Wooddale Avenue bikeway survey

11/1/19
Purpose

The city is looking to further understand the concerns of residents regarding the Wooddale Avenue bikeway project. We aim to hear from and understand the different points of view represented in the neighborhood and across the city.
Project

- Install bikeway on Wooddale Avenue from 42nd 1/2 to 44th Street
- A bikeway can be anything from a "sharrow" to a bike lane to a cycle track
Previous and future public engagement

- Open house 1 – Dec. 19, 2017
- Open house 2 – Sept. 25, 2018
- Open house 3 – May 8, 2019
- Open house 4 – Dec. 3, 2019
Where do you live?

- Wooddale Ave 42nd 1/2 to 44th Street: 59
- Not on Wooddale in Minikahda Vista or Browndale: 42
- Elsewhere in St. Louis Park: 218
- Outside of St. Louis Park: 23
We have heard the following:

- Desire to keep on-street parking
- Vehicles travel too fast on Wooddale Ave
- Concern with winter maintenance
- Preserve the corridor trees
- Concern with pedestrian safety
What additional items need to be added to the list of concerns?

**Cost to taxpayers**

Not consistent with “share the road” signage before and after that two block stretch on Wooddale. Need explanation from city why that makes sense to confuse bikers and go even more over budget with elaborate plan.

Prevent bike path from going through Wolfe Lake Park for safety of children and elderly. Street along south edge of park ok.

**Light**

Residents backing in and out of driveways due to reduced parking and delivery vehicles parked in the street due to no available space to stop could be disruptive to traffic bikers and pedestrians.

Cost. Project is over budget. Inconsistent path as compared to the rest of the surrounding bike lanes.

**Devastating quality of life for residents. Walkability - #1 statistic in what homeowners and renters alike want in a sustainable neighborhood. On average more people walk to work than bike to work, pedestrian safety is the key to neighborhoods.**

**NO to the current plan of designated bike lanes & parking bump outs. FOR Safety - YES to TRAFFIC CALMING (remove street surface paint) YES to “SHARE THE ROAD” and signs similar to W 44th St and Edina CC. Keep all current parking, boulevards and trees.**

**Safety for pedestrians and bikers along with cars. Delivery vehicles in street inhibit biker traffic. Concerns as to whether plan is safer with cars backing up or driving in and out of small parking bays.**
What additional items need to be added to the list of concerns?

As a bike commuter, I find there are a limited number of north/south routes through SLP. For someone from north SLP, what route are planners trying to optimize?

Increase pedestrian safety by making this stretch of Wooddale a sharrow/share the road like West 44th St and South on Wooddale in Edina Country Club. Keep all current on-street parking. The proposed plan is less safe than traffic calming.

We want to welcome bikers and pedestrians in the safest way possible. And the key to safety on Wooddale is slowing down traffic. Thus, we recommend sharing the road with cars and bikes, as is done on 44th; Wooddale in Edina; and Princeton/Quentin.

Lighting is poor along whole corridor. More neighbors on west-side of street have porch lights, but still minimal visibility. Also, connection of Princeton/Wooddale is not great – cars on 42nd coast through crosswalk and stop at Wooddale.

That proposed stretch is a waste of SLP money as it does not benefit SLP residents. And if there is any theoretical cyclist benefit at all, it would be for “pass through” cyclists cutting through SLP to get to other communities such as Edina.

I believe all of the above apply to this situation. The cost of this project is too high for the benefits. A sharing of the road system would be more cost-efficient. If the road sharing indicates a high bike use the more expensive system.

The lack of parking is a major issue. Approximately 85% of the current parking will be lost. People will try to park on adjacent streets but there are not many other streets to use.

I would like to see on-street parking reduced based on observed parking habits. This will preserve more trees and reduce impervious surface. Would like to see other traffic calming measures, street width reduction and onstreet native planting.

Retention of property values and historical character of the neighborhood.
What additional items need to be added to the list of concerns?

- Safety of pedestrians and bikers
  - To maintain safety there should be consideration given to constructing the bikeway consistent with existing bikeway on Wooddale south of 50th and the proposed bikeway on Princeton/Quentin.

- Traffic slowing solutions
  - Keeping neighborhood integrity
    - Potential "dooring" incidents by making cyclists funnel between traffic and parked cars (share the road preferred). Accommodation for elderly/disabled visitors. Council members not informing engineering staff of resident feedback. Narrow choke points.

- Property value
  - I agree with all of the bullets you have. Plus being consistent with Wooddale south of us and accommodating service vehicles (there are many on our street). Safety is primary concern.

- All concerns listed previously - I used to live on Wooddale. Share the road design would be a better design than an actual bike lane.

- Understand and effectively manage potential increased traffic stemming from new apartment complex at 44th & France

- Street is dangerous for bicycles now. Slowing traffic speeds and providing more space for bicycles would be an improvement. We could probably accommodate some restrictions on parking but what is proposed may be too strict.
What additional items need to be added to the list of concerns?

As stated we are concerned with safety, lower the speed limit to calm traffic. Remove yellow double lines. Share the road. Try our suggestions before committing the road. SLP costs are already over budget, let’s work together to make Wooddale safe!

Cost overruns

Cost. In relationship to: what is this buying (bang for the buck), other costs already committed (history of spending, cost overruns). Bike safety.

Why do we need more paint?

I would like to emphasize all of those points. I ask my kids to avoid that street on their bikes because it’s way too dangerous. By widening the street, cars will travel even faster make it even more unsafe for my family.

Integrity of historic neighborhood

I have a strong preference to not remove the berm for a bike lane. I live on Wooddale and ride my bike consistently. Slowing down the traffic with reduced speeds and stop signs or similar would be the best. Thank you

this is a test - communications staff.
<table>
<thead>
<tr>
<th>Concern</th>
<th>Description</th>
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<tbody>
<tr>
<td>What additional items need to be added to the list of concerns?</td>
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<tr>
<td>Concern</td>
<td>Description</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>How does bikeway in this space add to the overall bikeways in the area?</td>
<td>no concerns</td>
</tr>
<tr>
<td>Maintain traffic flow.</td>
<td></td>
</tr>
<tr>
<td>How will the city communicate to the bikers to “follow the rules” and ensure everyone’s safety?</td>
<td></td>
</tr>
<tr>
<td>Access to and from the proposed bike way</td>
<td></td>
</tr>
<tr>
<td>The lives of bicyclists. Bicycle infrastructure should be for bicyclists and not cater to cars</td>
<td></td>
</tr>
<tr>
<td>Flow of traffic and safety for everyone</td>
<td></td>
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<tr>
<td>Entry and exit points from bikeway</td>
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</tbody>
</table>
### What additional items need to be added to the list of concerns?

<table>
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<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Wooddale</td>
<td>More crosswalks from Excelsior and South into Edina. Speed limit decreased. Pedestrian/bike friendly. Don't make it more of a highways for cars by taking away parking. SLP needs to value residents lives and control traffic.</td>
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<tr>
<td>First do no harm</td>
<td></td>
</tr>
<tr>
<td>None</td>
<td></td>
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<tr>
<td>I would like it to connect to other trails in the future</td>
<td></td>
</tr>
<tr>
<td>Enough work on this road. Stop.</td>
<td></td>
</tr>
<tr>
<td>bicyclist safety</td>
<td>Thank you for being open to our concerns. I am most concerned about the tree removal and off street parking as we use the road to park daily as we have a single car driveway.</td>
</tr>
<tr>
<td>How does this help bikers with both Bike paths on either side closed?</td>
<td>bike lane wide enough to be maintained in winter time that separates bikes from cars</td>
</tr>
</tbody>
</table>
What additional items need to be added to the list of concerns?

- How many bikes actually use Wooddale in that section on a daily, weekly, monthly and yearly basis.
- Ease of use as a mobility corridor and connecting to other mobility infrastructure.
- Limiting on street parking is a problem.
- Concern for cyclist safety.
- Balance the needs of bicyclists with other users of the street.
- Understand current bike usage on Wooddale. Anticipate potential bike and ride commuting with the new green line.
- Cars will park in bike lane even if there are bollards.
- Is there not a “bike” trail within a few blocks of this? You keep adding bike lanes...for years the bikers knew where they could ride, ridicules that you keep adding for them.
- Ability to safely access the trail and connect to other bike friendly roads.
## What additional items need to be added to the list of concerns?

<table>
<thead>
<tr>
<th>Item</th>
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<tbody>
<tr>
<td>Agree on parking &amp; high traffic. 4 way stop may be needed at Morningside &amp; Wooddale, visibility can be challenging there with the hills &amp; volume of traffic.</td>
</tr>
<tr>
<td>None</td>
</tr>
<tr>
<td>Proper lighting for night time riding</td>
</tr>
<tr>
<td>Some of the same concerns, but mostly I want to keep parking.</td>
</tr>
<tr>
<td>Preserve trees, slower speed zone, and parking. As frequent guest in neighborhood never see cyclists and don’t think enough to warrant destruction of long-standing mature trees. Or to deprive parking, home values and safety to homeowners.</td>
</tr>
<tr>
<td>None. Focus on traffic and biker safety.</td>
</tr>
<tr>
<td>The amount of traffic on wooddale is concerning. Vehicles do not observe the stops signs and ignore the &quot;no turns&quot; sign at wooddale and 421/2 it is dangerous to ride a bike on wooddale.</td>
</tr>
<tr>
<td>Connected trans-city bike lakes for ease and safety of bike riders</td>
</tr>
<tr>
<td>Parking, traffic flow</td>
</tr>
</tbody>
</table>
What additional items need to be added to the list of concerns?

- Ability for City residents as well as regional humans to safely navigate streets using active transportation
- Not safe for cyclists when there are no bike lanes. I don’t think we need parked cars on this road, plenty of off-street parking. Parked cars restrict visibility for cyclists and pedestrians.
- Street crossing. Car speeds are biggest concerns!!
- I would like to keep all trails on the existing pathways as they are least likely to create traffic accidents. Pleasure riding has been completely removed by the City. Only danger from this current admin.
- Cars not fully stopping at stop signs on Wooddale
- Public education of bike vs automobile rules and regulations; clear signage is needed
- People ignore the stop signs, especially at 42 1/2 street and Wooddale. It is a dangerous intersection for pedestrians bikers and cars.
- Not a fan of the bikeway being on a heavy traffic street like Wooddale - unsafe for all. Encourage bikers to use a less busy street
What additional items need to be added to the list of concerns?

**Don't reduce or change people’s ability as it is today to park on Wooddale.**

A Wooddale bikeway would be a good connector for biking a North/South route in SLP to Edina. A separate bike path would ensure separation from cars, and thus greater safety for bikes.

**Feeder streets from Edina are shareways so would doing something different be confusing**

Concerned about safety for school children crossing Wooddale Ave. Automobile traffic on Wooddale is very fast and heavy. Why add bike traffic?

**Concern with winter maintenance**

Is it well lit at night

**Stop signs on wood dale ave bridge are not effective. Constantly ran by people blowing through. More dangerous to have them than to not have them. Too many in my opinion---- I drive through there every day on the defense for who is going to come flying**

**How the lack of on-street parking will negatively affect the value of homes from 42 1/2 to 44th St. The excessive cost of the project - beyond what the budget originally allowed.**

Your list pretty much covers residents’ concerns. Adding bicycle lanes will just complicate already existing concerns.
What additional items need to be added to the list of concerns?

**Share-way**

I am most concerned about pedestrian and cyclist safety. I bike almost daily and will use this route to travel south. Connecting this to another paths will make it usable.

I echo the concerns of residents in the affected area. More significantly, I am concerned about the extension of the bike lanes into the Wolfe Park area. This is NOT a good idea. It will spoil the park and be a danger to elderly, children, & all.

**Bicyclist safety**

Bikes are dangerous because they are slower than cars; they should be kept off the streets.

**It would be wise to move the bike lane to a less busy street.**


Biking is growing fast in Minneapolis. SLP needs to grow their bike lanes with it. We need safer North-to-South bike lanes.

walking school children safety. Drivers are already distracted and driving too fast. Auto traffic is heavy. I do not want to see more confusion and congestion on Wooddale. There are not many bikers on Wooddale anyway.
What additional items need to be added to the list of concerns?

Visibility is already lacking in this area on Wooddale, especially at the Morningside intersection. I believe entering and exiting traffic may have a hard time seeing cyclists and vice versa.

Preserving the other foliage, plants, and animal habitats that a bike path may cut through. In addition, generally ensuring that the bike path is beautiful to bike through.

The cost to taxpayers for a very small number of bikers compared to the city population and the fact they can only be used six months or so of the year.

Less bike ways all over the city keep street parking, no more bike lanes stop

Cyclists who do not obey traffic laws like stopping at stop signs, yielding to oncoming traffic, and even speed limits.

Safety for cyclists, especially at dangerous intersections

Cars do not obey the stop signs at 42 1/2 and Woodale. They roll right thru those intersections. Need stop lights and raised crosswalks and roundabout. Kids cross there!

Safety for cyclists

Too many intersections from all sides and when crossing, it is difficult to keep track of all the cars from all directions
What additional items need to be added to the list of concerns?

- Separating cyclists from motor vehicle traffic
  
  Safety of bike riders and pedestrians must be the first priority. Are there any affects to traffic anticipated with the light rail installation? IE expected bus route changes.

- Those are my concerns as well. Parking should

- We have enough bike lanes! Stop wasting money.

- Adequate bike separation from traffic

- The need for utility and delivery vehicles to park on the street without having to get a permit.

- Bike accessibility in SLP

- Protected bike lane for bikes safety should trump ease of winter maintenance. Minneapolis "gets it" and suburbs should too.
What additional items need to be added to the list of concerns?

<table>
<thead>
<tr>
<th>Concern with biker safety after new lands installed</th>
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</thead>
<tbody>
<tr>
<td>Is there a real need for the pathway in the first place? Please explain.</td>
</tr>
<tr>
<td>None</td>
</tr>
<tr>
<td>Concern with bicycler safety</td>
</tr>
<tr>
<td>We need to get people out of cars and onto their feet or on their bikes. Cars need to slow down and respect stop signs. Pedestrians crossing the street along the proposed bike path require vigilance to not be run over.</td>
</tr>
<tr>
<td>smooth clean bikeway. Hard to ride on trash, pothole filled bikeways.</td>
</tr>
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</table>

| None. All listed concerns I agree with. The cons greatly outweigh the pros (if there are any!) |
| Proper lighting on those blocks for evening commuters |
What additional items need to be added to the list of concerns?

- Walk-a-ibility and bike-a-ility are paramount. We moved to this area in part for these two reasons.
- Safety for all. Bikers do not obey traffic rules.
- None that aren’t already listed.
- design it is such a way to maximize bike safety
- Unsafe conditions to ride bikes
- Safety of bikers on this road
- Safety of vulnerable road users should be the prime concern.
- solar powered flashing crosswalks if appropriate/applicable. Clearly marked lane or path for bicycles. Speed bumps for cars
- None
What additional items need to be added to the list of concerns?

Traffic laws need to be enforced with cyclists!!! Bike lanes take away from on street parking where on street parking is highly utilized in this neighborhood.

Main concern is cyclist safety. A separated facility would be best option. Please do not make bike lane wedged between traffic lane and parked cars. Cars give no berth in this scenario and doors can open on cyclists. I'm a daily cyclist on Texas Ave.

Since this area is so close to a major bike trail, having a safe bike zone for bikers to get to/from their respective neighborhoods is a good, safe choice that I support. I would also support a safe bike zone on Dakota Ave connecting the two trails.

Need for physical barriers between vehicles and people on foot or bike. These can include parked vehicles and boulevard trees.

(1) the current plan eliminates parking on the west side of Wooddale; (2) need consistency with what north Edina is doing - which is NOT bike-only lanes.

For the amount bike lanes are actually used, why do you keep changing so many streets?

Bicyclists safety.

Maintain parking on Wooddale, reduce speed, keep tree canopy, let bikes share the road as they currently do.

I have heard the Edina bike route makes more sense & SLP should connect with that for continuity - where are bikers actually going vs. where you WANT them to go? Please balance biking/parking. City should shovel ALL sidewalks for this plan to work.
What additional items need to be added to the list of concerns?

- Need good connections for bike routes.
- Safest road for bikes and pedestrians is one with slower traffic, non-stripping, shared with cars, narrowed by parking and boulevard trees, all in accordance with SLP’s Living Streets Policy; less expensive to build and maintain than current proposal.
- I am for bicycle sharing like on many streets not this way the city is proposing. We are for bikes but against bump outs and tree loss; We are for traffic calming techniques to protect our bikes and pedestrians; We are for walkable, pedestrian safe street not wide enough
- Concern for bike riders who seem to think they win a collision with a car
- Street is narrow enough without adding bike lanes.
- Have all of those concerns
- Bike lanes are good.
What additional items need to be added to the list of concerns?

Connectivity for cyclists wishing to travel north or south through that part of SLP.

Enough lanes for cars so traffic not snarled by bikers

We are concerned with a lack of parking spaces or people parking on side roads that make it difficult to care for personal property.

I bike around SLP, and I don’t feel safe on my streets. I walk, and I don’t feel safe – people drive FAST. No one has ever had a hard time parking when visiting, so why are others’ “concerns” more important than my life?

Making it a better bike trail than the one along Minnetonka Blvd

Resident access, delivery access

We just have to be mindful that Wooddale is a major artery between SLP and Edina – in addition to France and Hwy 100.

I agree with keeping the trees and maintaining parking

Cars should be de-prioritized.
What additional items need to be added to the list of concerns?

- Stay Green. Pedestrian walkability is #1. By default, biking safety is built into a green, sustainable, and walkable neighborhood. #1 characteristic of buyers/renters alike. 79%. All generations.
- Too much emphasis on bikes. Focus on residents that bike not “clubs” or those special interest groups pushing the cause.
- Safety for bikers Safe behavior of drivers Adequate signage Adequate maintenance of bikeways, especially keeping pavement clear and dry.
- I have grown up on this street and moved back when I married. My husband and I have lived here 33 years. We want the street to stay green, walkable and connected without changes that are excessive and expensive to implement and maintain.
- Limited parking on cross streets for any overflow that would be caused by significantly reduced Wooddale parking. Morningside hill, e.g., very slick during winter months, not always safe for parking - incidents of cars sliding down sideways.
- None
- Limited visibility of bikers from the perspective of a driver.
- I am an avid biker. Continuation of the sharrow with traffic calming techniques offers consistency to the bikers. Spending 125K for a 2 1/2 block stretch? In this case, money does not buy safety. Sharrow with traffic calming is the answer. Thanks
- Why that particular stretch vs other streets?
What additional items need to be added to the list of concerns?

- Clearly identified bike lanes and signage

  We don't seem to have the funds for a questionable bike trail on the section of Wooddale where I live. Our Mayor seems to have concerns of how not only it will be paid for, but whether this very expensive project for dedicated bike lanes is the way.
What is your number one concern for Wooddale Avenue from 42nd 1/2 to 44th Street?

- Preserving on-street parking: 47
- Preserving transit/green space: 26
- Pedestrian safety/crossing: 39
- Bike safety: 78
- Vehicle speeds: 35
- Driving enforcement: 4
- Parking enforcement: 0
- Street sweeping/plowing: 1
- Other: 14
How do you want the city to prioritize your concerns?

1st: Pedestrian safety/crossing
2nd: Bike safety
3rd: Preserving trees/green space
4th: Vehicle speeds
5th: Preserving on-street parking
6th: Driving enforcement
7th: Street sweeping/plowing
8th: Parking enforcement
9th: Other
Please share other comments or questions:

- **Leave the road as it is**
  - Separate lanes for the short section that would disrupt parking would most certainly do more harm than good as residents would have to be forced to walk further, vehicle speeds would increase, and guest/deliveries would be inconvenienced.

- **Preserving pedestrian safety will incidentally also preserve biking safety.** The number one characteristic asked for by homeowners and renters alike is walkability - 79% want walkability to shops and everyday needs, a sustainable neighborhood.

- **See previous comments about Wolfe Park.**

- **I appreciate the effort to make SLP bike friendly**
  - Safety in the park crossing the street, parking, slowed traffic. Bike traffic not being hot by car doors, cars backing up or moving in and out of bays. Plowed snow not being on front lawns or blocking bays, providing even less parking.

- **Make Wooddale safer for pedestrians of all ages. Implement traffic calming and share the road. Keep all current parking.**

- **Want to know when data was collected for the assumptions in proposal. Is it true that Wooddale Avenue is a major collector road? Would appreciate SLP trying the "share the road" option first. Thank you in advance for your consideration.**

- **It’s great to indorse healthy lifestyle but it’s slowing down the traffic when bikes are in the middle of the road and not on designated area and safety is concern for cars and bikes.**
Please share other comments or questions:

The route does great job of connecting neighborhood to school, rec-center, and shops.

Designated bike lanes with parking bump outs are less safe for everyone. Traffic calming and share the road are much safer for pedestrians and bicyclists. The cost of traffic calming and share the road costs significantly less to implement.

Since the current program is over budget in other areas of the city we should reassess the plan to bring the cost in line with the benefits. The sharing of the road system would be less expensive and provide safety for bike traffic and pedestrians.

If parking bays are put in, the street will be wider and speeds will increase. Any approved plan should result in slower speeds on Wooddale.

Bike infrastructure must be extended on Wooddale all the way to Excelsior Blvd to accommodate riders heading north and west. NACTO says Wooddale should have protected bike lanes based on volume and speed, not Sharrows or painted lanes. Need to fix.

I support providing clarity that bikes have a right of way on the road, but not at the expense of increasing the speeds already on Wooddale and eliminating trees and parking.

The Wooddale Ave traffic volume and parking utilization data used by the city engineers is flawed - out dated and not representative of current conditions. It is a failure for that department to base significant proposals on low quality information.

We recommend sharing the road with cars and bikes, as is done on 44th; Wooddale in Edina; and Princeton/Quentin. These are the streets that drivers and bikers encounter before and after our two block stretch of Wooddale.

The current plan of reducing parking spots from 88 to 13 is ridiculous in so many ways. Speeds on Wooddale will only increase. Safety for pedestrians and bikers will be an issue.
Please share other comments or questions:

Please listen to the residents who live and will be affected by this project.

The proses bikeway is such a drastic measure—with removal of mature trees and significant reduction in parking I encourage you to take a more incremental approach w painted sharrows. Perhaps limiting parking during rush hour?

As a Wooddale homeowner who commutes by bicycle to work, and cycles with regularly with children, I have never had a problem with the existing layout. I worry about my elderly visitors walking for blocks on icy sidewalks after the parking is gone.

Budgetary responsibility is also a key concern. Given that the projected spend for “Connect the Park” is almost 100% over the initial budget, it is imperative that the city focus on delivering truly cost effective solutions.

Please interview atleast 30 bikers from the Browndale neighborhood - people who bike atleast 2/week. Hear from them.

Cost of the project is also a concern. Share the road seems like a balanced approach. As is basing the need on facts (traffic studies in a pure environment and not during a highway closure)

Focus on traffic safety (slowing traffic) and providing some safe areas for bicycles.

Leave Wooddale Ave as is, reduce the speed limit. Clearly mark Wooddale with signs as a Shared the Road, remove yellow strips down the middle of the road. Also I suggest using more up to date data verse from 2017! A lot has changed on Wooddale Ave.

Please choose a share the road option combined with traffic calming measures that preserves all existing parking and preserves all the trees.
Please share other comments or questions:

Plan seems half baked.

This is a difficult issue and I have mixed feelings. I don't think there is enough on street parking in the current plan for the number of households, given that there are not good options for parking on the cross streets (Morningside and 44th).

The plan before the council is addressing a need that doesn't exist and is way over budget. STLPP redid our curbs about four years ago and plans to tip them out again. Our taxes are being wasted and our concerns brushed aside by our council person.

We don't understand why this 2.5 block segment is being targeted for a radical re-design when sharrow work to the south, north and on 44th which carries more daily traffic.

It would be nice to know how much Edina is doing to "connect the park". It feels like the plans for Wooddale and further north don't necessarily "connect" to any existing streets south.

Remove yellow lines running down middle of road to make drivers reduce speed.

Excited for this to be implemented! I ride on Woodale on my commute and would be great to have a safe space especially when heading south up the hill where my speed slows down and there are cars parked I have to ride past.

this is a test from city communications staff.

Research shows 1) narrowing & non-stripping a street slows down traffic, as does sharing the road w/bikes 2) ped safety is improved with on-street parking & slower speeds; 3) buyers/homeowners value walkability & ped safety even more than bike safety
Reducing vehicle speed makes Wooddale a safer and more attractive pedestrian and bicycle environment.

This street really lends itself to protected bike lanes (at least during the warm weather months).

I didn’t have a response for main concerns. I don’t live in the neighborhood.

Please try the least invasive bike route option first. Removing the trees and placing concrete cut ins is a very drastic step. Please proceed with caution in changing the atmosphere of the beautiful tree lined street. Aesthetics do matter.

Public streets are not parking lots for cars. Safety of vulnerable users must be the first priority.

Stop wasting our tax $ on projects that only benefit such a small group of people.

There are not enough cyclists to justify narrowing roads with bikeways. We do not live in Amsterdam, sadly. Here in the US, everyone drives big vehicles which need wide roads for the safety of everyone. Better sidewalks would be more useful.

More alternatives to driving is better.

Wooddale is a primary artery in & out of M’Kada Vista and Wooddale neighborhoods, and a bike lane seems important for that reason. In other news, I would love to see a bike lane on Louisiana Ave!
Please share other comments or questions:

- I couldn’t read the map on my tablet, even when I zoomed it.
- I couldn’t read the map on my tablet, even when I zoomed it.
- Removing on street parking increases vehicle speed (which is the #1 issue on Wooddale) and reduces the property values of the same people who suffer from high vehicle speed. Use sharrows and pedestrian safety measures to calm traffic. Look at Edina.
- Kids cross Wooddale for school. Control traffic b4 a child or adult dies!! It is not reasonable to take away parking from residents without compensating them for loss of property value. How would people walk down this highway to their cars?
- Stop this project.
- Traffic calming and prioritizing other forms of transit than the car, like bike infrastructure, will keep St Louis Park a vibrant community into the future.
- Not as many stops for vehicles and a tunnel for bikes to cross wooddale.
- Improving biking or walking should be the top priority.
- As a biker and a patron of parkway pizza, I can say there is enough room to bike without losing parking. More important to reopen Cedar Lake and Greenway paths as soon as possible.
- Logical for bike path to run the longer than the proposed 2 1/2 blocks on Woodale?
Please share other comments or questions:

SS

Wooddale is a main artery for emergency vehicles. Putting bike lanes in will only increase the danger aspect of too many vehicles and bikes negotiating a limited space.

Bikeway should be between street parking and the curb. Bikeway should NOT be between street parking and car lane. Parked cars should NOT open driver side door into bike lane or have to cross the bike lane.

Consistent bike lanes, trails and accessibility is important so everyone can follow the rules. There’s too much variability around the cities and as a motorist, bicyclist and walker it isn’t always apparent how to safely proceed or efficient.

Can you add angled parking on west side of street and trim the east side down less?

No other concerns

bikers need to respect stop signs on the trail. the drivers that stop without having the stop sign are conditioning bikers to blow through stop signs on the trail. this will inevitably end badly...for the bikers!

Want to keep higher speed

The question about “where do you live” could be re-worded to be more clear. Add the word “but” after Wooddale in this option: “Not on Wooddale in Browndale or MV.” I live on Ottawa and my son’s bus stop is on Wooddale. It is dangerous to cross woodda
Please share other comments or questions:

Limiting spending is my top priority.

It would be preferred if the City cared about the tax-payers and less about non-resident who will come to destroy St Louis Park and its quality of life.

It did not work when Edina attempted the bike lane on Wooddale a few years back, and I believe the same would happen here.

#ConnectThePark - keep up the good work!

This a good idea; thx SLP

Don’t have any additional comments.

This is one of my main ways to ride south and it eventually links nicely to a bike lane in Edina. The road is too narrow for parked cars and should be wider if parked cars are to remain, but there is plenty of off-street parking.

Unused and underused bikeways and bike paths do not serve the city well. Just because a few vocal supporters want them doesn’t mean it makes sense all over the city. Just make direct connections to the dedicated regional trails and call it a day.

Concern with winter maintenance
Please share other comments or questions:

- There aren’t many bikers on Wooddale. Time and money spent on bike trails is poor use of our tax dollars. City should be focusing on pedestrian safety, especially school children. On street parking must be available for visitors. Snow removal also.

- It is our hope the city to listen to the concerns of the neighborhood most affected - hasn’t been our experience to date!!

- If bike lanes are absolutely necessary for reasons other than to make SLP “a beacon” as I heard one council person comment, why not put them on a less busy street.

- Start ticketing the Bicycle users for not using proper road safety laws!!!!!

- If you build it we will bike it!

- why use the main streets for bikes, move them to other streets

- There are businesses in the area that need the street parking and many residents need the street parking as well. My neighbors park their vehicles on the street each night due to small driveways.

- Separated bike lane to promote bicyclist safety and usage

- Don’t forget people need roads for cars to get around the city. Seems like special interest trump essential needs.
Please share other comments or questions:

SLP is in dire need of safe north/south travel corridors for safe cycling.

Need more North-South bike lanes...two of the most used East-West trails cut through SLP...let's safely connect them.

Children safety crossing Wooddale. crossing at 42nd, 41st, 40th. All of the spots to cross are super dangerous for children and all walkers. This is my #1 concern. I am shocked it is not MORE of a concern with the city! We have very few bikers.

Please pay attention to unintended consequences for Morningside. the hill at Morningside lwe watch buses & cars slide down it every winter. Minimize parking off the main Morningside Rd. for safety around the park, parking area in front B park works!

Please stop the bike lanes use city money for better things.

What plans does the city have to ensure that cyclists are obeying rules of the road/traffic laws?

Edina has future plans to upgrade the sidewalk on 44th St with a shared-use path. St. Louis Park should also consider upgrading a sidewalk along Wooddale to a SUP to better accommodate cyclists.

Do not strip lanes just add signage like Edina has done.

none
Please ensure the path transitions to another biking option or path and doesn’t abruptly end.

Safety for pedestrians and bicyclists should be primary concern, while preserving green and natural features. Slow down the traffic.

Having a community that offers non-auto/truck ways to move around the city is paramount. Making pedestrian and bicycle modes of movement safe and possible is key to getting the community to participate in these modes of ‘transportation’.

I love the idea of making the park better connected for bikers.

The public right of way should be for public use, not storage of private property.

I don’t understand the need for bike lanes. Please explain.

We need room for the bikes. Clear streets and making drivers aware, and accountable for sharing the road.

also consider alternate routes along less busy streets.

none
Please share other comments or questions:

**Have bikers accountable for their actions. But being we are in MN it would only be for a few months for a handful of people. Where is year round enclosed walking for the hundreds if not thousands of walkers now that Knollwood mall is gone?**

**This is an exciting and necessary connection of bikeways to facilitate a safer bike commute. Thanks for making it happen!**

**Currently I avoid biking on Wooddale. I bike on Browndale ave to go south. Even with bike lanes on Wooddale I still might take Browndale. Less cars, feels safer.**

**NONE**

**Vehicle traffic is the primary mode of commuting and will be for the foreseeable future. Roads should be built to cater to cars, not bikes. Make a bike lane off of the roadway and enforce the laws that bikes have to yield to the right of way.**

**Please do not put in a bike-only lane. Please do not take out 10 trees - no matter how small in diameter. If you can put in a bike-car shared lane and spare the trees, that would be perfect.**

**With light rail and the development on Wooddale, these corridors are very important and cycling safety and access is key to a future growing population that is younger, more conscientious and will be more apt to commute by e-bike.**

**Bike safety and pedestrian safety should not be bifurcated. Also, design should consider the needs of people using electric scooters, skateboards, and other micro-mobility options.**

**It's very frustrating to have every street altered for bike lanes that are not used enough to justify it. Minneapolis has taken it way too far & SLP seems like its trying to keep up with this silly endeavor when we have great bike paths.**
<table>
<thead>
<tr>
<th>Comment</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Bike Lanes need to be separated from roads by a curb, like a sidewalk. I love how this type of bike path/sidewalk was done on Cedar Lake Rd East of Louisiana Ave.</td>
<td></td>
</tr>
<tr>
<td>I frequently ride my bike on Wooddale from 44th to Excelsior Blvd and share the road. I ride with reflective clothing and flashing tail light and have felt safe as most cars slow down and move over when passing me.</td>
<td></td>
</tr>
<tr>
<td>I love it that the city continues to move forward with the bike/walk plan. It’s an important part of giving our citizens access to other forms of transportation beyond driving.</td>
<td></td>
</tr>
<tr>
<td>It is irresponsible to make such drastic, expensive and irreversible changes to these 2 blocks betting that biking may increase. Let’s move more judiciously to learn if such is justified. Collaborating with Edina on a Grimes Avenue route is prudent.</td>
<td></td>
</tr>
<tr>
<td>I want the street left as it is with some signs saying share the road. Like I see south of 50th Street in Edina</td>
<td></td>
</tr>
<tr>
<td>Sorry, stated them earlier.</td>
<td></td>
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<tr>
<td>Bike boulevard with sharrows is more reasonable than doing a bike lane</td>
<td></td>
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<tr>
<td>If you build it we will ride it.</td>
<td></td>
</tr>
<tr>
<td>Nothing else.</td>
<td></td>
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<tr>
<td>Comments</td>
<td>Notes</td>
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<tr>
<td><strong>We need to prioritize people using climate-friendly transportation, and their safety.</strong></td>
<td>Stay Green. Pedestrian walkability is #1. By default, biking safety is built into a green, sustainable, and walkable neighborhood. #1 characteristic of buyers/renters alike. 79%. All generations. Take advantage of existing resources.</td>
</tr>
<tr>
<td>A shared bike lane is safer and addresses the community concerns</td>
<td>Hopefully a reasonable cost effective design can be developed to fit most (fitting all is not realistic). Please keep spending in mind.</td>
</tr>
<tr>
<td>-I bike this stretch of Wooddale (WD), east on 44th to Lk Harriet; generally ok. -Edina So. WD also ok. -Traffic speeds can be too fast for res1. &gt;30 -No./so. WD drivers confused at Morningside, stopping or turns in front of on-coming as if 4-way.</td>
<td>Critical importance of bike transportation and safety to our community. Adequate signage. Adequate maintenance. Collaborative &quot;share-the-road&quot; culture. Support safe 4-seasons biking. Complete, interconnected network of bike lanes and bikeways.</td>
</tr>
</tbody>
</table>

I am concerned that there is a lot of expense being considered to permanently alter these two blocks when less invasive treatment is used south of 44th and north of 42 1/2. We should consider working with Edina to use Grimes instead of Wooddale.
Please share other comments or questions:

I feel strongly that bicyclists be required to abide by rules-of-the-road, before we surrender more road to them.

I used to bike on Woodale on my regular bike commute. In general, it was a good experience. Most frustrating was crossing Excelsior. Cars almost always blocked crosswalk and long light wait times.

Let’s not rush into something that appears to be overkill when an easier and less expensive option is available. We can always do more in the future if necessary. Let’s make decisions which also show you have a little heart for the people.
For additional information:

- www.stlouispark.org/our-city/stay-informed/construction-updates
- Ben Manibog – bmanibog@stlouispark.org
- Jack Sullivan – jsullivan@stlouispark.org