not a serious crash; the report stated that this accident resulted only in a “possible injury.” Nor is there any evidence that this accident would not have happened had the cyclist been in a dedicated bike lane. One cycling accident in 10 years involving a “possible injury” is hardly justification for a ban on parking for a one-mile stretch of roadway to accommodate dedicated bike lanes. The remedy of banning parking in favor a dedicated bake lanes is disproportionate to the risk. Banning on-street parking adversely affects the use and enjoyment of the properties of over 120 Edina residents with Wooddale addresses, not to mention St. Stephens Episcopal Church, which relies on the availability of parking for services and events, and the Edina Country Club, whose guests frequently rely on Wooddale parking when its parking lots are full, as often happens. Depriving these property owners of on-street parking is a serious matter. Such a drastic measure should only be taken in the case of a compelling government interest and, in this case, the reasons for taking this step are not compelling. Eliminating Parking Creates Its Own Safety Hazards Removing parking will not simply create an inconvenience for residents and guests of

Woodale properties - it introduces new risks to non-cyclists. Visitors of Wooddale residences, St. Stephen's Church, and the Edina Country Club would be required to park on side-streets, most of which are without sidewalks. In many cases these guests would be required to walk relatively long distances to get to their destinations. In addition, from November through March, this means increased exposure to slip-and-fall hazards on icy streets, a real and recurring danger. Alternative North-South Routes Already Exist Cyclists who are uncomfortable riding on Wooddale have options. Parallel streets - Kellogg, Oaklawn, Brookside, and St. Johns/Fairfax – all provide north-south connectivity without requiring significant travel on Wooddale. In the locations where cycling on Wooddale is necessary, the current configuration has proven over time to be safe enough. These alternate routes only slightly increase the riding distances for cyclists. While these users may feel inconvenienced by taking alternate routes, the alternative of depriving 120+ Wooddale residents of on-street parking to accommodate these cyclists imposes a drastically greater inconvenience and is not a reasonable measure. Buffer Lanes Do Not Justify the Elimination of Parking. The schematic recommended by the city for lower Wooddale includes two-foot wide painted buffers between the bike lanes and the traffic lanes. These buffer lanes are not necessary and would provide minimal real-world protection. No physical barrier. A painted buffer offers zero protection against vehicle incursions. They are nice to have, but remember, we are talking about a stretch of road that has experienced the practical equivalent of just over one daytime, non-winter-month motor vehicle accident per year. The additional of buffer lanes does not justify elimination of on-street parking for the residents and institutions that would be adversely impacted by this measure. Narrower lanes calm traffic. The alternative of reducing the traffic lanes from the proposed 11½ feet to 10 feet would enhance the traffic-calming effect of lane width reduction. Numerous traffic studies have shown that narrowing traffic lanes reduces average vehicle speeds. In fact, a 2025 peer-reviewed traffic study of 320 street segments in Utah found that each one-foot increase in lane width increased the odds of an injury crash by 38%. The converse is also true; a one-foot reduction of lane width creates a 38% reduction of the odds of a crash resulting in injuries. Clearly, ten-foot-wide lanes would slow traffic more effectively than the proposed 11½ foot lanes, improving safety for cyclists, pedestrians, and motorists alike. Edina Has Never Before Banned On-Street Parking to Accommodate Buffered Bike Lanes. The city advises that there are only two locations in all of Edina that currently have buffered bike lanes: Normandale Road (the Highway 100 frontage roads, both east and west, between 66th and 70th Streets) and the short segment of Valley View Road between Brookview and Wooddale. In neither case did the City eliminate established parking to create those buffered lanes. If this proposal is adopted, Wooddale Avenue would become the first residential street in Edina where the City has ever banned parking to accommodate buffered bicycle lanes. Conclusion Edina can support safe cycling without imposing disproportionate burdens on its residents. Decisions that restrict property owners' use and enjoyment of their homes - and that adversely impact patrons of long-time community institutions like St. Stephen's Episcopal Church and Edina Country Club - should not be undertaken without taking all interests into account and considering all possible alternatives. Elimination of parking on Wooddale is not necessary for public safety and would cause over 120 residential properties and two major community gathering places to lose on-street long-established parking under the proposed plan. The city council should ask the city staff to come up with a plan that does not require a parking ban. Respectfully submitted, Nick Ballin

Respondent No: 243
Login: Registered

Responded At: Apr 23, 2026 15:42:25 pm
Last Seen: Apr 23, 2026 22:40:24 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 50th Street and W 52nd Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Rarely (less than once per month)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Street parking is full only occasionally - at holidays during church and during the 4th of July parade. It seems minimal at other times which means is generally doesn't impede the bike lanes. I would like to look Wooddale as is.

Respondent No: 244
Login: Registered

Responded At: Apr 24, 2026 04:50:05 am
Last Seen: Apr 24, 2026 11:37:17 am

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	More than 1 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Occassionally (1-4 times per month)
Q4.	**How often do you bike on Wooddale Avenue?**	Frequently (2-3 times per week)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very likely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly support
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly support

Q9. **Please provide any additional feedback you may have on the proposed project.**

Wooddale, from Valley View to West 50th St needs to resurfaced and relined.. It is impossible to ride in the bike lane on the west side of the street from 50th to 54th street because there are potholes and previous poor surface fixes. In the summer, the bushes from the golf course grow into the bike lane on the west side of the street and the lane can't be used without getting scratchedI If you want an example of how to fix Wooddale, and you want an excellent example, check our West 76th Street in Richfield in both directions (East and West) from the 77th Street/76th Street intersection to Cedar Avenue

Respondent No: 245
Login: Registered

Responded At: Apr 24, 2026 08:17:48 am
Last Seen: Apr 24, 2026 14:39:19 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	Less than 1/2 mile
Q2.	**Where do you live on Wooddale Avenue?**	not answered
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Never
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Never
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

1. My understanding is that there has been one motorist / cyclist accident on Wooddale Avenue in the last ten years. This is remarkable considering the lack of respect that many cyclists have for the traffic laws (eg stop signs), and the lack of lane discipline by motorists. There is not a road layout problem here that needs to be fixed. 2. This proposal negatively impacts the ability of homeowners to have visitors to their properties. Where is the alternative parking? There is nothing on 54th and 58th streets. Wooddale Court and Wooddale Glen have very little street parking which could be used as an alternative. 3. In the age of delivery services and delivery vehicles, where are these supposed to park? Having delivery vehicles drive onto a property and then having to reverse out is dangerous. 4, Where will contractors's vehicles park? 5. St. Stephen's Church has very limited parking, and has even less for those for people with limited mobility. As presented this proposal seeks to remove over half of it. The Transportation Commission has urged the Council to consider all-ages-and-abilities (AAA) design alternatives. Here is an example where you are seeking to reduce access. 6. Users of the Edina Country Club also park on Woodale Avenue, typically between 52nd St and the bridge. Where will they park? 7. Wooddale Avenue is also used by visitors to the Edina Parade. Does the City wish to make it more difficult to attend the parade? Also visitors to the Edina Art Fair used to park on Wooddale Avenue, but this has decreased in recent years. 8. Visitors to events in Utley Park also use Wooddale Avenue for parking. Again, what is the alternative? 9 . If the Wooddale Avenue street parking is removed, how will the City handle the reduction in property values? They will decrease. I know one former homeowner on 58th St, who, when trying to sell his house, had potential buyers walk away as there was by then no on-street parking. 10. The junction of Wooddale Avenue and 50th St. is very busy especially during rush hours and when school buses are using the street.. I hope that this proposal does not mean that there would be a reduction in the number of traffic lanes from two to one for northbound Wooddale traffic at 50th St. I cannot tell. The tailbacks on Wooddale would only increase. I do not see how maintaining two northbound traffic lanes would allow for a dedicated bike lane the whole way to the traffic light. In which case, why bother with a bike lane? 11. In conclusion. This project lacks essential definition. It does not solve any problems that need to be fixed, and will introduce many more as discussed above. For these reasons I am totally opposed to the existing proposal. Thank you John Crabtree 5408 Oaklawn Avenue Edina, MN 55424 952-928-8434. . 3. I do not see how intermittently spaced parking on Wooddale

Respondent No: 246
Login: Registered

Responded At: Apr 24, 2026 10:24:42 am
Last Seen: Apr 24, 2026 17:13:50 pm

Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 56th Street and W 58th Street
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Very unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Frequently (2-3 times per week)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

Dear City Staff and Council Members, Thank you for the opportunity to provide formal feedback on the proposed changes to Wooddale Avenue. I have reviewed the project materials and also reached out directly to Andrew Scipioni to request additional information and have a dialogue to address questions I had, and offer the following for consideration as part of the City's evaluation process. At a fundamental level, my primary concern remains straightforward: what specific, corridor level problem is this proposal intended to solve? The materials reference alignment with the Edina Climate Action Plan, the Edina Pedestrian and Bicycle Master Plan, and the Living Streets Plan. These are important policy frameworks, but they are intentionally broad and designed to guide long term direction across the City. They do not, on their own, establish a demonstrated need for a specific change on a specific corridor. Based on the information provided and direct conversation with Andrew Scipioni, it appears that the concept for modifying Wooddale was identified through alignment with these broader plans, and that corridor specific data is being evaluated afterward to inform a final recommendation. This sequence is concerning, as it suggests the proposal precedes the evidence that would justify it. A sound planning process would begin with identifying a clearly defined local issue supported by data, and then evaluating potential solutions. Here, that order is not clearly established. The project materials also reference historical crash data along Wooddale as part of the rationale for potential changes. Specifically, the City notes that 29 crashes have occurred along this corridor over the past 10 years, or fewer than three per year. Of these, 18 were property damage only, and only 11 involved minor or possible injury. Just 3 of the 29 crashes involved a cyclist, and only 3 involved a parked vehicle over the entire 10 year period. Without additional context regarding severity, causation, or a demonstrated link between these incidents and the current street configuration, it is difficult to conclude that removing on street parking is a proportionate or targeted safety response. More broadly, the tradeoffs associated with this proposal are not balanced. The removal of on street parking represents a definitive, permanent loss of utility for adjacent residents. It affects daily use, guest access, and overall property function. By contrast, the anticipated benefit, increased bicycle usage along this corridor, has not been quantified or demonstrated based on the information provided. It has also been acknowledged that expected usage is not formally estimated. This creates a situation in which a certain and ongoing impact is being weighed against a benefit that is uncertain. It is also not clear whether expected bicycle usage on this specific corridor has been evaluated in the context of the surrounding street

network. In residential areas such as this, cyclists often choose lower traffic parallel routes when available. If nearby streets already provide a lower stress riding environment, it raises the question of whether the proposed changes on Wooddale would meaningfully shift behavior or usage. Without this type of analysis, the proposal again reflects a certain and permanent loss of parking utility in exchange for a benefit that remains uncertain. There are also clear secondary impacts that should be considered. The removal of on street parking would likely affect property values, as comparable homes with accessible street parking are generally more attractive to potential buyers than those without. If this change moves forward, it raises the question of whether property valuations for affected homes will be reassessed accordingly. In addition, eliminating parking on Wooddale will not eliminate demand for parking, but instead shift it to adjacent streets. It is not clear whether homeowners on nearby streets, including those roughly two to three houses in from an intersection, have been adequately notified that they should expect increased on street parking and its associated impacts. Practical considerations reinforce this imbalance. In Minnesota, the usability of on street bicycle infrastructure is seasonal, while the need for residential parking exists year round. This makes the tradeoff unequal not only in certainty, but also in consistency of use. The City's own Living Streets framework requires a context sensitive, balanced approach that evaluates parking need, considers neighborhood impacts, and uses data to inform project level decisions. However, the Wooddale proposal appears to begin with a predetermined design that removes parking, without presenting supporting analysis of parking demand or spillover effects, or a demonstrated safety issue tied to the current configuration. The crash data provided shows limited involvement of cyclists and parked vehicles, with only 3 cyclist related incidents and 3 parked vehicle related incidents over a 10 year period, and the stated justification relies primarily on broader network goals rather than a clearly defined corridor specific problem. As a result, the proposal does not appear to align with the City's own stated planning and design standards. Finally, while it has been noted that no formal recommendation has been made, the materials provided to residents describe a defined proposed configuration. From a practical standpoint, this creates the perception that a specific outcome has already been identified, with subsequent analysis serving to evaluate or refine it. If that is not the case, it would be important for the City's process to clearly demonstrate how proposals are reconsidered or set aside when supporting data does not justify them. In summary, my concern is not with the City's broader goals, but with the application of those goals in a manner that does not appear to be grounded in corridor specific need or supported by proportionate evidence. Before advancing this proposal, the City should be able to clearly demonstrate a specific and measurable problem on Wooddale, evidence that the proposed change directly addresses that problem, and that the expected benefits outweigh the known and permanent impacts to residents. Thank you again for the opportunity to provide input. Sincerely, Max Weinberger

Respondent No: 247
Login: Registered

Responded At: Apr 24, 2026 14:02:13 pm
Last Seen: Apr 24, 2026 20:48:31 pm

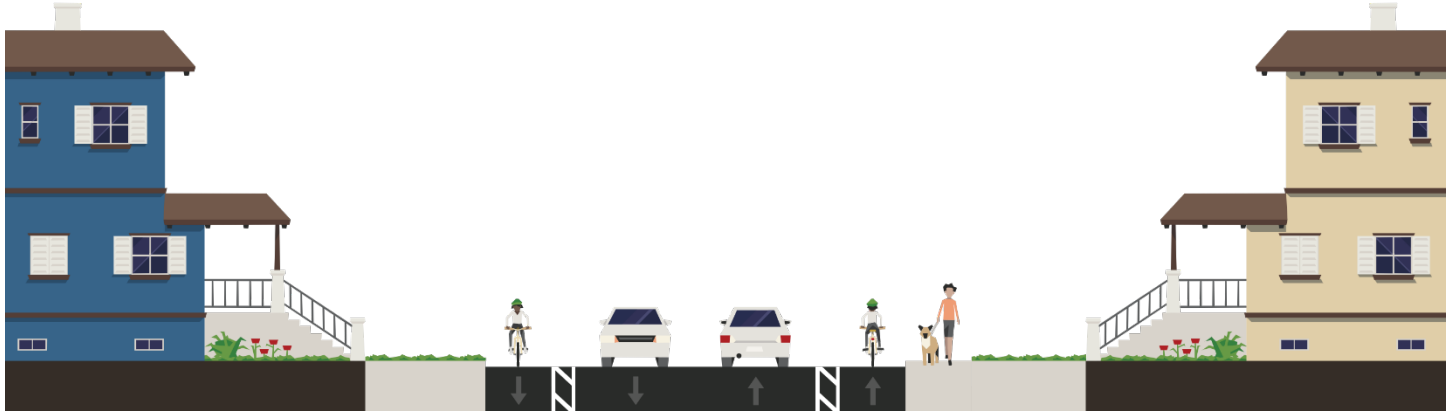
Q1.	**Approximately where do you live in relation to Wooddale Avenue?**	On Wooddale Avenue
Q2.	**Where do you live on Wooddale Avenue?**	Between W 60th Street and Valley View Road
Q3.	**How often do you travel by car on Wooddale Avenue?**	Very frequently (daily or near daily)
Q4.	**How often do you bike on Wooddale Avenue?**	Rarely (less than once per month)
Q5.	**How likely are you to bike on Wooddale Avenue if it had dedicated bike lanes?**	Somewhat unlikely
Q6.	**To what extent do you support upgrading bike lanes on Wooddale Avenue?**	Strongly oppose
Q7.	**How often do you or your guests park on Wooddale Avenue?**	Very frequently (daily or near daily)
Q8.	**To what extent do you support removing on-street parking on Wooddale Avenue?**	Strongly oppose

Q9. **Please provide any additional feedback you may have on the proposed project.**

I have lived on Wooddale Avenue for over 46not years. The number of bikers that use this avenue does not support providing more access. This project will not encourage more biking. It is costly and not necessary.

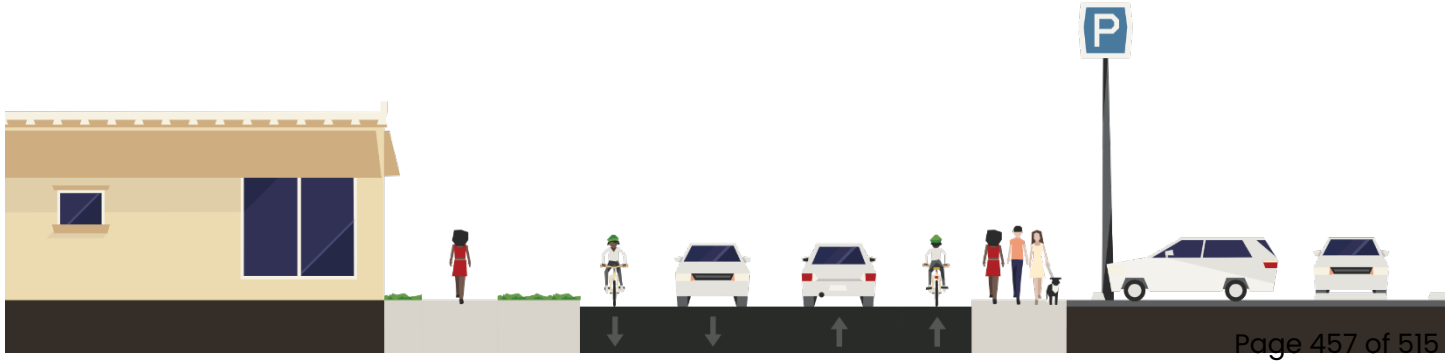
Option 1: One-Way Bike Lanes

Wooddale Lane to W 56th Street (35')
- 5.5' southbound bike lane with 2' buffer
- 10' southbound travel lane
- 10' northbound travel lane
- 5.5' northbound bike lane with 2' buffer



W 56th Street to W 61st Street (31')
- 5.5' southbound bike lane
- 10' southbound travel lane
- 10' northbound travel lane
- 5.5' northbound bike lane

W 61st Street to Valley View Road (31')
- 5.5' southbound bike lane
- 10' southbound travel lane
- 10' northbound travel lane
- 5.5' northbound bike lane

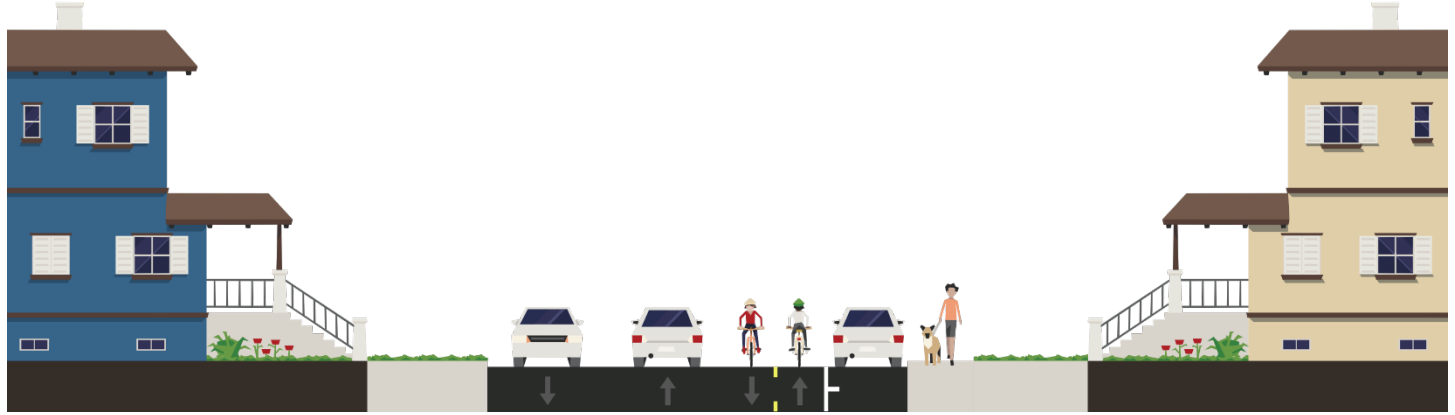


Option 2A: Two-Way Bike Lane, East Side, Partial Parking

Wooddale Lane to W 56th Street (35')

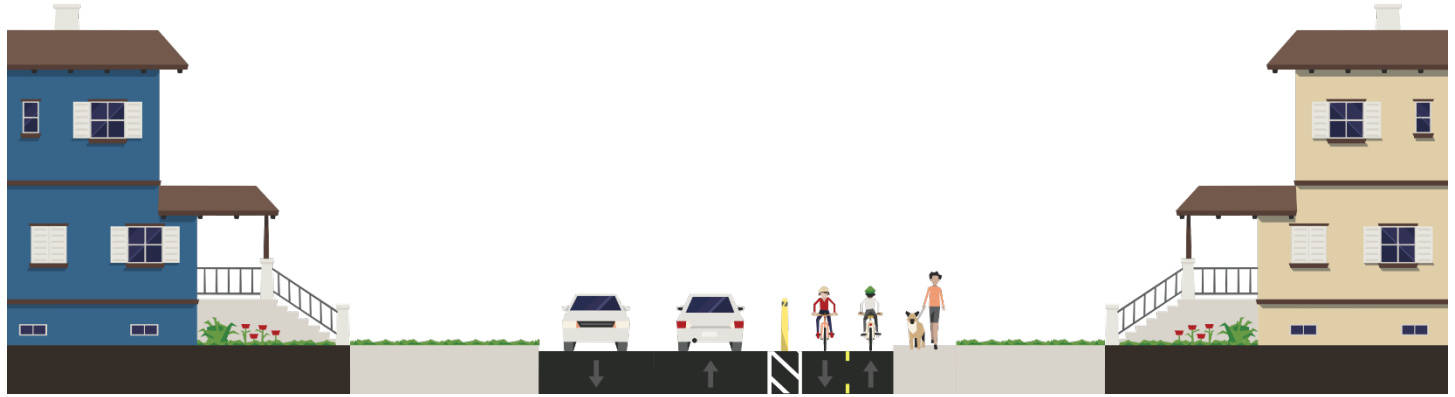
- 10' southbound travel lane
- 10' northbound travel lane
- 8' two-way bike lane
- 7' northbound parking lane

This section does not comply with Municipal State Aid minimum design standards



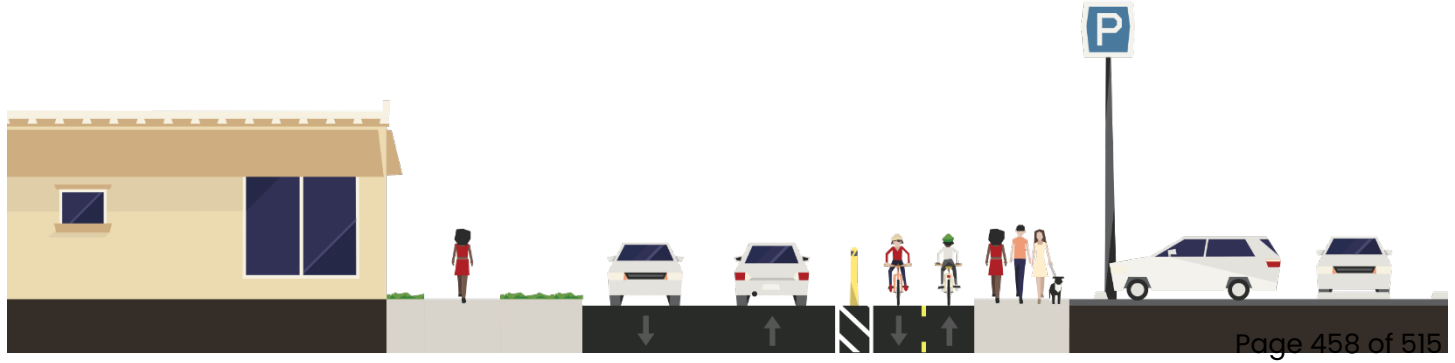
W 56th Street to W 61st Street (31')

- 10' southbound travel lane
- 10' northbound travel lane
- 8' two-way bike lane with 3' buffer



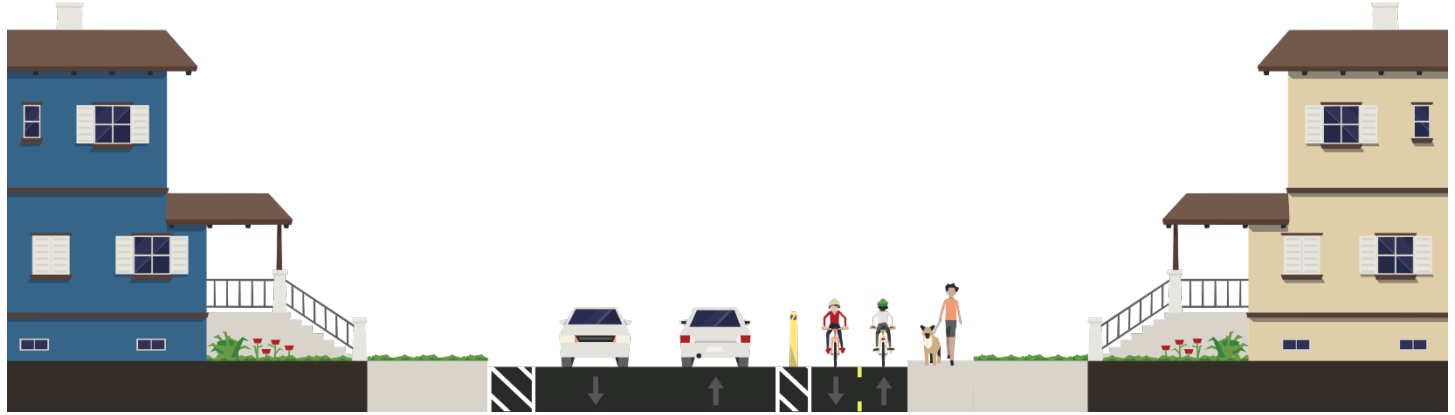
W 61st Street to Valley View Road (31')

- 10' southbound travel lane
- 10' northbound travel lane
- 8' two-way bike lane with 3' buffer

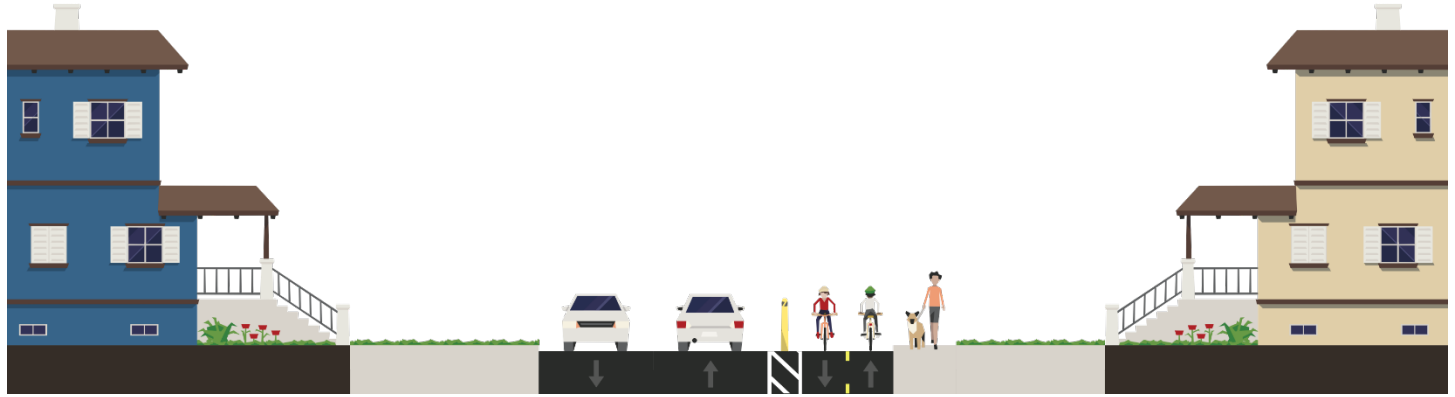


Option 2B: Two-Way Bike Lane, East Side, No Parking

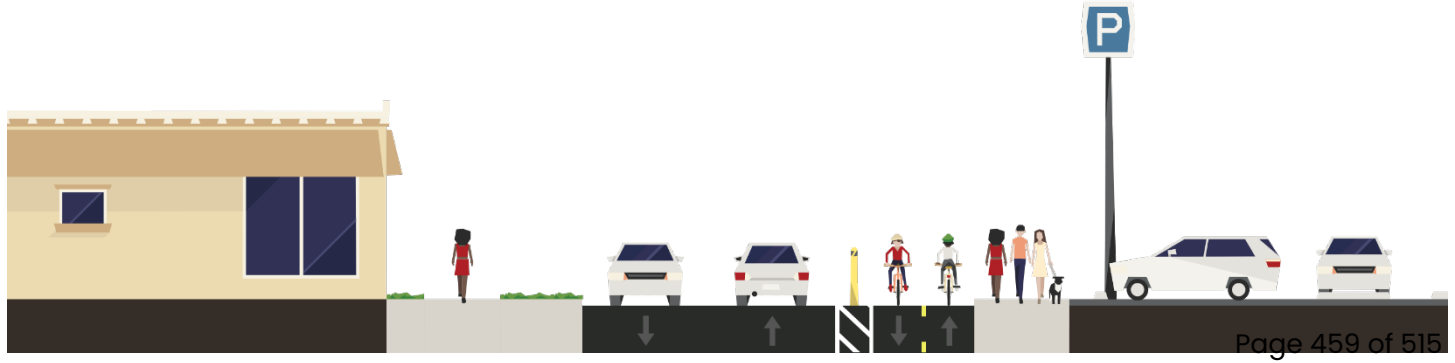
Wooddale Lane to W 56th Street (35')
- 4' southbound shoulder
- 10' southbound travel lane
- 10' northbound travel lane
- 8' two-way bike lane with 3' buffer



W 56th Street to W 61st Street (31')
- 10' southbound travel lane
- 10' northbound travel lane
- 8' two-way bike lane with 3' buffer

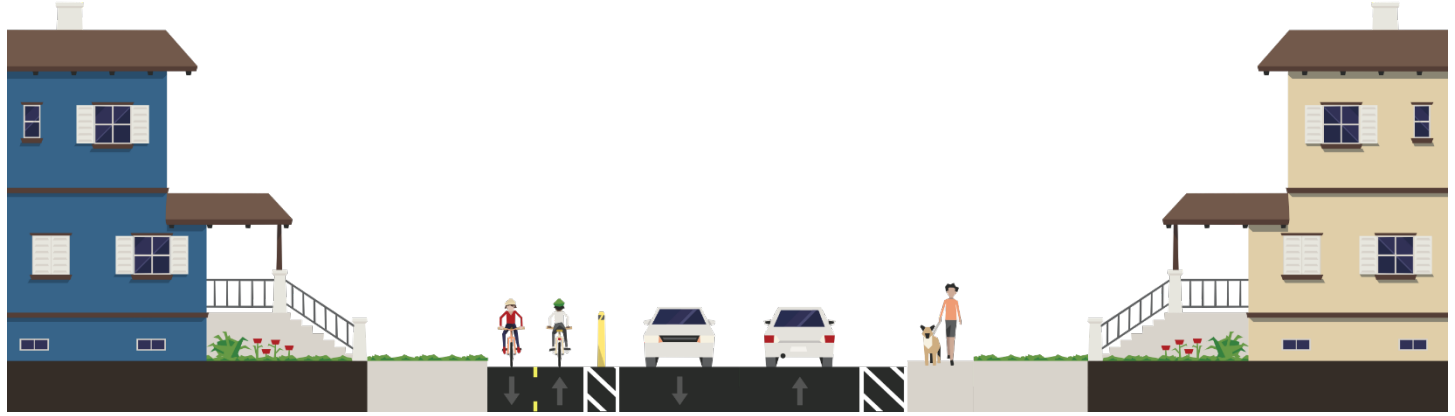


W 61st Street to Valley View Road (31')
- 10' southbound travel lane
- 10' northbound travel lane
- 8' two-way bike lane with 3' buffer

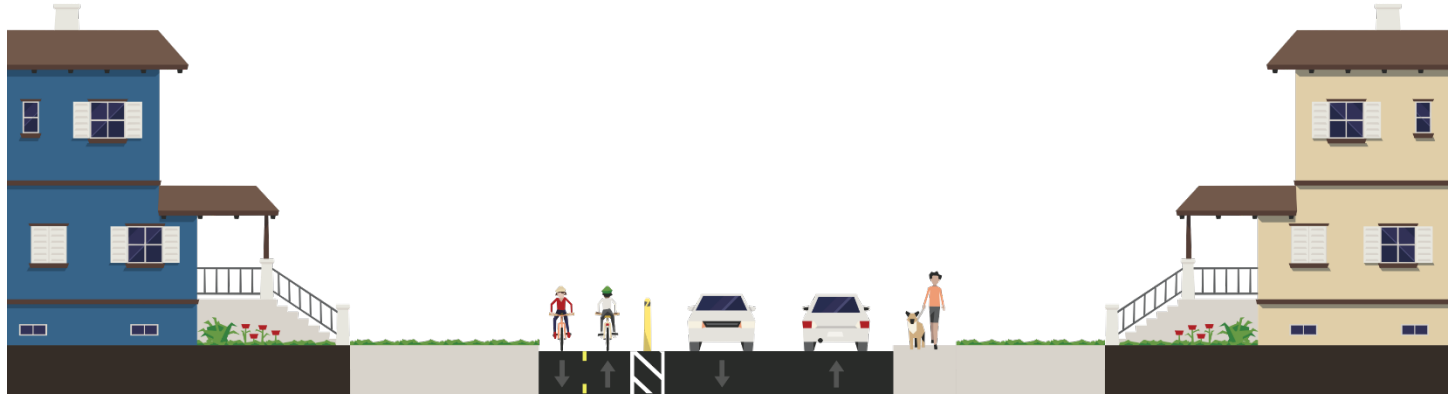


Option 2C: Two-Way Bike Lane, West Side, No Parking

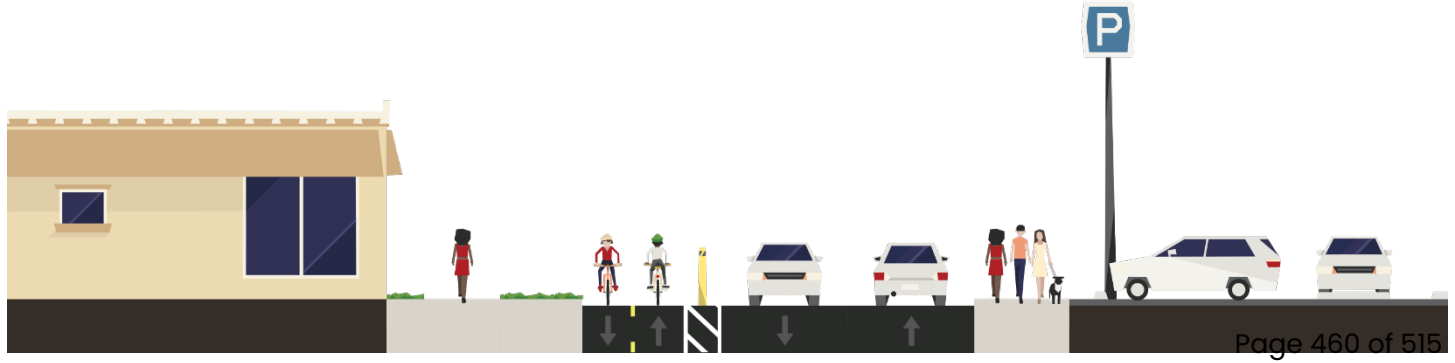
Wooddale Lane to W 56th Street (35')
- 8' two-way bike lane with 3' buffer
- 10' southbound travel lane
- 10' northbound travel lane
- 4' northbound shoulder



W 56th Street to W 61st Street (31')
- 8' two-way bike lane with 3' buffer
- 10' southbound travel lane
- 10' northbound travel lane



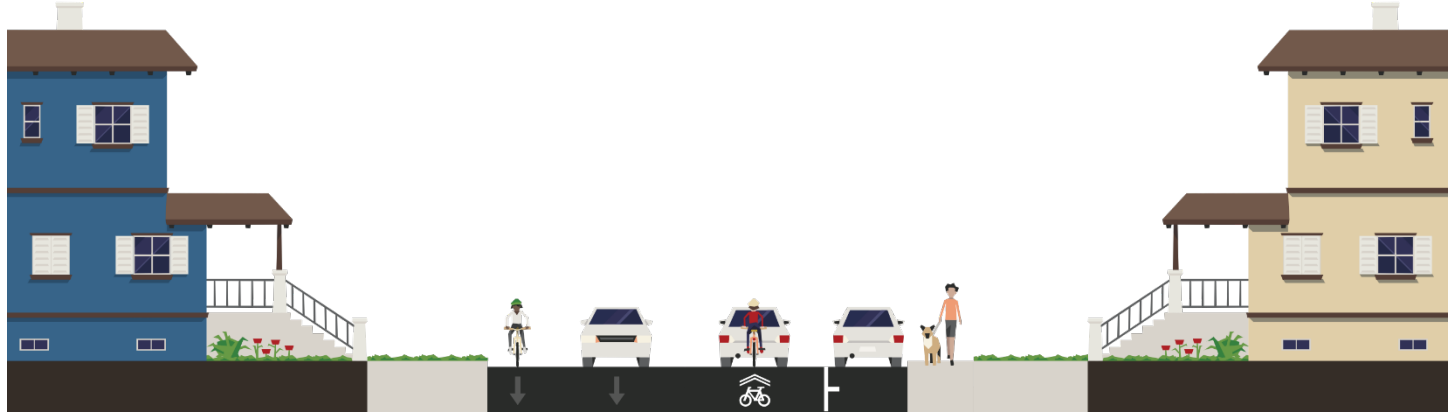
W 61st Street to Valley View Road (31')
- 8' two-way bike lane with 3' buffer
- 10' southbound travel lane
- 10' northbound travel lane



Option 3: Existing Configuration

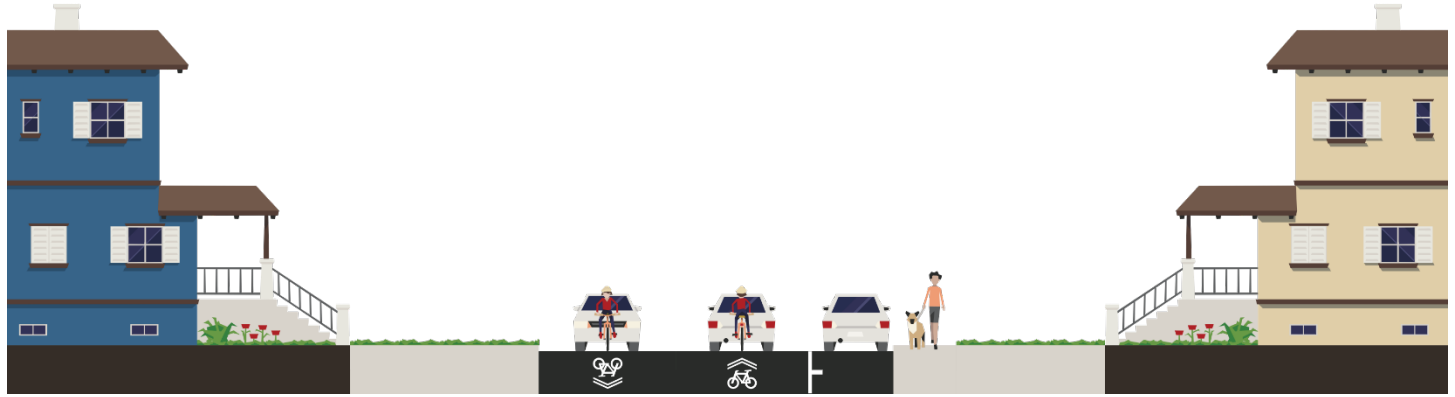
Wooddale Lane to W 56th Street (35')

- 5' southbound bike lane
- 11.5' southbound travel lane
- 11.5' northbound travel lane
- 7' northbound parking lane



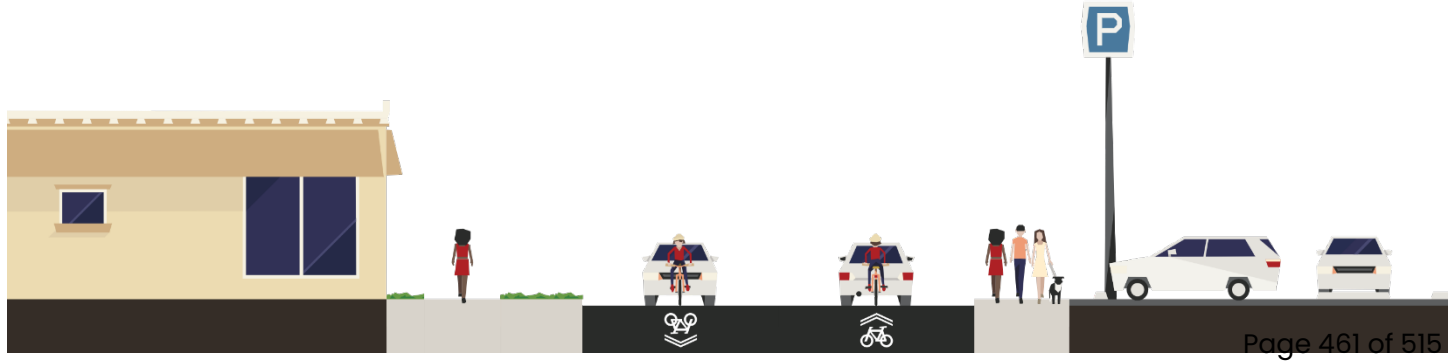
W 56th Street to W 61st Street (31')

- 12' southbound shared travel lane
- 11.5' northbound shared travel lane
- 7.5' northbound parking lane



W 61st Street to Valley View Road (31')

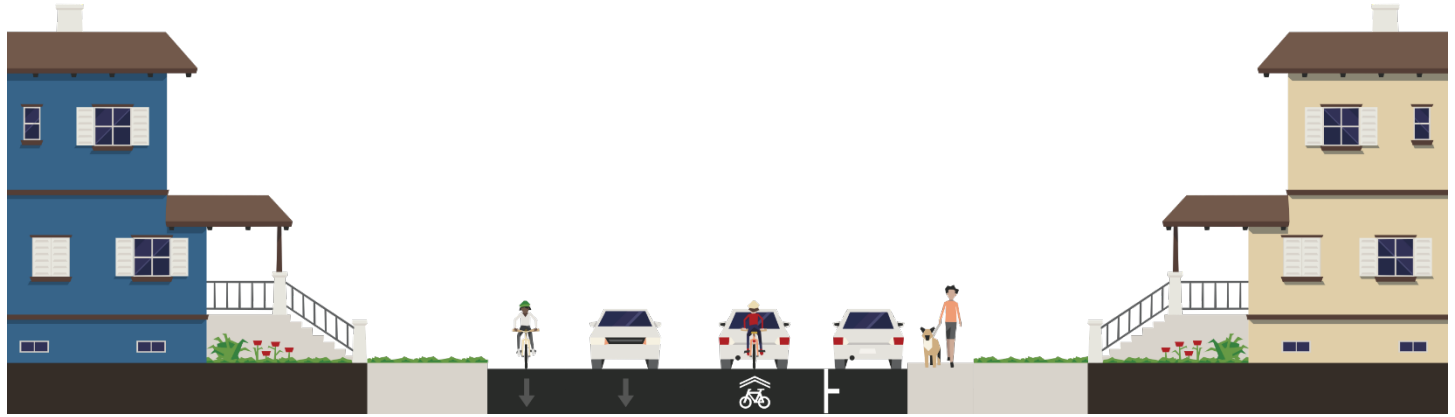
- 15.5' southbound shared travel lane
- 15.5' northbound shared travel lane



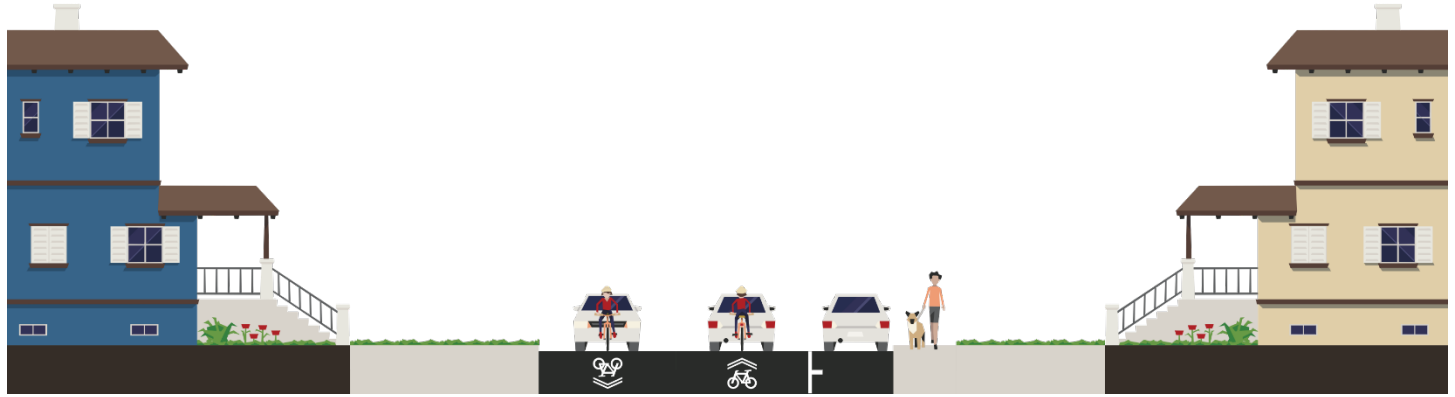
Option 4

*Drafted for discussion

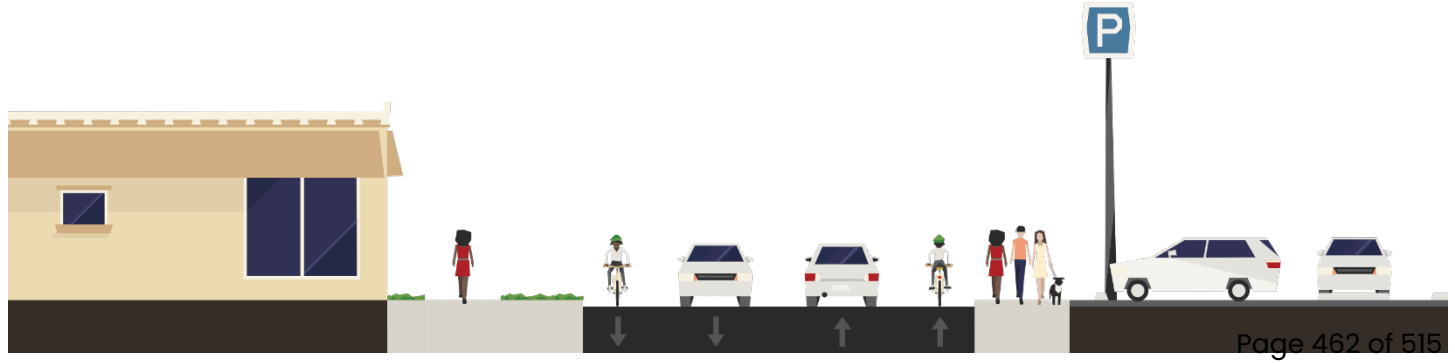
Wooddale Lane to W 56th Street (35')
- 6.5' southbound bike lane
- 10' southbound travel lane
- 11.5' northbound travel lane
- 7' northbound parking lane



W 56th Street to W 61st Street (31')
- 12' southbound shared travel lane
- 11.5' northbound shared travel lane
- 7.5' northbound parking lane



W 61st Street to Valley View Road (31')
- 5.5' southbound bike lane
- 10' southbound travel lane
- 10' northbound travel lane
- 5.5' northbound bike lane



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Wooddale Avenue Bike Lane Project

July 21, 2026

EdinaMN.gov

Background

- Wooddale Ave, Wooddale Ln to Valley View Rd
- Only north-south bike corridor in NE quadrant
- Bituminous overlay scheduled for 2026
- Opportunity to reconfigure roadway to need future needs

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Existing Conditions: Segment 1

- Wooddale Ln to W 56th St (35' wide)
  - 5' southbound bike lane
  - 11.5' southbound travel lane
  - 11.5' northbound travel lane with shared bike lane
  - 7.5' northbound parking lane

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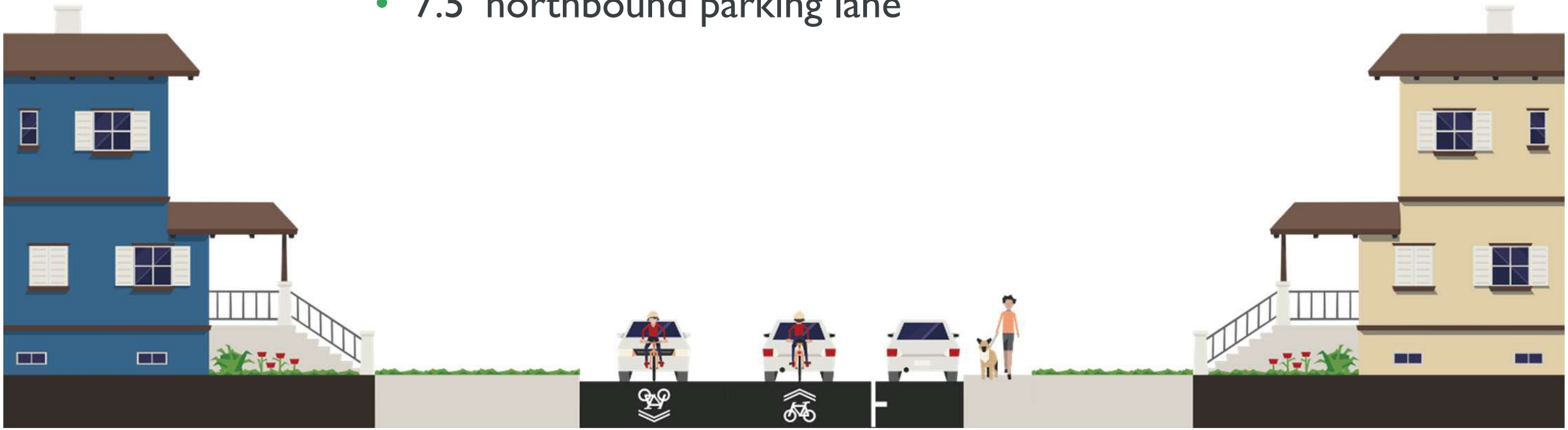
Existing Conditions: Segment 2

- W 56th St to W 61st St (31' wide)
  - 12' southbound travel lane with shared bike lane
  - 11.5' northbound travel lane with shared bike lane
  - 7.5' northbound parking lane



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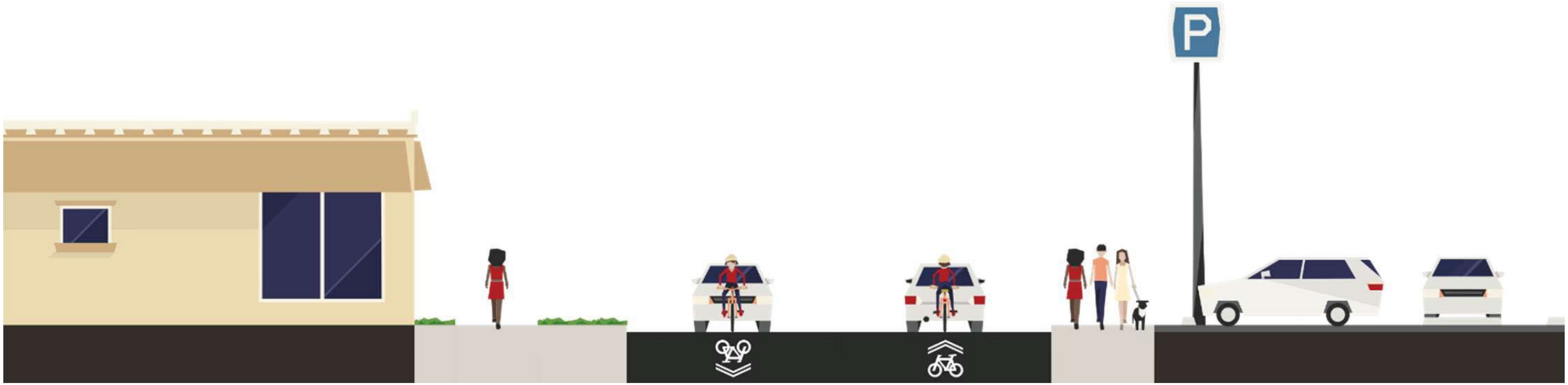
Existing Conditions: Segment 3

- W 61st St to Valley View Rd (31' wide)
  - 15.5' southbound travel lane with shared bike lane
  - 15.5' northbound travel lane with shared bike lane



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Traffic and Crash Data

- 3,600 – 6,700 vehicles per day (estimated capacity of 10,000 vpd)
- 26.7 – 34.8 mph 85th percentile speed (25 mph speed limit)
- 19 crashes reported (Jan 1, 2016 – Mar 31, 2026)
  - Location:
    - 5 in Segment 1
    - 14 in Segment 2
  - Severity:
    - 5 minor injury
    - 3 possible injury
    - 11 property damage only
  - Mode:
    - 1 pedestrian (minor injury)
    - 1 cyclist (possible injury)
    - 17 motorist only

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Parking Capacity

- Approximately 129 on-street parking spaces within project limits, serving 148 adjacent properties
  - Segment 1: Wooddale Ln to W 56th St - 79
  - Segment 2: W 56th St to W 61st St – 50
  - Segment 3: W 61st St to Valley View Rd – 0
- Limited to six hours per City Code
- On-street parking available on all side streets except W 54th St, Lexington Ave and W 58th St
  - For most, less than 0.1 miles (two-minute walk)
  - At most, less than 0.2 miles (four-minute walk)

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Relation to City Plans

- Comprehensive Plan – supports multiple goals related to multi-modal transportation, sustainability and safety
- Living Streets Plan – supports goal to balance needs of all modes of transportation
- Pedestrian and Bicycle Master Plan – supports goals to increase number of community members who chose to bike
- Climate Action Plan – supports goals to reduce emissions and increase public transit ridership
- Safe & Equitable Mobility Action Plan – supports goal to eliminate traffic deaths and serious injuries

Other Design Considerations

- Municipal State Aid Design Standards
  - Establish minimum widths for travel lanes, parking lanes and bike facilities

- Minnesota Bicycle Facility Design Manual
  - Provides guidance on best-practices for bike facility design and implementation

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Community Engagement

- Feedback solicited through online survey on BetterTogetherEdina.org
- 247 responses received:
  - 38% live on Wooddale Ave, 48% less than ½ mile away
  - 88% drive 2-7 times per week on Wooddale Ave
  - 53% bike less than once per month on Wooddale Ave; 27% bike 1-4 times per month and 20% bike 2-7 times per week
  - 44% utilize on-street parking on Wooddale Ave 2-7 times per week; 42% utilize on-street parking less than once per month
  - 48% are unlikely to bike on Wooddale Ave if it had dedicated bike lanes; 31% are likely to bike if dedicated lanes were provided
  - 67% oppose upgrading the bike lanes on Wooddale Avenue
  - 72% oppose removing on-street parking on Wooddale Avenue

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Community Engagement

- 93 respondents on Wooddale Ave:
  - 99% drive on Wooddale Ave 2-7 times per week
  - 53% bike on Wooddale Ave less than once per month; 26% bike 1-4 times per month; 21% bike 2-7 times per week
  - 84% utilize on-street parking on Wooddale Ave 2-7 times per week
  - 56% are unlikely to bike on Wooddale Ave if it had dedicated bike lanes; 7% are likely to bike if dedicated lanes were provided
  - 90% oppose upgrading the bike lanes on Wooddale Ave
  - 99% oppose removing on-street parking on Wooddale Ave

Advisory Commission Feedback

- Transportation and Energy & Environment Commissions approved advisory communications related to project

- Recommended that the City "review all viable all-ages-and-abilities (AAA) design alternatives for the corridor"

- Recommended City Council "adopt a protected bike lane, which includes a vertical and horizontal separation element."

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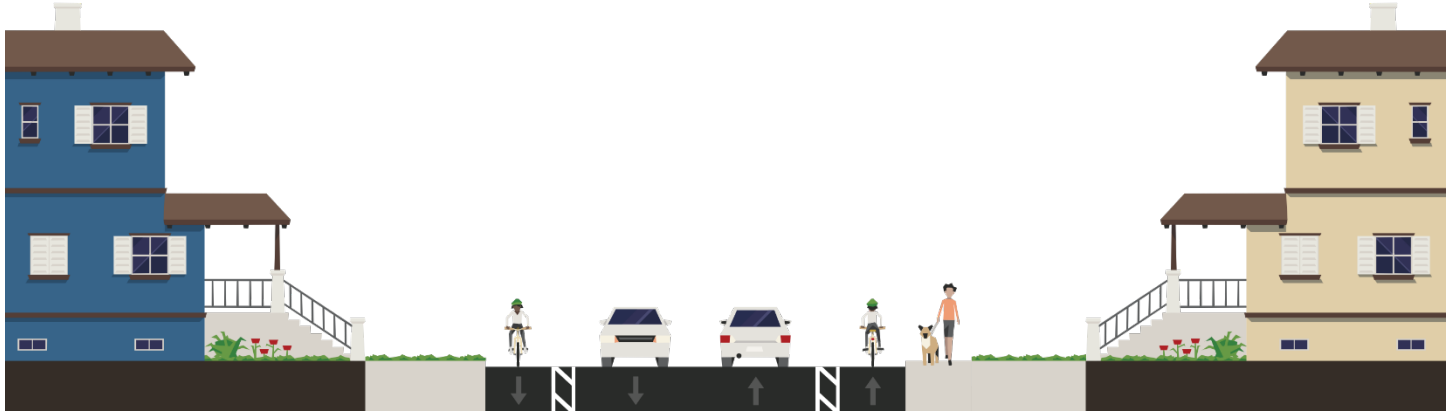
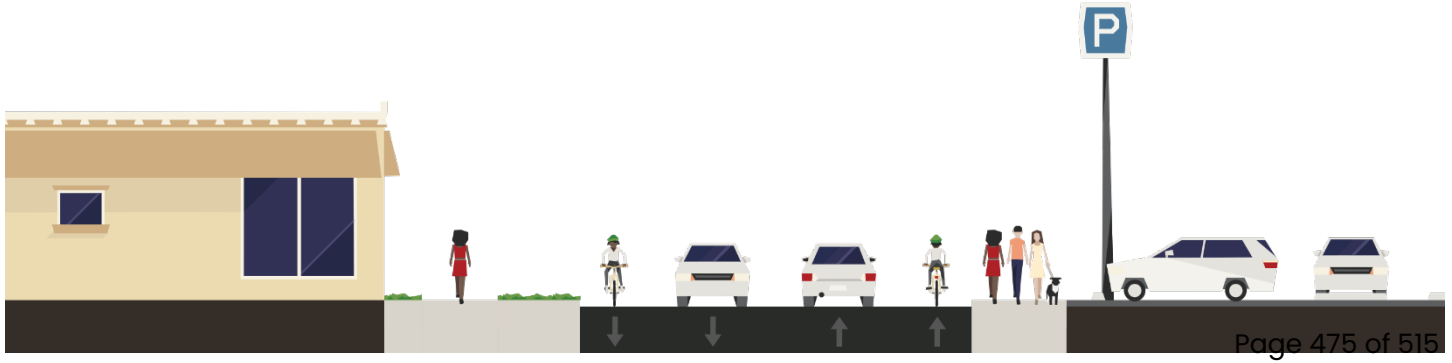
Option 1: One-Way Bike Lanes

Wooddale Lane to W 56th Street (35')
- 5.5' southbound bike lane with 2' buffer
- 10' southbound travel lane
- 10' northbound travel lane
- 5.5' northbound bike lane with 2' buffer



W 56th Street to W 61st Street (31')
- 5.5' southbound bike lane
- 10' southbound travel lane
- 10' northbound travel lane
- 5.5' northbound bike lane

W 61st Street to Valley View Road (31')
- 5.5' southbound bike lane
- 10' southbound travel lane
- 10' northbound travel lane
- 5.5' northbound bike lane

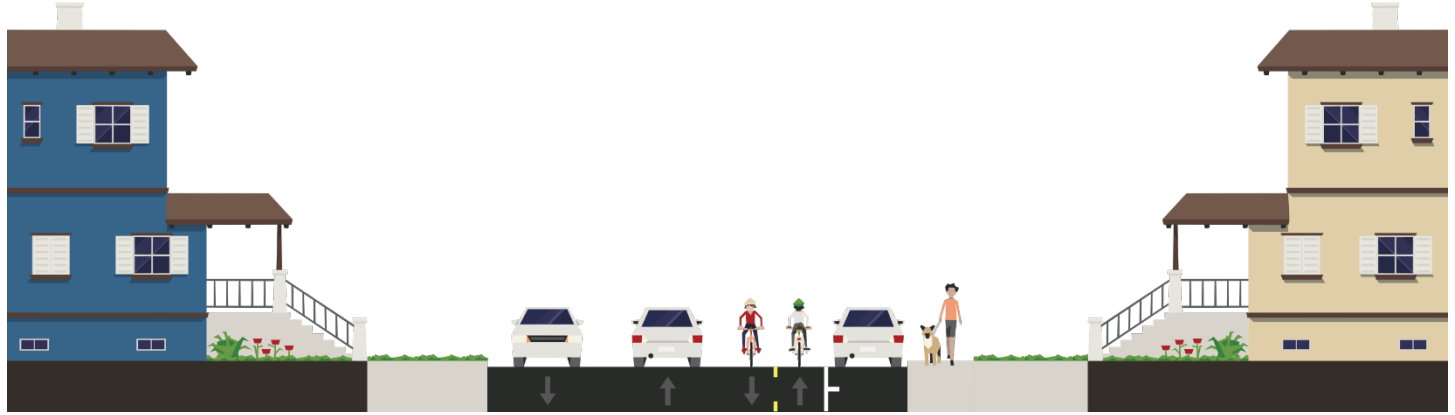


Option 2A: Two-Way Bike Lane, East Side, Partial Parking

Wooddale Lane to W 56th Street (35')

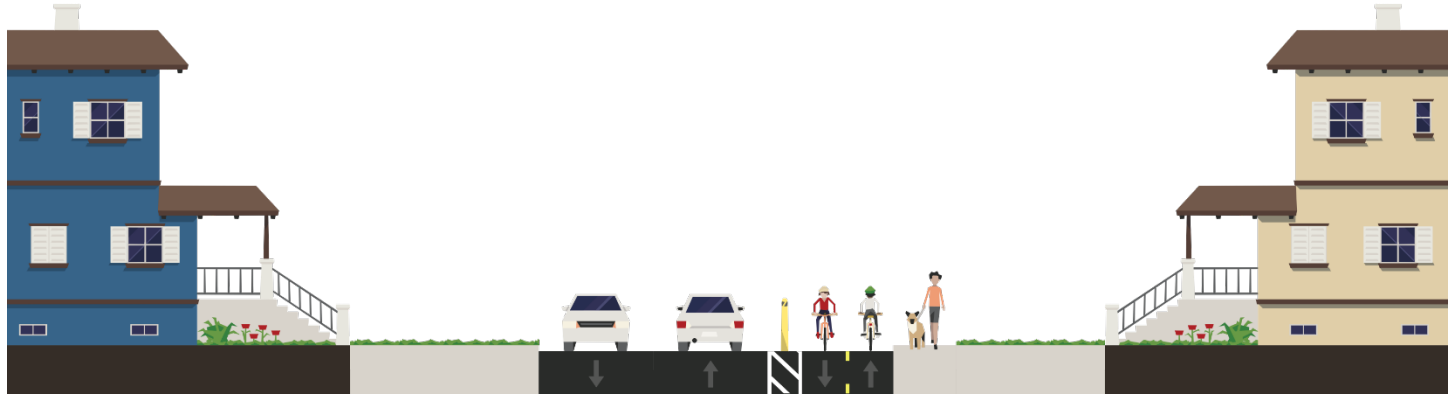
- 10' southbound travel lane
- 10' northbound travel lane
- 8' two-way bike lane
- 7' northbound parking lane

This section does not comply with Municipal State Aid minimum design standards



W 56th Street to W 61st Street (31')

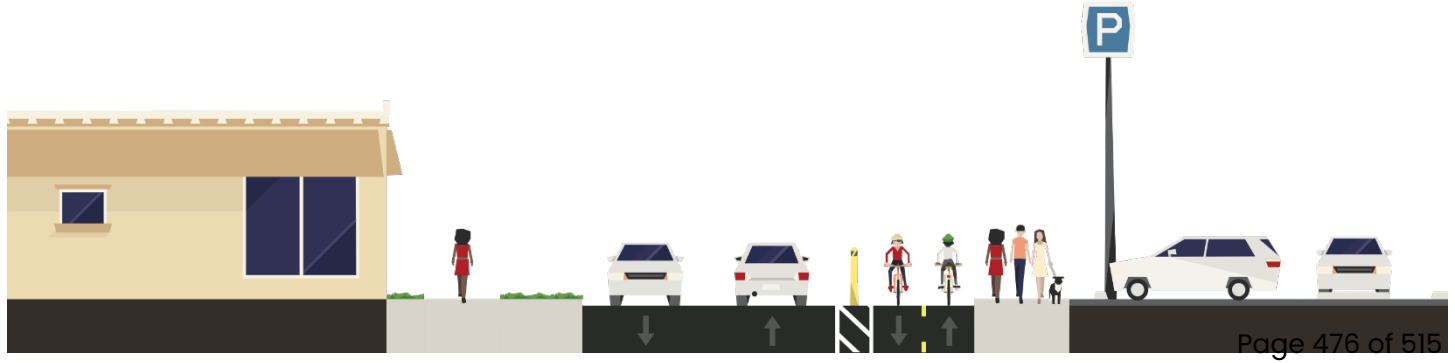
- 10' southbound travel lane
- 10' northbound travel lane
- 8' two-way bike lane with 3' buffer



W 61st Street to Valley View Road (31')

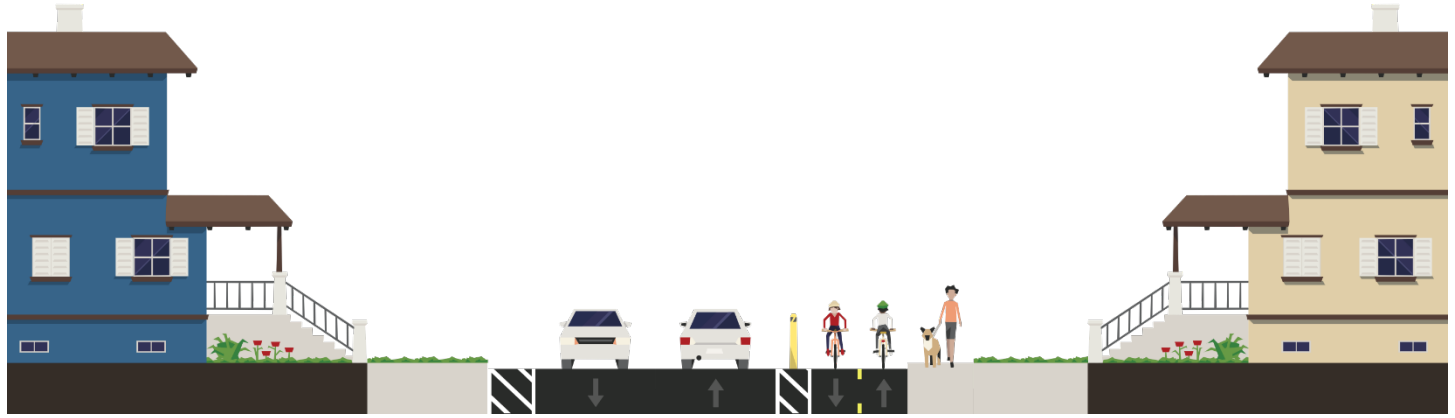
- 10' southbound travel lane
- 10' northbound travel lane
- 8' two-way bike lane with 3' buffer

**Vertical element in buffer is optional*

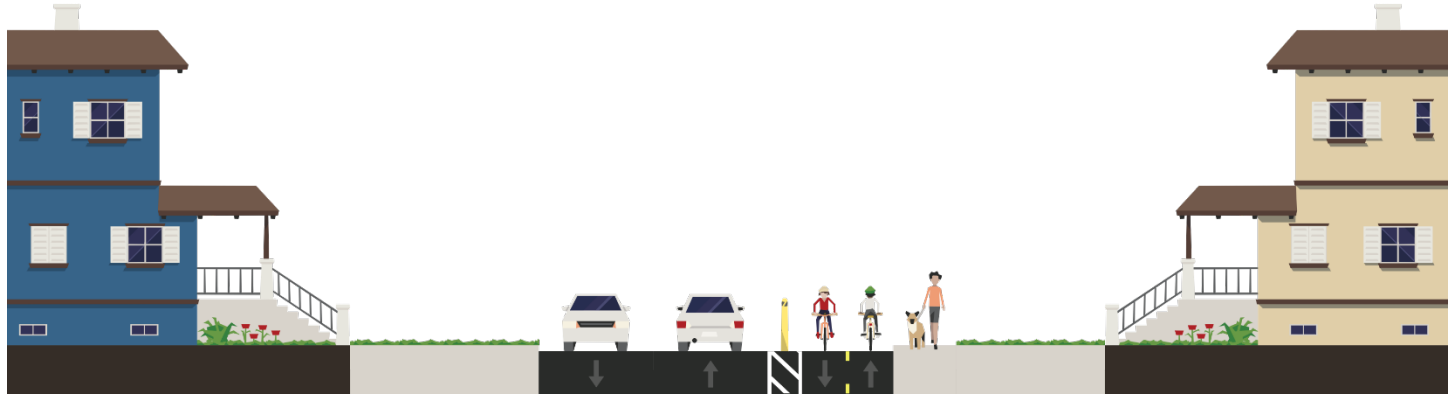


Option 2B: Two-Way Bike Lane, East Side, No Parking

Wooddale Lane to W 56th Street (35')
- 4' southbound shoulder
- 10' southbound travel lane
- 10' northbound travel lane
- 8' two-way bike lane with 3' buffer

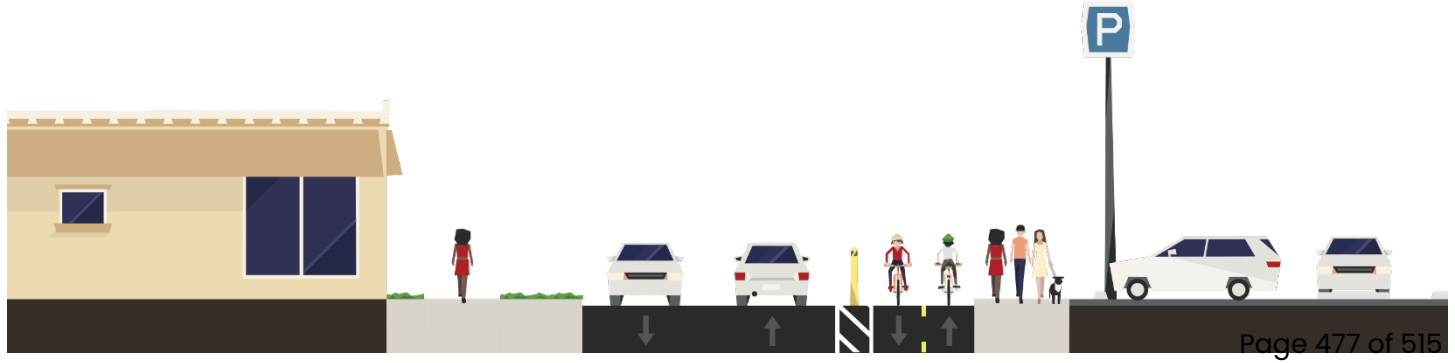


W 56th Street to W 61st Street (31')
- 10' southbound travel lane
- 10' northbound travel lane
- 8' two-way bike lane with 3' buffer



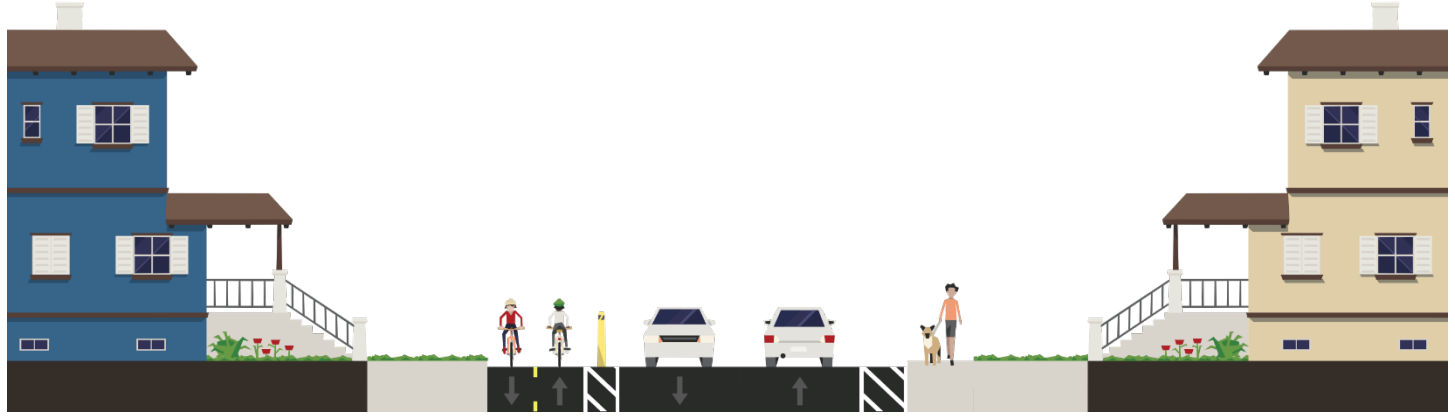
W 61st Street to Valley View Road (31')
- 10' southbound travel lane
- 10' northbound travel lane
- 8' two-way bike lane with 3' buffer

**Vertical element in buffer is optional*

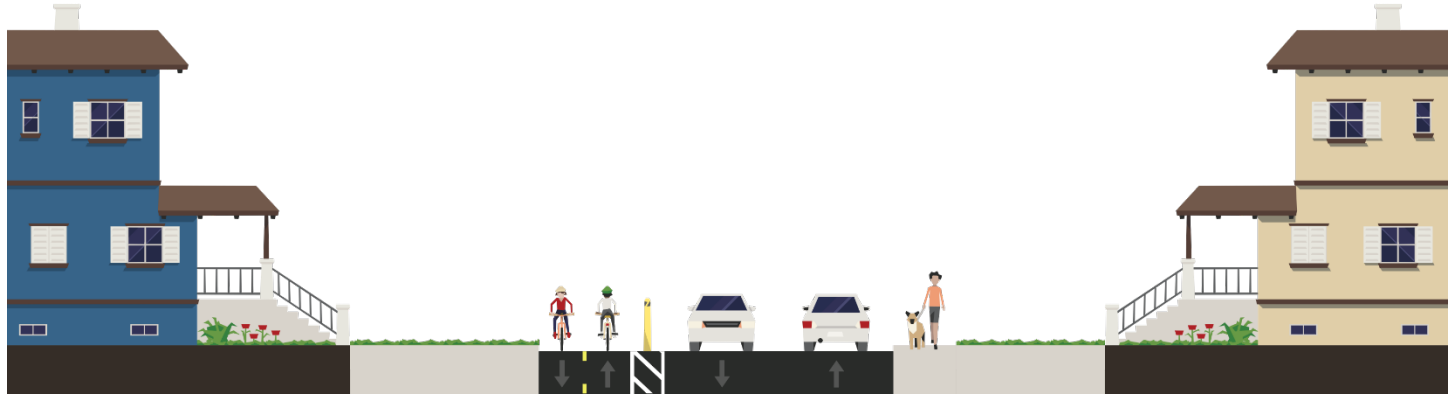


Option 2C: Two-Way Bike Lane, West Side, No Parking

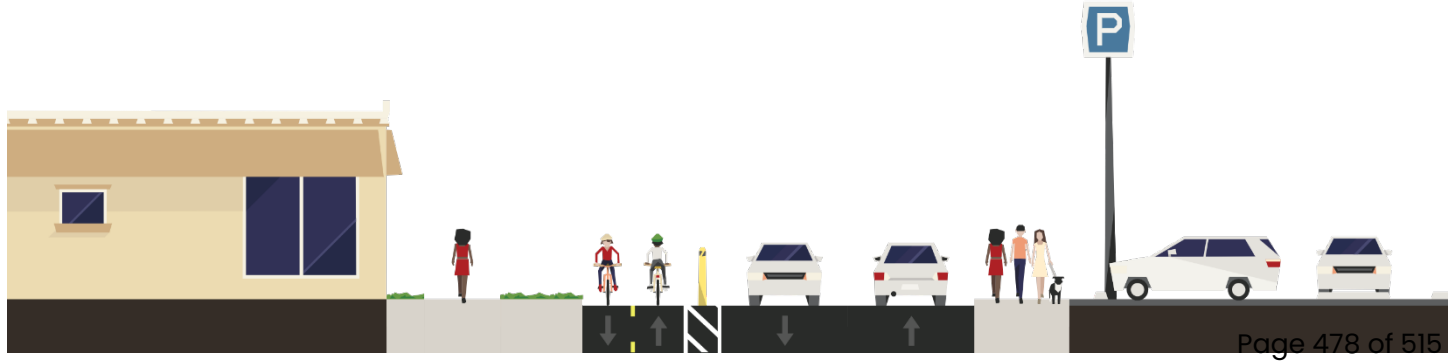
Wooddale Lane to W 56th Street (35')
- 8' two-way bike lane with 3' buffer
- 10' southbound travel lane
- 10' northbound travel lane
- 4' northbound shoulder



W 56th Street to W 61st Street (31')
- 8' two-way bike lane with 3' buffer
- 10' southbound travel lane
- 10' northbound travel lane



W 61st Street to Valley View Road (31')
- 8' two-way bike lane with 3' buffer
- 10' southbound travel lane
- 10' northbound travel lane

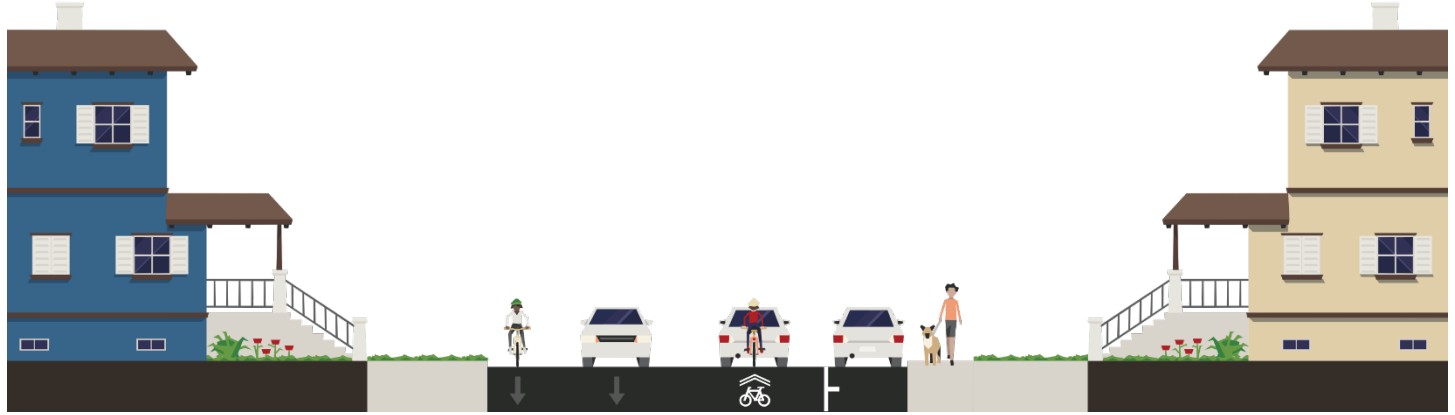


**Vertical element in buffer is optional*

Option 3: Existing Configuration

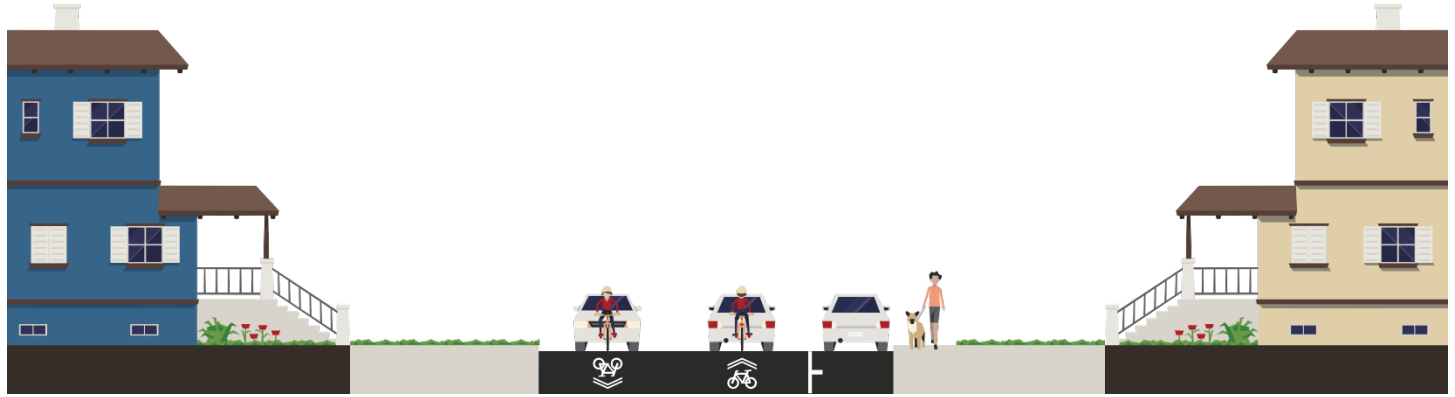
Wooddale Lane to W 56th Street (35')

- 5' southbound bike lane
- 11.5' southbound travel lane
- 11.5' northbound travel lane
- 7' northbound parking lane



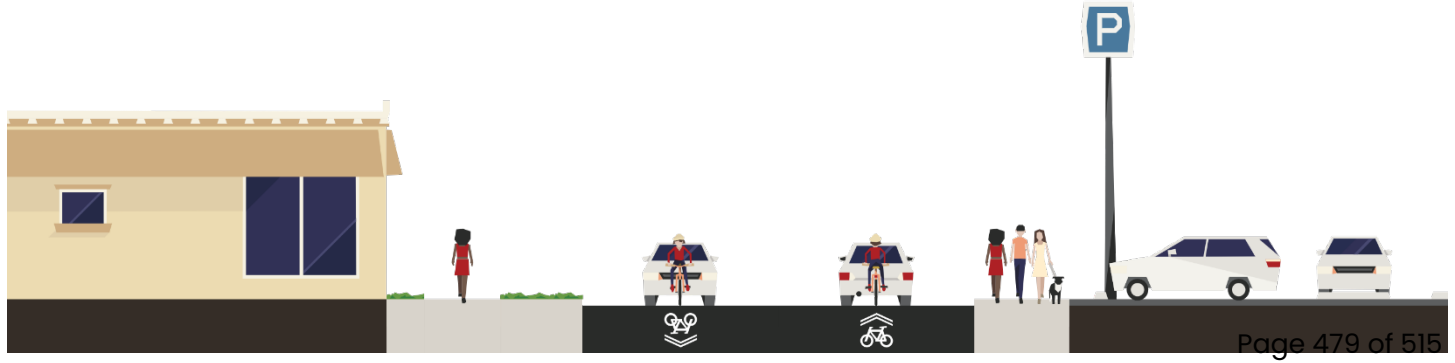
W 56th Street to W 61st Street (31')

- 12' southbound shared travel lane
- 11.5' northbound shared travel lane
- 7.5' northbound parking lane



W 61st Street to Valley View Road (31')

- 15.5' southbound shared travel lane
- 15.5' northbound shared travel lane



Conclusion

- Option 1 supports strategic goals, is not favored by adjacent properties
- Option 2A is not recommended due to noncompliance with MSA design standards.
- Options 2B and 2C support strategic goals, are not supported by adjacent properties
- Option 3 does not support strategic goals, is supported by adjacent properties

The CITY of EDINA

EDINA
MINNESOTA

Item Report

July 21, 2026
City Council

Item Number: 8.4 **Department:** Community Development

Item Activity: Discussion **Prepared By:** Cary Teague, Community Development Director

Item Title: Sketch Plan Review for 5201 Grandview Lane (4 Townhomes)

Action Requested:
No action requested. Provide the applicant non-binding feedback on a potential future land use request.

Information/Background:
The City Council is asked to consider a sketch plan request to tear down the existing duplex at 5201 Grandview Lane and build a 4-unit townhome. All four units would gain access off 52nd Street by a shared driveway. (See attached applicant narrative and plans.)

The subject property is zoned R-2, Double Dwelling unit District. The site is guided low density attached residential, which allows between 4-8 units per acre. The property is 12,938 square feet in size. The proposed density is 13.8 units per acre.

The request would require the following:

- A Comprehensive Plan Amendment to re-guide the site from Low Density Attached to High Density, which would allow 12-60 units per acre; and

- A Rezoning from R-2, Single-Dwelling Unit District to PRD-3, Planned Residential District-3, and multiple variances including setbacks on all sides, building coverage, usable lot area and lot area per unit.

The table on the following page is a compliance table demonstrating how the proposed new building would and would not comply with a PRD-3, Planned Residential Development-3 standards on the lot.

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 Memo
2. Proposed Plans
3. Applicant Narrative (Board Portal)

4. Staff Presentation (Including site location, zoning, comp. plan and proposed plans)

The CITY of EDINA

CITY GOALS: Strong Foundation | Reliable Service | Livable City | Better Together

Staff Report

Date: **April 15, 2026**

To: Planning Commission

From: Cary Teague, Community Development Director

Subject: Sketch Plan Review – 5201 Grandview Lane (4 Townhomes)

Staff Recommendation: No recommendation. The Planning Commission is asked to provide non-binding comment and direction on a potential future development request.

Information/Background:

The Planning Commission is asked to consider a sketch plan request to tear down the existing duplex at 5201 Grandview Lane and build a 4-unit townhome. All four units would gain access off 52nd Street by a shared driveway. (See attached applicant narrative and plans.)

The subject property is zoned R-2, Double Dwelling unit District. The site is guided low density attached residential, which allows between 4-8 units per acre. The property is 12,938 square feet in size. The proposed density is 13.8 units per acre.

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The table on the following page is a compliance table demonstrating how the proposed new building would and would not comply with a PRD-3, Planned Residential Development-3 standards on the lot.

Compliance Table

	City Standard (PRD-3)	Comprehensive Plan	Proposed
Front – Grandview Lane Front – 52nd Ave. South Side – South Rear	35 feet 35 feet 20 feet 35 feet		***30 feet**** ***17 feet**** ***10 feet**** ***29 feet****
Building Height	2.5 stories or 35 feet		2.5 stories
Building Coverage	.30		***.45****
Lot Area per Dwelling Unit	3,400 s.f.		***3,234 s.f.****
Usable Lot Area	400 s.f. per dwelling unit		***None****
Density Allowed (units allowed on the site)		8 units per acre (2 units exist today)	***13.5 units per acre***** ***(4 units**)***

Variances required
****Comprehensive Plan Amendment Required***

Highlights/Issues:

- Affordable Housing. The combined assessed value of this two-unit property is $712,700, which equates to $356,350 per unit. This amount exceeds what is considered Naturally Occurring Affordable Housing (NOAH). According to the Metropolitan Council, a home valued at $306,500 is affordable to households with incomes at or below 80% of the Area Median Income. (See attached memo from the affordable housing development manager.)

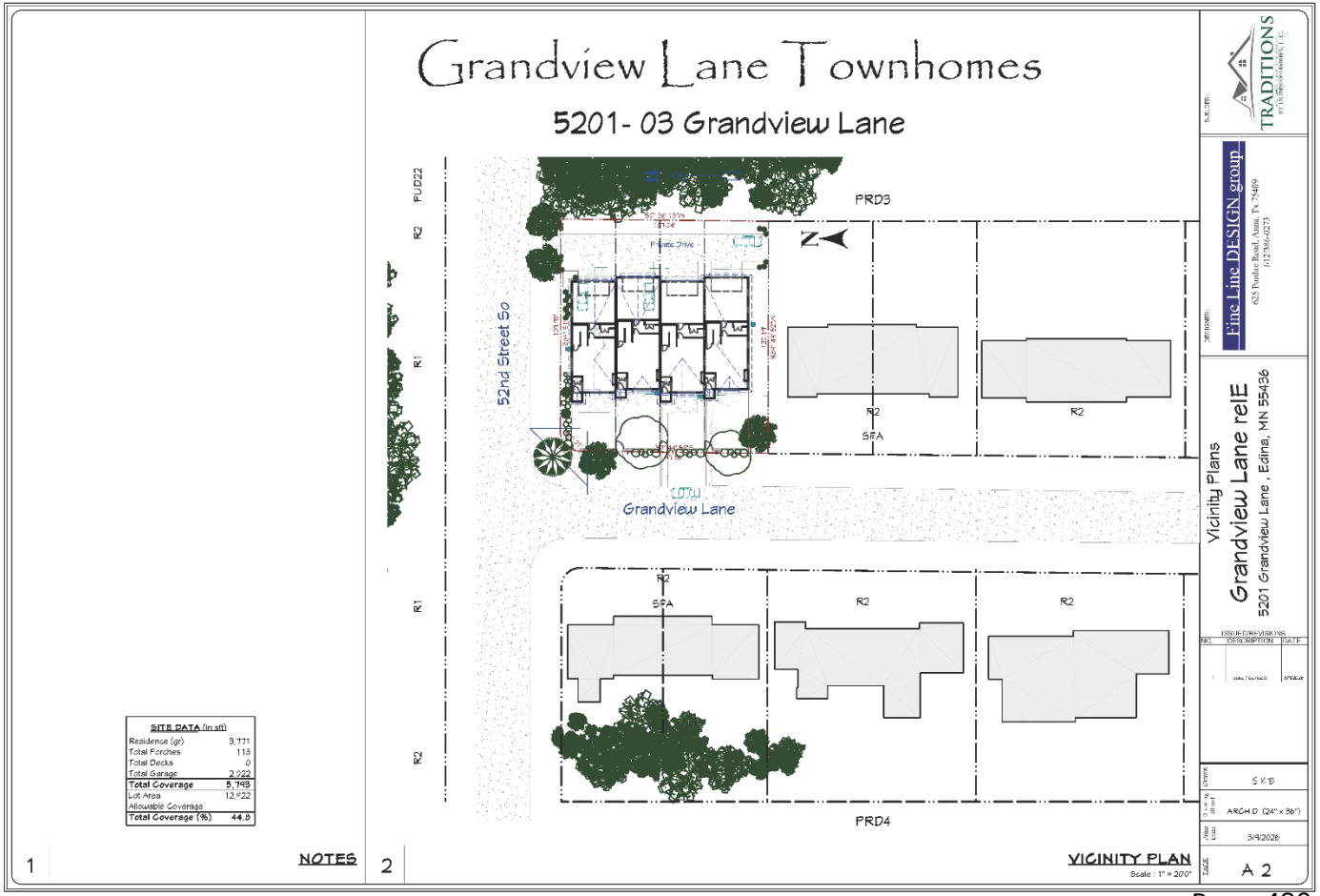
- The proposal requires variances for all setbacks, lot area and building coverage, indicating the proposed increase in density is too much for the site and not appropriate as proposed.

- The properties to the west and south contain duplexes that are zoned R-2, Double Dwelling Unit District. The property to the east is an apartment zoned PRD-3 and guided high density housing. (See attached Zoning Map & Comprehensive Land Use Plan).

- Density/Comprehensive Plan. Increased density was not considered for this site as part of the last Comprehensive Plan Update. While the proposal would add only two units to this lot, a Comprehensive Plan Amendment to High Density Residential would still be required.

- Staff would suggest that this entire block of Grandview Lane could be considered as a potential future area of change and studied further within the next Comprehensive Plan Update. Re-guiding this entire area to high density residential could be considered at that time, as it would be consistent with high density designations to the east and west. However, please note on the attached aerial photography of the area, that the high-density apartments to the east and west both access off Vernon Avenue, and all of Grandview Lane do not. This likely explains the differences in land use designations in the area.

Site Plan


Grandview Lane Townhomes
5201- 03 Grandview Lane
PRD3
PRD4
R2
SFA
R1
PUD22
52nd Street So
Grandview Lane
SITE DATA (in sf)
Residence (gr) 3,771
Total Porches 118
Total Decks 0
Total Garage 2,022
Total Coverage 5,748
Lot Area 12,422
Allowable Coverage
Total Coverage (%) 44.8
NOTES
VICINITY PLAN
Scale : 1" = 200'
TRADITIONS
Fine Line DESIGN group
625 Pardee Road, Anoka, Tx. 78409
Vicinity Plans
Grandview Lane relE
5201 Grandview Lane , Edina, MN 55436
ISSUED/REVISIONS
NO. DESCRIPTION DATE
ARCH D (24" x 36")
5/9/2026
A 2

Proposed Townhomes

EXTERIOR 1

EXTERIOR 3

EXTERIOR 2

EXTERIOR 4

TRADITIONS

Fine Line DESIGN group

625 Humber Road, Anna, Tx 75409
(412)366-0123

Project Images
Grandview Lane reIE
5201 Grandview Lane , Edina, MN 55436

ISSUE/REVISIONS
NO. DESCRIPTION DATE

S K B

ARCH D (24" x 36")

3/9/2026

A 4

1

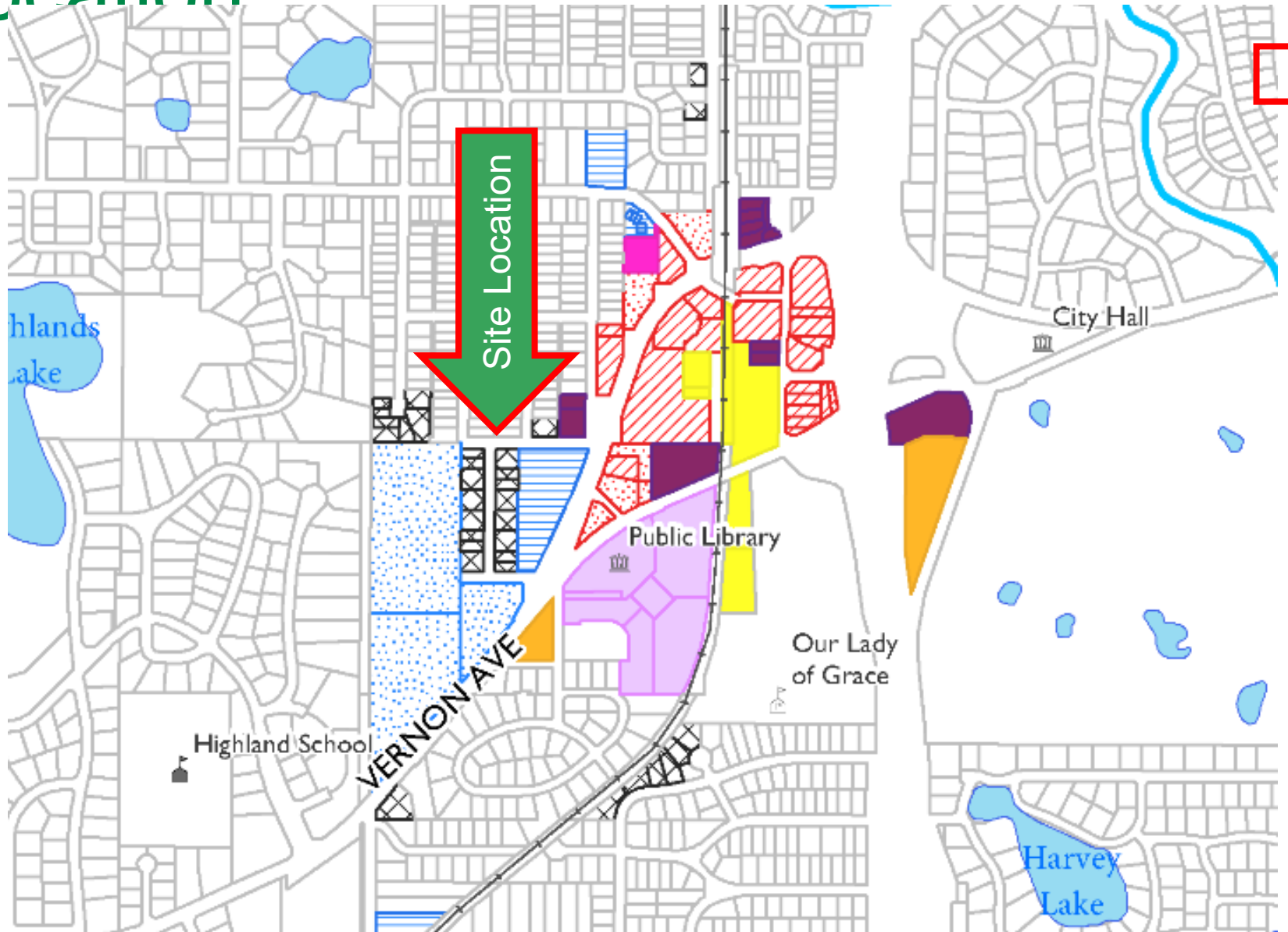
Project Images
SCALE: None

The CITY of EDINA

Sketch Plan Review – 5201 Grandview Lane

EdinaMN.gov

Zoning Map & Site Location

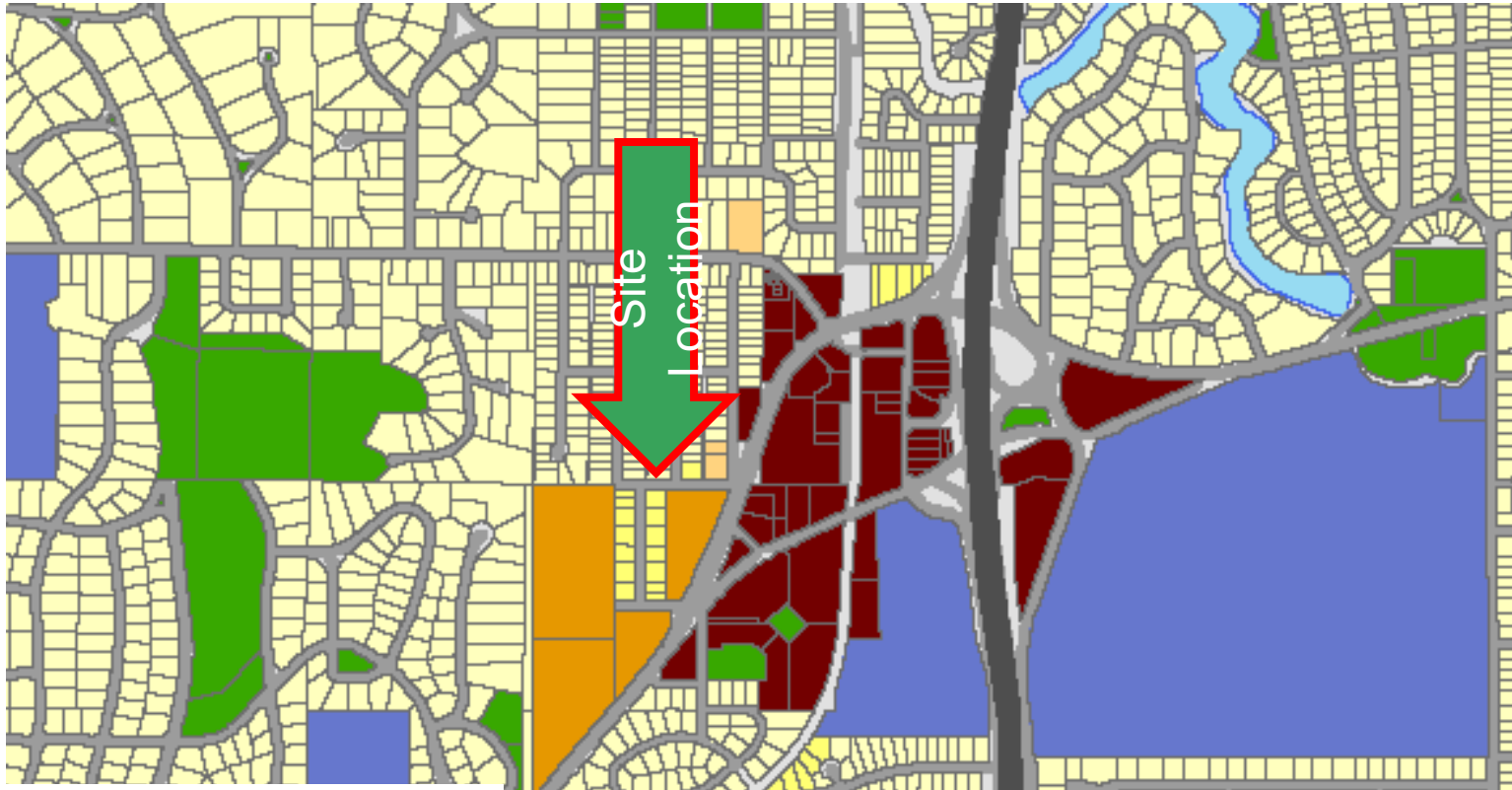


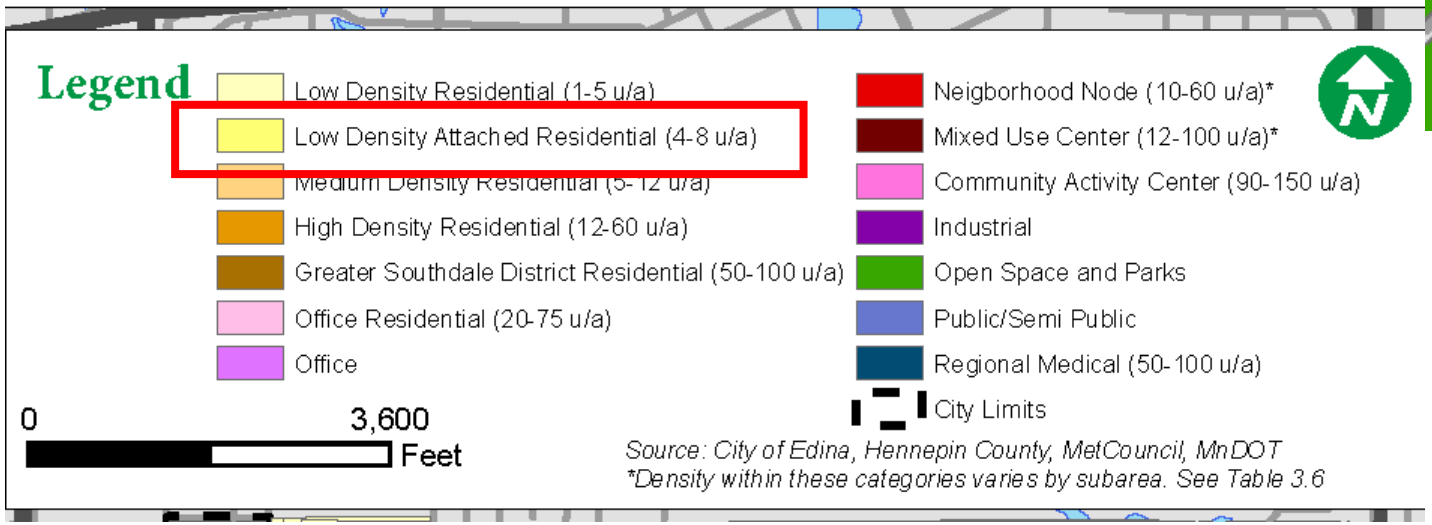
Zoning Map

Legend

- R-1 - Single Dwelling Unit
- R-2 - Double Dwelling Unit
- PRD-1 - Planned Residence
- PRD-2 - Planned Residence
- PRD-3 - Planned Residence
- PRD-4 - Planned Residence
- PRD-5 - Planned Residence
- PCD-1 - Planned Commercial
- PCD-2 - Planned Commercial
- PCD-3 - Planned Commercial
- PCD-4 - Planned Commercial
- POD-1 - Planned Office
- POD-2 - Planned Office
- RMD - Regional Medical
- PID - Planned Industrial
- PUD - Planned Unit Development
- APD - Automotive Parking
- PSR-4 - Planned Residence
- MDD-4 - Mixed Development
- MDD-5 - Mixed Development
- MDD-6 - Mixed Development
- Lakes
- Creeks
- Edina Boundary
- Railroad
- Public Building
- Public School
- Private School

Land Use Map & Site Location





Proposed Townhomes

EXTERIOR 1

EXTERIOR 3

EXTERIOR 2

EXTERIOR 4

1

Project Images
SCALE: None

BUILDER:
TRADITIONS
BY LENNAR HOMES, LLC

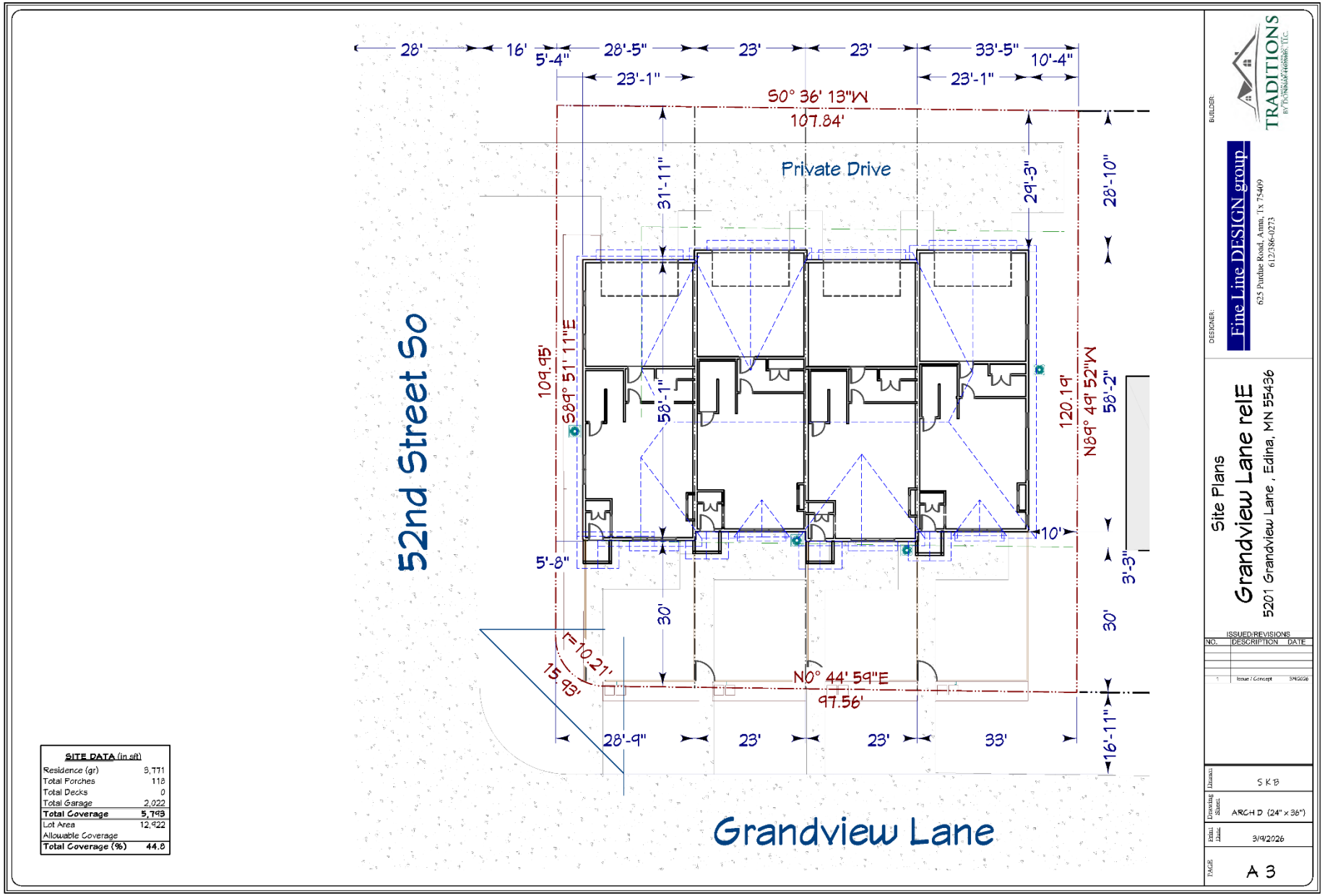
DESIGNER:
Fine Line DESIGN group
625 Purdue Road, Anna, Tx 75409
612/386.0273

Project Images
Grandview Lane relE
5201 Grandview Lane , Edina, MN 55436

ISSUED/REVISIONS		
NO.	DESCRIPTION	DATE
1	Issue / Concept	3/4/2026

Drawn	S K 3
Drawing Sheet	ARCH D (24" x 36")
Print Date	3/4/2026
Sheet	A 4

Proposed Site Plan



SITE DATA (in sft)	
Residence (gr)	3,771
Total Porches	118
Total Decks	0
Total Garage	2,022
Total Coverage	**5,793**
Lot Area	12,922
Allowable Coverage	
Total Coverage (%)	**44.8**

BUILDER:
TRADITIONS
by Tschumper Homes, LLC

DESIGNER:
Fine Line DESIGN group
625 Purdue Road, Anna, Tx 75409
612/386-0273

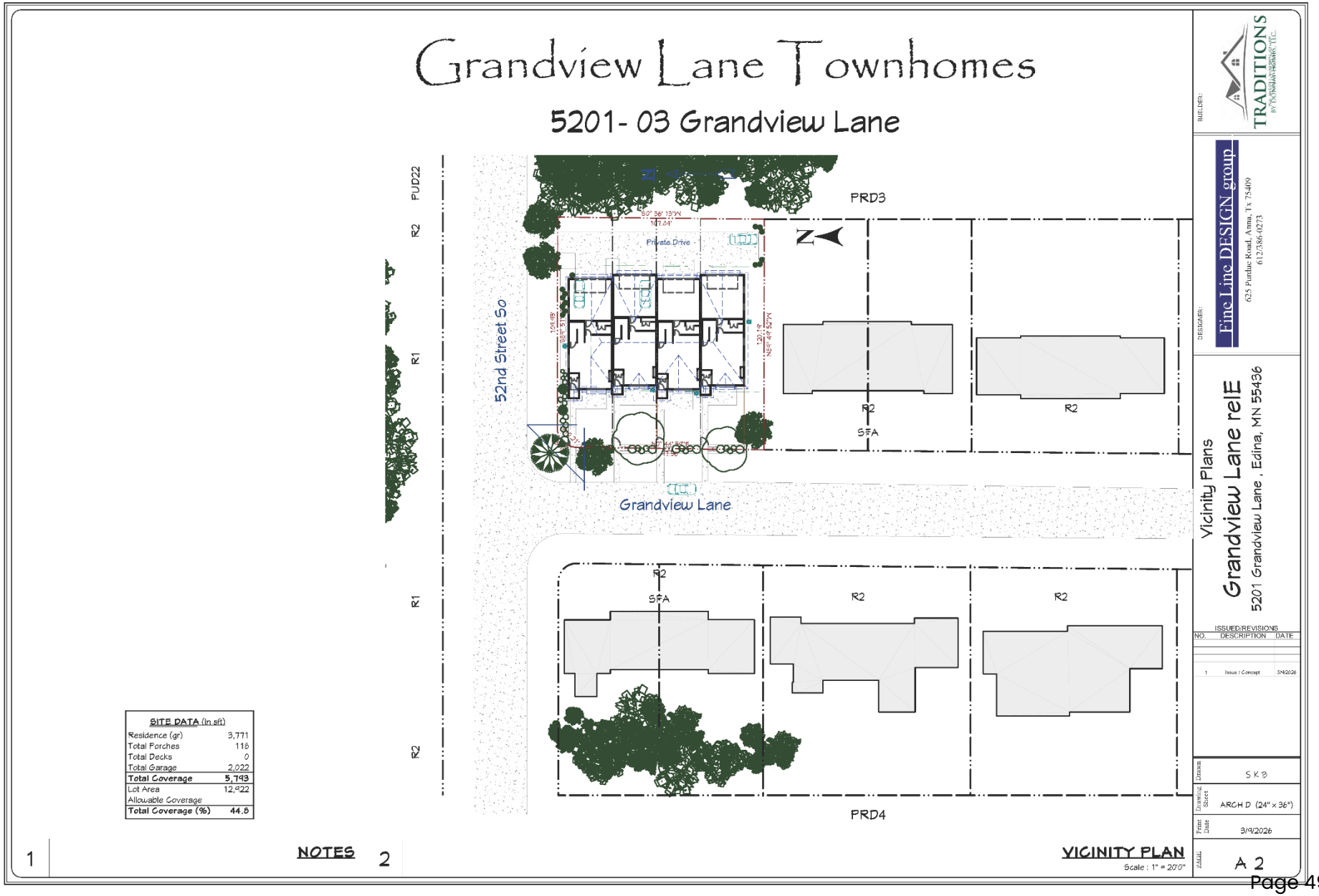
Site Plans
Grandview Lane relE
5201 Grandview Lane , Edina, MN 55436

ISSUED/REVISIONS

NO.	DESCRIPTION	DATE
1	Issue 1 Concept	3/9/2026

Drawn: SKB
Drawing Sheet: ARCH D (24" x 36")
Date: 3/9/2026
PAGE: A 3

Site Plan & Vicinity



Zoning Compliance – PRD-3 District

Compliance Table

	City Standard (PRD-3)	Comprehensive Plan	Proposed
Front – Grandview Lane Front – 52nd Ave. South Side – South Rear	35 feet 35 feet 20 feet 35 feet		***30 feet**** ***17 feet**** ***10 feet**** ***29 feet****
Building Height	2.5 stories or 35 feet		2.5 stories
Building Coverage	.30		***.45****
Lot Area per Dwelling Unit	3,400 s.f.		***3,234 s.f.****
Usable Lot Area	400 s.f. per dwelling unit		***None****
Density Allowed (units allowed on the site)		8 units per acre (2 units exist today)	***13.5 units per acre***** ***(4 units*****)**

Variances required
****Comprehensive Plan Amendment Required***

EDINA
MINNESOTA

Item Report

July 21, 2026
City Council

Item Number: 8.5 **Department:** Community Development

Item Activity: Discussion **Prepared By:** Cary Teague, Community Development Director

Item Title: Sketch Plan Review for Macy's Furniture Store Site, Northwest Lot (7235 France Avenue)

Action Requested:
No action requested. Provide the applicant non-binding feedback on a potential future development proposal.

Information/Background:

The City Council is asked to consider a sketch plan proposal to revise the approved site plan for the northwest lot at 7235 France Avenue. (The Macy's Furniture Store Site.) The proposed new project is for an age-restricted (55+), 7-story apartment comprised of 138 residential units, with 7,400 square feet of retail on the main level and two levels of enclosed parking.

The previously approved plan included a 7-story 124-unit apartment with 13,586 square feet of offices and 5,915 square feet of retail.

The size of the site expands from 1.79 to 1.83 acres. The lot coverage expands from 37% to 57%; the FAR expands from 2.59 to 3.5 and the impervious surface expands from 82% to 88%. Ten percent (10%) of the units would remain affordable at 50% AMI.

To accommodate this request, the following would be required:

- Zoning Ordinance Amendment to accommodate the proposed changes.
- Site Plan Review & Revised Overall Development Plan for the PUD, Planned Unit Development.

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 Memo
2. Applicant Narrative
3. Staff Presentation (Including site location, zoning, comp. plan and proposed plans)
4. Proposed Plans (Board Portal)

The CITY of EDINA

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Staff Report

Date: **July 15, 2026**

To: Planning Commission

From: Cary Teague, Community Development Director

Subject: Sketch Plan Review – Macy's Site (NW Lot – 7235 France Avenue)

Staff Recommendation: No recommendation. The Planning Commission is asked to provide non-binding comment and direction on a potential future development request.

Information/Background:

The Planning Commission is asked to consider a sketch plan proposal to revise the approved site plan for the northwest lot at 7235 France Avenue. (The Macy's Furniture Store Site.)

The proposed new project is for an age-restricted (55+), 7-story apartment comprised of 138 residential units, with 7,400 square feet of retail on the main level and two levels of enclosed parking.

The previously approved plan included a 7-story 124-unit apartment with 13,586 square feet of office and 5,915 square feet of retail.

The size of the site expands from 1.79 to 1.83 acres. The lot coverage expands from 37% to 57%; the FAR expands from 2.59 to 3.5 and the impervious surface expands from 82% to 88%. Ten percent (10%) of the units would remain affordable at 50% AMI.

To accommodate this request, the following would be required:

- Zoning Ordinance Amendment to accommodate the proposed changes.
- Site Plan Review & Revised Overall Development Plan for the PUD, Planned Unit Development.

As with all sketch plan reviews, the Planning Commission is asked to provide non-binding comments and direction on a potential future development request. Areas of focus should be on the scale of the proposed use given the increase in the size of the building and the realigned east west pedestrian pathway through the overall development. A side-by-side comparison of the proposal can be found in the applicant's narrative and the proposed plans.

Issues/Considerations:

Comprehensive Plan. The site is guided CAC, Community Activity Center. The following is the land use description for CAC, Community Activity Center (which this site is guided) in the Comprehensive Plan:

Categories	Description, Land Uses	Development Character and Guidelines	Density and Intensity
CAC Community Activity Center	Contains larger scale uses, height and coverage. Primary uses: Retail, office, lodging, entertainment and residential uses, combined or in separate buildings. Secondary uses: Institutional and recreational. Mixed-use should be encouraged and may be required on larger sites	Design standards for building placement, massing and street-level treatment. Where applicable, refer to small area plan for more detailed design guidance. Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings may "step down" at boundaries with lower-density districts and upper stories "step back" from street. More stringent design standards for larger buildings. Emphasize pedestrian circulation; re-introduce finer- grained circulation patterns where feasible.	90-150 residential dwelling units/acre

Compliance Table

	City Standard (PUD-25)	Proposed
Building Setbacks		
Front – France Avenue	50 feet	50 feet
Rear – East (Promenade)	34 feet (NE building) 35 feet (SE building)	NA NA
Side – North	35 feet (NW building) 20 feet (NE building)	35 feet NA
Side – South	130 feet (SW building) 49 feet (SE building)	130 feet NA
Building Height	7 stories	7 stories
Density Per the Comp. Plan	90-150 units per acre	48-58 units per acre
Floor Area Ratio (FAR)	2.5	***3.5****
Parking Stalls	.75 spaces per unit = 104 residential required 1/250 s.f. retail = 30 stalls retail required	258 stalls (40 for retail/public)
First Floor Height	15 feet (per the approved plan for each site)	15 feet
Transparency at Ground Level	60%	60%

For the subject site (with a smaller building on the SW lot, the FAR may remain 2.5 overall

Sustainability. Any formal application must meet the City's Sustainability Policy, as required with the overall approvals for this site.

Traffic Study. Would be required to be updated as part of any formal application.

Staff Concerns. While the height of the building remains consistent with the previous approval, the mass of the building is more. The east-west pedestrian connection gets shifted to the south. Because of the increase in the length of the building on France, the buildings to the east get blocked. The development potential of the lot to the south is reduced.

The Doran Group
6423 City West Parkway
Eden Prairie, MN 55344

Cary Teague, Community Development Director
Bill Neuendorf, Economic Development Manager
City of Edina
4801 W. 50th Street
Edina, MN 55424

July 2, 2026

Dear Cary and Bill,

Below is the narrative for our proposed Olinia – Edina project located on the Northwest Parcel of the 7235 France Avenue S redevelopment site (the former Macy's Furniture Gallery).

Intended Use
The proposed project is a single-phase, age-restricted (55+) active adult rental community comprised of 138 residential units and approximately 7,400 square feet of ground-floor retail. The development occupies the Northwest Parcel within the previously entitled master plan approved for the 7235 France Avenue S site. Once completed, Olinia – Edina will offer first-class active adult living, lifestyle amenities, concierge-level service, and direct pedestrian access to the public Promenade connecting residents and the public to Centennial Lakes Park.

The property will be developed and operated by The Doran Group, a fully integrated, multigenerational Twin Cities real estate company. The Doran Group includes in-house teams of developers, architects, finance and legal professionals, and a vertically integrated construction affiliate, Doran Builders Group, which will serve as general contractor. Olinia – Edina will be the company's third active adult community, following two communities currently under construction: Olinia – Maple Grove (132 units) and Linden House – Hudson (128 units).

Once fully operational, the community is projected to employ approximately 4-10 full-time personnel.

Public Realm & Community Benefit
A defining feature of the Northwest Parcel is its relationship to the public Promenade. The project preserves the previously approved open space, delivering direct pedestrian access to Centennial Lakes Park — a significant public benefit that extends the City's connected park and trail network. This approach is consistent with the guiding principles of the Edina Comprehensive Plan and the Greater Southdale District Plan, which prioritize walkability, public realm connectivity, and a more pedestrian-oriented France Avenue corridor.

The 60-foot public Promenade is integral to the site plan. As part of the master-planned site's public-realm improvements, the master developer, Enclave, will construct the Promenade in connection with its development of the Southwest parcel.

The site's pedestrian connectivity extends beyond the Promenade to the surrounding Greater Southdale District. The adjacent Lunds & Byerly's grocery, neighboring services along France Avenue, and the broader Southdale retail core are all within an easy walk, and the building's own ground-floor retail activates the France Avenue frontage — together encouraging residents to walk for everyday needs rather than rely on a car. The project will also contribute to public art along the Promenade and the France Avenue frontage.

Site Plan Considerations
The development team is advancing a single preferred concept for the Northwest Parcel, and the building footprint is included in the package for review and feedback. The ground-floor retail is oriented to France Avenue, the parcel's primary public frontage, with active, transparent storefronts designed to engage the pedestrian realm; it will be designed to accommodate a future food and beverage user, though specific tenants are not yet identified. Building servicing — loading and trash collection — is located on the north side of the building, away from the France Avenue frontage, so that France remains a pedestrian-oriented retail edge.

Architectural Character & Exterior Materials
As one of the most visible sites in the Greater Southdale District, the Northwest Parcel warrants a building of lasting design quality, and Olinia is intended to read as a distinctive, well-crafted addition to the France Avenue corridor rather than a generic multifamily building. Several attributes set it apart in the Edina and broader Twin Cities market: it is purpose-built for active adult (55+) living, with a larger-home unit mix in which more than half of the homes are two-bedroom or greater; a deep amenity and wellness program paired with concierge-level service; and a direct, ground-level relationship to the public Promenade and Centennial Lakes Park that few infill sites can offer. The project is also delivered by a single, vertically integrated local company — The Doran Group, with Doran Builders Group as general contractor — allowing design intent to carry through to construction quality.

The exterior is anticipated to employ a durable, high-quality material palette appropriate to a showcase corridor location, combining masonry, architectural precast, and composite metal with generous, energy-efficient glazing and metal-and-glass balcony railings. Final materials will be refined as the design advances, and specific selections and colors will be presented at the formal application stage.

Key Project Features
- 138 active adult (55+) rental units, single phase
- Approximately 7,400 SF of ground-floor retail
- 7 stories above grade over 2 levels of underground parking

- Unit mix: 46% 1 BD, 49% 2 BD, 5% 3 BD
- 10% of units affordable at 50% AMI
- Pedestrian access to the public Promenade and Centennial Lakes Park
- Structured parking; 258 total stalls approximately (218 Residential and 40 Public/Retail)
- Elevated amenity courtyard
- Premium interior and exterior finishes and fixtures

Potential Outdoor amenities:

- Outdoor terrace with pool, sun loungers, grill stations and shaded patio seating
- Outdoor hearth / firepit areas
- Landscaped Gardens

Potential Interior amenities:

- Grand lobby and resident parlor
- Clubroom
- Library and reading rooms
- High-end fitness studio and wellness space
- Entertainment suite
- Arts and crafts studio
- Grab-and-go market
- Grandchildren's playroom
- Golf simulator

Potential In-residence finishes:

- Quartz countertops and soft-close cabinetry
- Kitchen islands or peninsulas
- Private balconies or terraces
- Large walk-in closets; select homes with fireplaces and double sink vanities
- Full-size in-unit washers and dryers

Site Zoning and Proposed Parameters

The previously approved program for the Northwest Parcel contemplated a 7-story mixed-use building of approximately 124 apartment units, 13,586 square feet of office space, and 5,915 square feet of retail, served by two levels of underground parking as well as supplementary parking on the first floor. The proposed Olinia – Edina project advances a refinement of that program for the Northwest Parcel: 138 age-restricted (55+) residential units and approximately 7,400 square feet of retail, with the previously approved office component removed.

The change in use reflects current market and community conditions. The approved program was anchored by a multi-tenant office component; in the period since that approval, we believe that demand for high-quality, age-restricted active adult rental housing has grown faster than the demand for office space inside of a mixed-use building that includes housing. Edina's 55+ population is large and expanding, and many longtime residents wish to remain in the community as their housing needs change. Furthermore, we believe that adding additional 55+ housing in Edina allows its existing seniors to stay in the community while simultaneously increasing the supply of single-family homes for sale which presents an opportunity for young families to purchase a home.

The change in scale follows directly from the change in product. Whereas the approved program was a conventional 124-unit apartment building, Olinia is purpose-built for an active adult (55+) resident and is composed of larger homes designed for residents downsizing from single-family houses who are unwilling to trade away space, storage, or a second bedroom. More than half of the units (54%) are two-bedrooms or greater — a far higher proportion of larger homes than a typical non-age restricted apartment program. This deliberately generous unit program, rather than an increase in unit count, accounts for the additional floor area reflected in the F.A.R.: the unit count rises only modestly over the approved plan (124 to 138 units) — a level that reflects the minimum scale needed for an economically and operationally viable community given the project's 10% affordable (50% AMI) commitment, as a smaller unit count would not support that affordability and the associated service and operating model. The predominance of two-bedroom and larger homes increases total residential floor area, even after the previously approved 13,586 square feet of office is removed. The larger floor plates required to accommodate these homes likewise account for the increase in lot coverage. The building height is unchanged from the approved plan at seven stories, so the additional floor area is absorbed within a comparable vertical envelope rather than through added height.

The Northwest Parcel also increases modestly in area, from approximately 78,180 square feet to 79,780 square feet — an increase of roughly 1,600 square feet — as a result of re-platting the master-planned site to reconfigure the shared boundary between the Northwest and Southwest parcels. Under the revised plat, the building occupies the Northwest Parcel to its southern property line, and the 60-foot public Promenade is preserved as public open space within the Southwest Parcel. The shared property line shifts approximately four and one-half feet to the south, which modestly enlarges the Northwest Parcel and correspondingly reduces the Southwest Parcel. The Promenade will be constructed by the master developer, Enclave, as part of its development of the Southwest Parcel, so its delivery is tied to Enclave's Southwest-parcel timeline.

The chart below outlines an early identification of parameters comparing the approved plan program to the proposed Olinia program. As the project progresses, we anticipate further discussion and refinement.

Element	Approved PUD (NW Parcel)	Proposed (Olinia)
Site Data		
Total Site Area (SF)	~78,180 SF	79,780 SF
Total Site Area (acres)	1.79	1.83
District	PUD – approved master plan	PUD – amendment
Land Use	Mixed-Use (residential + office + retail)	Active Adult (55+) Residential + retail
Residential Units	124 apartment units	138 active adult (55+) units
Office	13,586 SF	None proposed
Retail	5,915 SF	~7,400 SF
Building Form		
Height (stories)	7 stories	7 stories
Height (feet)	84’	84’ approx.
F.A.R.	2.59	3.5
Lot Coverage	37%	57% approx.
Total Impervious Surface	82% approx./1.48 acres	88% approx./ 1.6 acres
Setbacks		
Fronting a Street / Front	66’ (W) /35’ (N)	66’(W) /35’(N)
Interior Side Yard	60’ (promenade part of parcel)	0’ (S)
Rear Yard	43’ (E)	43’ (E)
Public Promenade	Approved public open space	Preserved – see narrative
Parking		
Total Parking Stalls	223 Residential & Office; 22 Retail/Public	218 Residential; 40 Retail/Public
Parking Type	2 levels below grade + 1 partial level above grade	2 levels below grade + 1 partial level above grade
Bike Parking	Bicycle Parking Provided	Bicycle parking will be provided in accordance with City of Edina requirements.
Affordability		
Affordable Units	10% of units at 50% AMI	10% of units at 50% AMI

Closing
We look forward to further discussions regarding the proposed redevelopment. While we recognize this is an early stage of the process, we are excited to advance the conversation on a project we believe complements the guiding principles of the Edina Comprehensive Plan — particularly those directed toward the Greater Southdale District — by delivering high-quality active adult housing, a meaningful affordability commitment, and an activated public realm connecting directly to Centennial Lakes Park.

Sincerely,

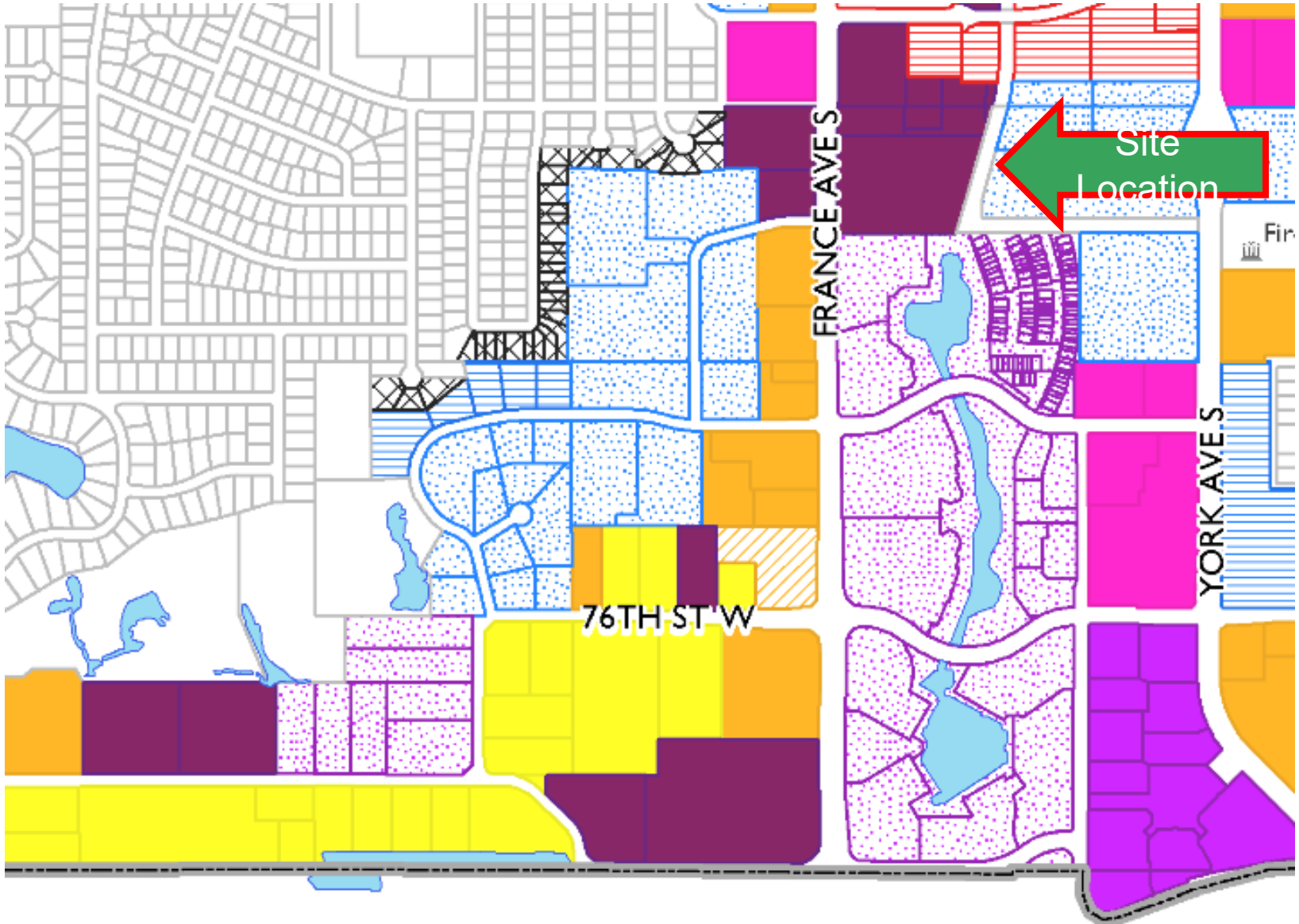
Evan Doran
President & CEO
The Doran Group

The CITY of EDINA

Sketch Plan Review - Macy's Site (NW Lot – 7235 France Avenue)

EdinaMN.gov

Zoning Map & Site Location

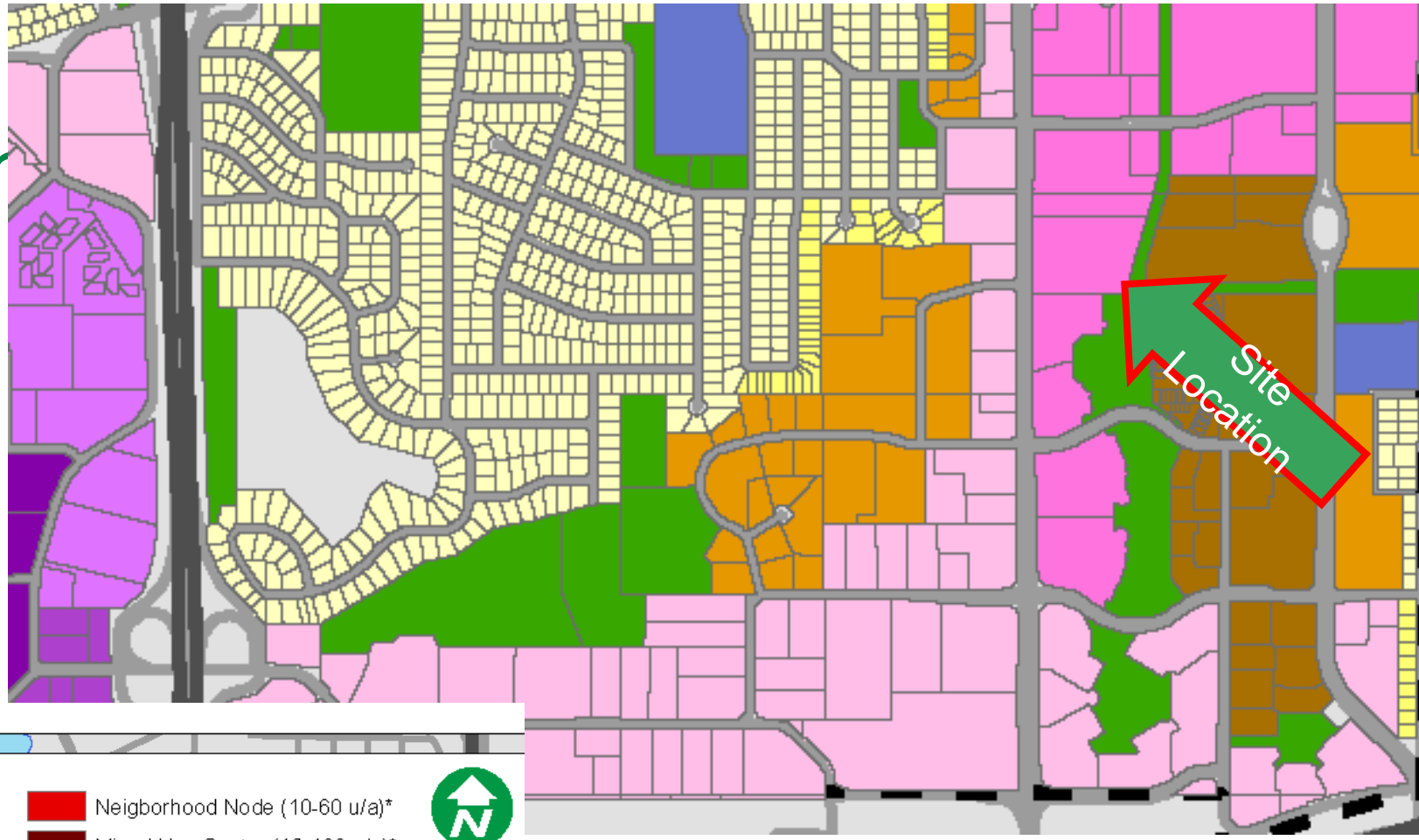


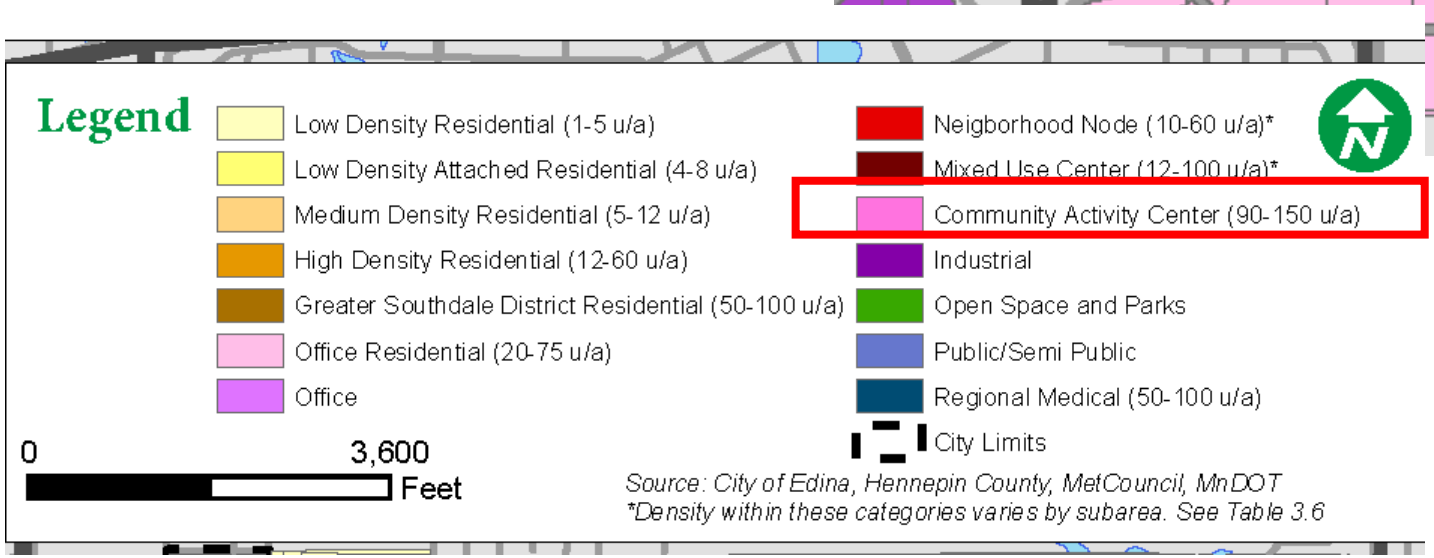
Zoning Map

Legend

- R-1 - Single Dwelling Unit
- R-2 - Double Dwelling Unit
- PRD-1 - Planned Residence
- PRD-2 - Planned Residence
- PRD-3 - Planned Residence
- PRD-4 - Planned Residence
- PRD-5 - Planned Residence
- PCD-1 - Planned Commercial
- PCD-2 - Planned Commercial
- PCD-3 - Planned Commercial
- PCD-4 - Planned Commercial
- POD-1 - Planned Office
- POD-2 - Planned Office
- RMD - Regional Medical
- PID - Planned Industrial
- PUD - Planned Unit Development
- APD - Automotive Parking
- PSR-4 - Planned Residence
- MDD-4 - Mixed Development
- MDD-5 - Mixed Development
- MDD-6 - Mixed Development
- Lakes
- Creeks
- Edina Boundary
- Railroad
- Public Building
- Public School
- Private School

Land Use Map & Site Location

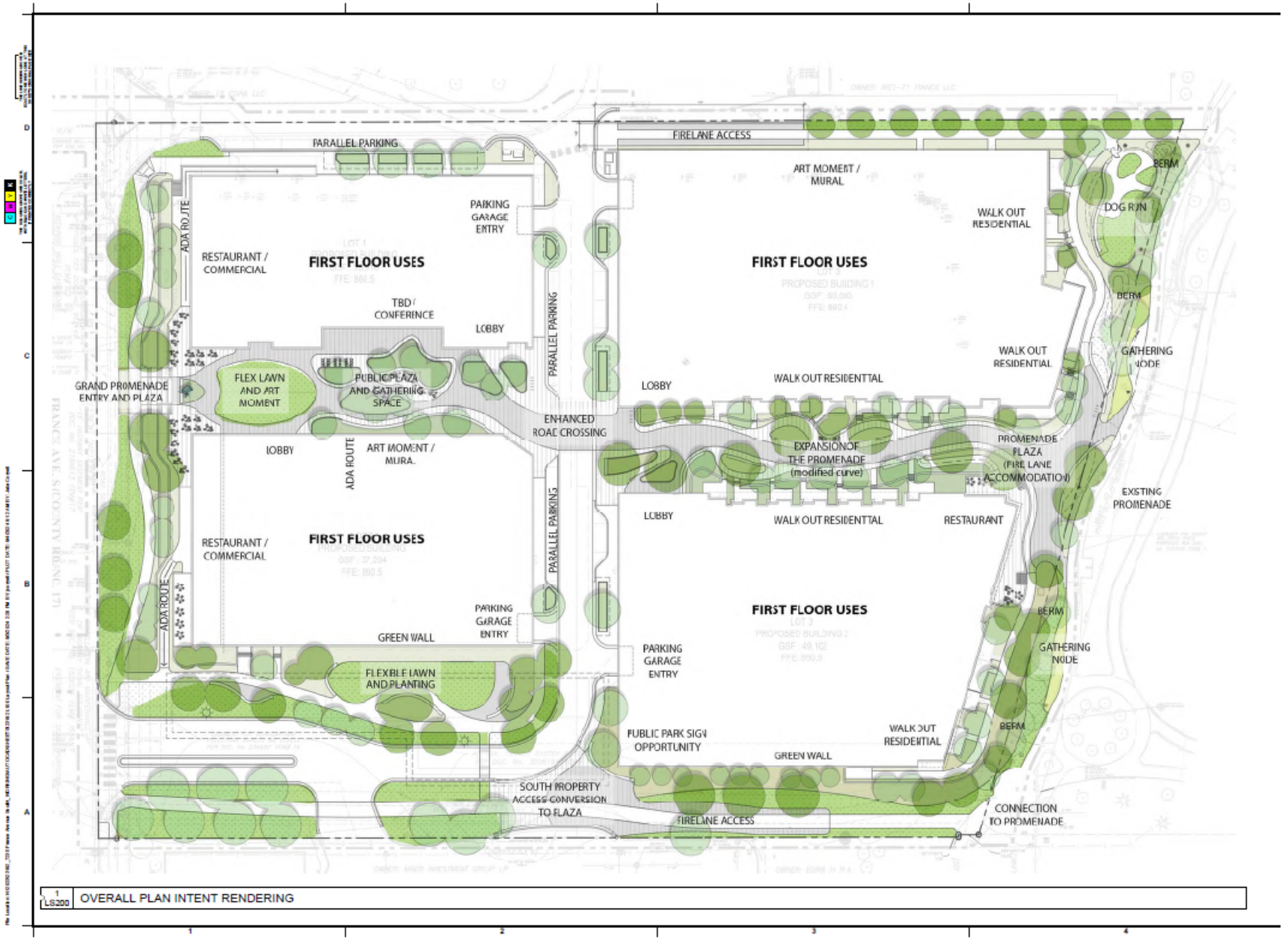




Site

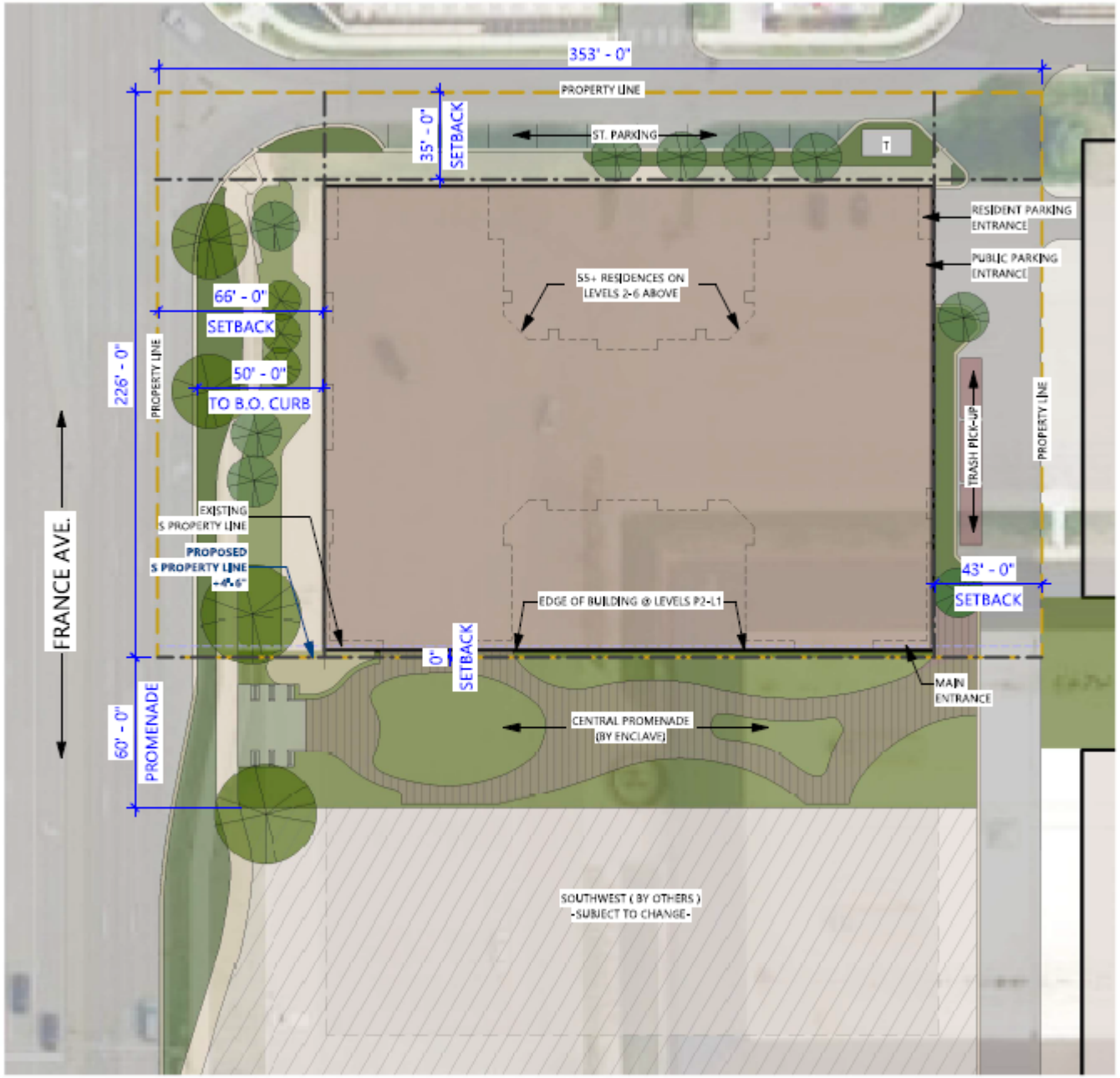
72nd St W
Site
17
France Ave S
Gallagher Dr
Gallagher Dr
Coventry Pl
Coventry Ln
April 6, 2023
1:1

Approved Development Plan



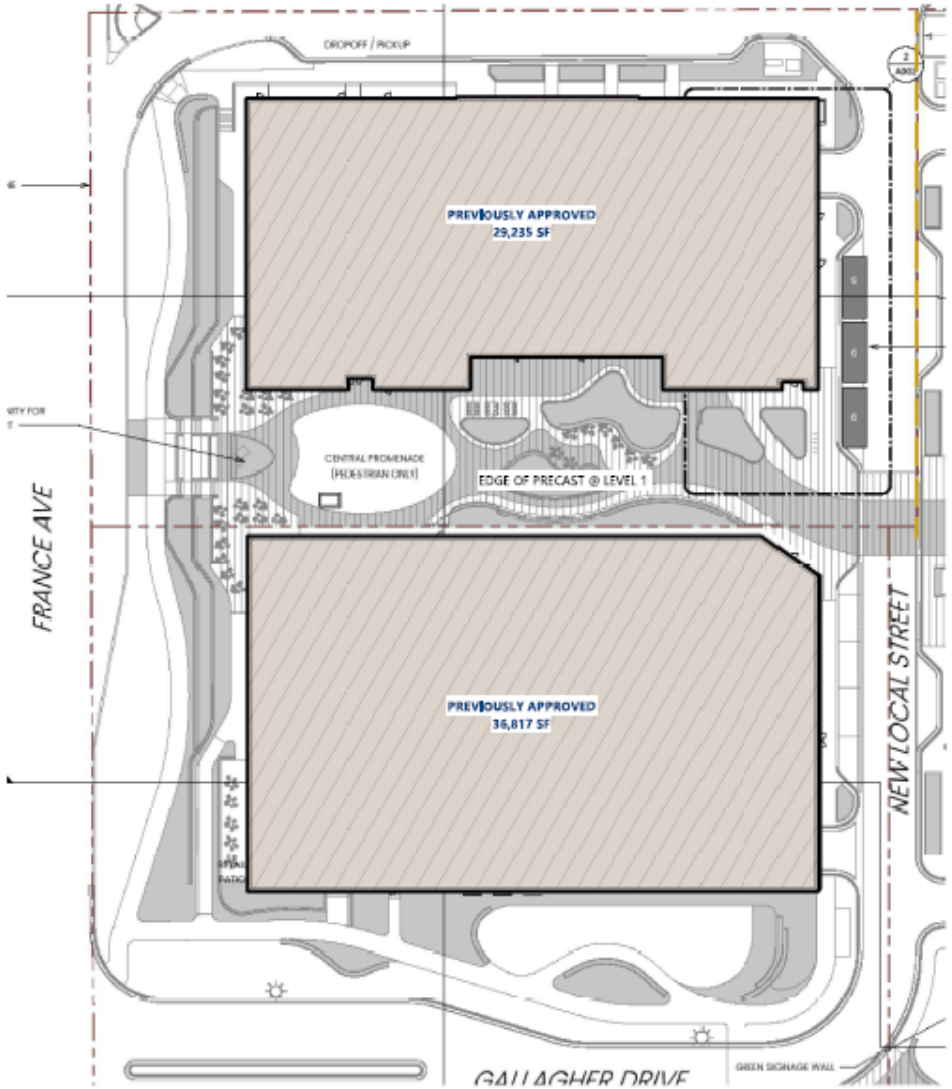
1 LS200 OVERALL PLAN INTENT RENDERING

Proposed Site Pla

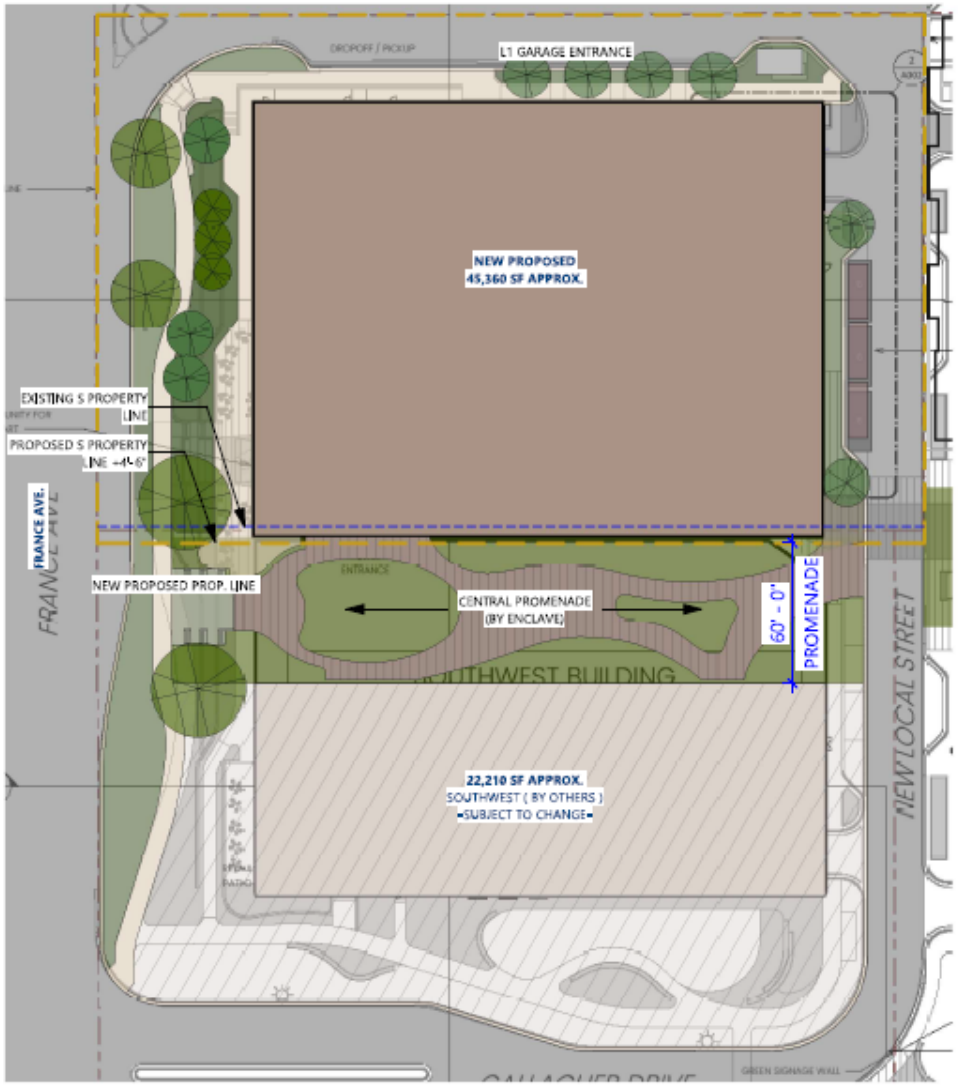


1 NW SITE PLAN_PROPOSED NEW
1" = 50'-0"

Comparison to Approved Plan



NW SITE PLAN_PREVIOUSLY APPROVED



NW SITE PLAN (PROPOSED NEW)

Proposed Site Plan in the Overall Development

Zoning Ordinance Compliance Table

	City Standard (PUD-25)	Proposed
Building Setbacks Front – France Avenue	50 feet	50 feet
Rear – East (Promenade)	34 feet (NE building) 35 feet (SE building)	NA NA
Side – North	35 feet (NW building) 20 feet (NE building)	35 feet NA
Side – South	130 feet (SW building) 49 feet (SE building)	130 feet NA
Building Height	7 stories	7 stories
Density Per the Comp. Plan	90-150 units per acre	48-58 units per acre
Floor Area Ratio (FAR)	2.5	***3.5****
Parking Stalls	.75 spaces per unit = 104 residential required 1/250 s.f. retail = 30 stalls retail required	258 stalls (40 for retail/public)
First Floor Height	15 feet (per the approved plan for each site)	15 feet
Transparency at Ground Level	60%	60%

For the subject site (with a smaller building on the SW lot, the FAR may remain 2.5 overall

Request Requires

- Zoning Ordinance Amendment to accommodate the proposed changes.
- Site Plan Review & Revised Overall Development Plan for the PUD, Planned Unit Development.

For Consideration by the Planning Commission

- Scale of the proposed project given the increase in the size of the building.
- Realigned east west pedestrian pathway through the overall development.