

**AGENDA
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COUNCIL CHAMBERS
February 16, 2012
6:00 P.M.**

I. CALL TO ORDER

A. Welcome New Members

II. ROLL CALL

III. APPROVAL OF MEETING AGENDA

IV. ADOPTION OF CONSENT AGENDA

A. Approval of Minutes -- Regular meeting of January 19, 2012

B. Traffic Safety Committee Report of February 1, 2012

V. COMMUNITY COMMENT

*During "Community Comment," the Transportation Commission will invite residents to share relevant issues or concerns. Individuals must limit their comments to **three minutes**. The Chair may limit the number of speakers on the same issue in the interest of time and topic. Generally speaking, items that are elsewhere on tonight's agenda may not be addressed during Community Comment. Individuals should not expect the Chair or Commission Members to respond to their comments tonight. Instead, the Commission might refer the matter to staff for consideration at a future meeting.*

VI. REPORTS/RECOMMENDATIONS

A. Tracy Avenue Roadway Reconstruction Feasibility Study

B. TLC Bike Boulevard Update

C. Living Streets Workshop Recap

D. Living Streets Consultant Selection

E. Edina Transportation Commission Bylaws

F. Updates

i. Student Member

ii. Bike Edina Task Force - January 12, 2012 Minutes

iii. Grandview Small Area Study

iv. Living Streets Working Group

- VII. CORRESPONDENCE AND PETITIONS
- VIII. CHAIR AND COMMISSION MEMBER COMMENTS
- IX. STAFF COMMENTS
 - A. Update on France Avenue Pedestrian Bridge Re-scoping
- X. ADJOURNMENT

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

SCHEDULE OF UPCOMING MEETINGS/DATES/EVENTS

Thursday	Feb 16	Regular ETC Meeting	6:00 P.M.	COMMUNITY ROOM
Thursday	March 15	Regular ETC Meeting	6:00 P.M.	COMMUNITY ROOM
Mon	Mar 19	Annual Boards & Commissions Dinner Meeting	5:00 P.M.	HUGHES PV. CENTENNIAL LAKES
Thursday	April 19	Regular ETC Meeting	6:00 P.M.	COUNCIL CHAMBERS
Mon	Apr 23	Annual Volunteer Reception	5:00 P.M.	BRAMAR RM WARREN HYDE CLUB HS

**MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COUNCIL CHAMBERS
January 19, 2012
6:00 P.M.**

ROLLCALL Answering roll call were Members Bass, Bonneville, Braden, Franzen, Janovy, Nelson, Schold Davis, and Thompson

APPROVAL OF MEETING AGENDA

Motion was made by member Braden and seconded by member Nelson approving the meeting agenda. All voted aye. Motion carried.

APPROVAL OF MINUTES - REGULAR MEETING OF DECEMBER 15, 2011

Chair Janovy noted that the bulleted list on page 2 could be confusing later on because it is missing context. After discussion, consensus was reached that the minutes should be done in a narrative style with context for better understanding. On page 2, last paragraph, delete "showing."

Motion was made by member Nelson and seconded by member Thompson to approve the amended minutes. All voted aye. Motion carried.

APPROVAL OF MINUTES - SPECIAL MEETING OF JANUARY 9, 2012

Page 3, 4th bulleted paragraph, the sentence in parenthesis was revised as follow: *(After additional design, staff expects each residential assessment for the sidewalk to be \$1700. NOTE: this information was determined after the meeting and included here for clarification).*

Motion was made by member Bonneville and seconded by member Franzen to approve the amended minutes. All voted aye. Motion carried.

TRAFFIC SAFETY COMMITTEE REPORT OF JANUARY 4, 2012

Regarding Section B. 1., member Nelson asked which library was being referred to. Assistant city engineer Sullivan said it was the Grandview Library and that the request was referred to the Planning Commission since this area is part of the Grandview Small Area Study.

Regarding Section B. 2., chair Janovy asked if the requestor is okay with the vegetation being removed since the request was to remove the "Stop Ahead" sign. Mr. Sullivan said the vegetation is a low hanging branch which is not allowed by City code; therefore, the best solution is to remove the branch.

Regarding Section C. 1., chair Janovy asked if the request was for the section of W. 51st Street behind Lunds and Mr. Sullivan said yes.

COMMUNITY COMMENT None.

REPORTS/RECOMMENDATIONS

TH-494/Xerxes Avenue – MnDOT Presentation

Mr. Sullivan said this was first brought to the ETC one year ago. He said MnDOT is seeking Municipal Consent from the City for the work to be done on I-494 at Xerxes Avenue, including the Xerxes Avenue Bridge. He introduced Scott Pedersen from MnDOT who explained the project.

Mr. Pedersen said MnDOT is doing three different projects over three phases and they are: I-494 from TH-100 to 24th Avenue; construct auxiliary lanes on westbound I-494; and reconstruction of the Xerxes Avenue Bridge. The project letting will be June 8, 2012, and construction will begin August, 2012, and end Fall, 2013. The three phases are:

Phase I (August to late Fall, 2012)

Construct auxiliary lanes on westbound I-494 between Portland Avenue and Nicollet Avenue; and I-35 and TH-100. Reconstruct the outside shoulders on both eastbound and westbound of I-494. Reconstruct the inside shoulders from 24th Avenue to TH-77, and resurface I-494 from 24th Avenue to TH-77.

Phase II (Spring to Summer, 2013)

Reconstruction of the inside shoulders of I-494 from TH-77 to TH-100. Remove guardrail and curb and gutter and replace with concrete barrier. Reconstruct drainage system in median to facilitate modification to the median.

Phase III (Summer to Fall, 2013)

Resurface I-494 between TH-100 and TH-77.

Xerxes Avenue Bridge construction will be Fall, 2012, to late Spring, 2013.

Mr. Pedersen said issues identified during the City of Edina's open house were proposed typical section under the Xerxes Avenue Bridge; I-494 as a managed facility; and access to Xerxes Avenue from I-494.

Regarding the proposed typical section under the bridge, Mr. Pedersen "MnDOT's 20 year Transportation Improvement Plan and the Metropolitan Council's Transportation Policy Plan [do] not identify expansion of I-494" and that "The proposed typical section under the proposed bridge provides for the provision of six lanes in each direction. The only thing not provided by this typical section is the reservation of 26 ft. for future transportation use in the median of I-494." He said further that "...it is a reasonable risk to move forward with the proposed design..." and if I-494 is to be expanded in the future the bridge will be updated.

Regarding I-494 as a managed facility, Mr. Pedersen said I-494 is identified "...as a Tier II Managed Corridor" and "...[MnDOT] would like to include language as part of the resolution providing municipal consent for the proposed project to reserve the capacity added to I-494 for the future conversion to a managed lane."

Regarding access to Xerxes Avenue from I-494, Mr. Pedersen said the law does not allow access at this time. He said the spacing has to be at least one ½ mile.

Discussion

Member Bonneville asked about the clearance for an LRT. Mr. Pedersen said 23 ft. is standard but LRT is not planned for I-494. Member Bonneville said he is disappointed they cannot get a westbound access for trucks going north on Xerxes Avenue to the Southdale area as an alternative route to France Avenue. He said the bridge could be enlarged similar to the Penn Avenue Bridge. Mr. Pedersen said besides safety concerns, they are trying to maintain efficiency on I-494.

Member Nelson asked if there are existing exits less than ½ mile. Mr. Pedersen said yes and when improvements are made they are evaluated.

Chair Janovy asked Mr. Pedersen to explain Municipal Consent and the process. He said generally there are three criteria: 1) acquisition of ROW (none in this project); 2) modification of access (none in this project); and 3) additional capacity to the facility – building auxiliary lanes from northbound I-35 to TH-100. He said the process includes a public hearing and probably back to the ETC and then to Council.

Mr. Pedersen said the bridge will be widened to maintain the current 4-lane, add turn lanes, provide 6 ft shoulders on both sides, and 10 ft sidewalk on both sides of the bridge which can be used as bicycle facility later on (designated by the County as bike route). He said the bike lane will not be striped until there is an approaching bike lane.

Mr. Sullivan said it is expected this will go before Council in April and requested a response from the ETC to Council either by motion or comments in the minutes. Mr. Houle said with the TH-169 Municipal Consent, he does not believe a public hearing was held. He asked for confirmation that there is no cost sharing for Edina and Mr. Pedersen said only if pedestrian lighting is needed and he is not aware of any at this time.

Mr. Houle asked that staff be allowed to determine if a public hearing is necessary and who would be hosting it. The comments from the public hearing would be brought back to the ETC and the ETC would make a final recommendation to the Council. He said the timeline would be February to March and Municipal Consent in April.

Member Bass asked if there is a median island on the northern side of the intersection to provide pedestrian refuge and could this be added if not currently included. Mr. Pedersen said one on the northern side at Edinborough Way and a 6 ft median is proposed for the south side, which is not much refuge. Mr. Houle recommended taking a look at their design plan and considers incorporating a refuge and possibly a durable crosswalk. Mr. Houle said this may add minimal cost to the City.

France Avenue Pedestrian Bridge Re-scoping

In recapping events to date, Mr. Sullivan said the City received a federal grant of \$1M for a pedestrian bridge over France Avenue at 72nd Street. He said the Council and ETC has asked staff to take a step back to see if the funds could be applied to at-grade crossing and bicycle enhancements for pedestrians for the corridor. He said Mr. Chuck Rickart of WSB & Associates has been writing a re-scope of the project.

Mr. Rickart said WSB & Associates was retained to look at a scope change and the sunset date for the project. The sunset date for the funds is March 31, 2012. He said the Council would like to expand the scope to look at the entire corridor from Minnesota Drive to W. 66th Street. He explained that the funding application was in 2007 with approval in 2008, and the City set aside \$1M in the CIP for 2011 for the project. In addition to Council's and ETC's concerns with the overpass, a study of the corridor by Hennepin County, in conjunction with the City, in 2009, identified "other" improvements that could be implemented instead of an overpass.

Mr. Rickart said the current approved proposal is as follow: *Construction of a Pedestrian and Bicycle Bridge over France Avenue in the vicinity of W. 72nd Street to provide a safe and efficient connection between the commercial, retail and offices east of France Avenue with the residential neighborhoods west of France Avenue; approximately 6000 ft. of 10 ft. wide bituminous trail, trail lighting, landscaping, benches and signing.*

He said they are seeking a sunset date extension and a scope change with the sunset date extension of one year being the more critical of the two. He said certain requirements such as approvals of environmental documents; right-of-way certificate; MnDOT plans; and letting the project within 90 days of the sunset date must be met for the extension to be granted. Additionally, they must show progress has been made on the project to date; give unique reasons why extension is needed; and demonstrate that the project can be completed within the year. He said the process includes a review and concurrence by MnDOT and then to the Met Council TAC Funding and Programming Committee for review and approval.

Continuing, Mr. Rickart said examples of progress made to date are adjacent property owners are aware of the project and preliminary ROW discussions have been completed; and Hennepin County and the City completed a corridor study evaluating potential optional pedestrian accommodations. He listed some unique reasons for the extension as Council, ETC and BETF review of the proposal and concern with overpass versus at-grade crossing; concern over the need and effectiveness of a pedestrian bridge in this location; new state, county and city emphasis on Complete Streets; and Council's and ETC's decision to proceed with a study of at-grade options.

Mr. Rickart said the project can be completed within one year and the schedule would be June, 2012: Environmental Document; October, 2012: ROW; August, 2012: Final Plan approved; November, 2012: Bidding; and Spring, 2013: Construction.

In reference to the scope change, Mr. Rickart said the requirements are that new elements must be eligible for funding; no additional funding will be provided; provide complete project description, location map, new project layout, list of work to be completed, revised project cost estimate, and updated responses to key criteria from original submittal. The process is the same for the sunset date extension.

Mr. Rickart said the new project description is as follow: *Construction of pedestrian and bicycle connections across France Avenue between Minnesota Drive and W. 66th Street to provide a safe and efficient connection between the commercial, retail and offices east of France Avenue with the residential neighborhoods west of France Avenue. Construction of intersection enhancements include: median refuge island with pedestrian push buttons; APS pedestrian signals with countdown timers; enhanced crosswalks; enhanced pedestrian corner treatments; and landscaped medians. Approximately 6000 ft. of bituminous trail or sidewalk; and trail lighting, landscaping, benches and signing.*

Mr. Rickart showed a layout of the proposed intersection changes and the pedestrian/bicycle framework. He said the total cost for the current proposal was \$2,090,000, and the cost for the revised proposal is \$2,045,000, not including ROW cost.

In conclusion, Mr. Rickart said the schedule for requesting the sunset date extension and scope change is: January 27 – submittal to MnDOT; February 3 – submittal to Met Council TAC F&P; February 16 – Met Council TAC F&P meeting; and if approved, the new sunset date will be March 31, 2013.

Mr. Rickart asked that commissioners review the draft handout and send comments by next Wednesday via email to staff.

Discussion

Member Braden, an employee of the Met Council, said it is really important to make the case that the pedestrian crossing bridge does not meet the needs of the corridor and that having two or three at-grade intersections is more financially feasible, and also to emphasize the recently completed W. 70th Street intersection as a priority.

Member Bonneville said since asking for reduced funds, this could probably be shown as one of the priorities and that conditions have changed regarding the City's needs.

Chair Janovy said there is no sidewalk on the eastside and asked Mr. Rickart what is the balance. He said the 6000 ft. of trail is primarily for the eastside. She said the entire project could probably be completed with the monies available. City Engineer Houle said he believes the CIP does have more than \$1M set aside and will report back on the exact amount. She asked if there were any concerns about over-reaching if all nine intersections were done versus only doing four. Mr. Rickart said by doing only four they would be able to focus pedestrians to those intersections. Chair Janovy said there has been a host of changes within the past few years that seem to support at-grade crossings, including a 2009 Access to Transit Study that looks at France Avenue and recommended at-grade crossing. She suggested including this.

2012 ETC Priorities

Chair Janovy said the top three priorities as discussed previously are Living Streets, France Avenue/Greater Southdale Area Pedestrian/Transit/Bike Improvements, and Safe Routes to School – High School Traffic (Valley View between Antrim and Gleason). Other ongoing priorities are Capital Improvement Projects; Transportation Options Working Group, Review TSC Reports. A carry-over from 2011 is TLC Bike Boulevard and from 2010 is TIA/TDM/Zoning Code Update.

Additionally, chair Janovy said she will be meeting tomorrow morning with the chair of the Planning Commission, Director Teague, City Engineer Houle and Assistant City Engineer Sullivan to discuss Transportation Impact Analysis for redevelopment which the ETC passed on to the Planning Commission last year.

Motion was made by member Thompson and seconded by member Nelson to approve the 2012 Priorities. All voted aye. Motion carried.

ETC Meeting Schedule for 2012

Chair Janovy said they are to sign off on the meeting schedule and attendance would be based on this schedule, plus, there could be work sessions with the Council that would be required meetings. She said a Council member suggested that they meet the first Thursday of the month. It was noted that the current schedule is what everyone have planned for and new members being interviewed have been told this schedule. A 7 p.m. start time was suggested instead of 6 p.m. Mr. Sullivan said a change could create meeting room conflicts which could be worked out. Member Bass suggested making the decision in 2012 for implementation in 2013. Most commissioners were okay with the current meeting schedule but were also flexible to a new schedule. The October 18 meeting was rescheduled for October 25 because it conflicts with a school holiday.

Motion was made by member Nelson and seconded by member Franzen to approve the meeting schedule as the 3rd Thursday of the month at 6 p.m., except for the October meeting which is scheduled for the 4th Thursday.

UPDATES

Student Members

Chair Janovy said student member Housh has resigned.

Transportation Options Working Group

Member Schold Davis said since this is her last ETC meeting she still needs to figure out how she will continue on as the chair of this group. She said there is a grassroots community group that began meeting before the Transportation Options Working Group and they are working on gathering information about the Independent Transportation Network and will be creating a proposal. The two groups will meet eventually.

Chair Janovy said she has not received the final bylaws but it allows member Schold Davis to be a co-chair with a current ETC member. Member Schold Davis said she would continue on as co-chair. The other co-chair will be selected at a future meeting.

Bike Edina Task Force Update

Chair Janovy said they had two guests from Do.Town at their meeting to talk about their purpose and how they can work with the BETF.

Grandview Small Area Study Update

Member Nelson said the group is meeting tonight to get final steering committee approval. He said residents can comment at www.edinacitizenengagement.org. Public comments will begin January 25 on the draft plan. The plan will be presented to the Planning Commission in February and April 14 to the Council.

LIVING STREETS WORKING GROUP

Member Bass said the Policy Development workshop is scheduled for February 15. She said a list of potential participants has been generated and invitations will go out tomorrow. The morning session will include Introduction to Living Streets and a discussion on how it may look locally, and the afternoon session will be focused on developing policy language. The instructors are Ryan Snyder and Tom Vonschnieder. A session will be held the evening before, 7-8:30 p.m., at the Edina Community Center, and it will be open to anyone who is interested in learning more about Living Streets.

Community Organizer, Katie Myer, with Do.Town, said her role is to meet with members of the community to create a dialogue and most recently she has been promoting the Living Streets Workshop.

CORRESPONDENCE AND PETITIONS None.

CHAIR AND COMMISSION MEMBER COMMENTS

Chair Janovy thanked members Bonneville and Schold Davis for serving on the commission. Member Bonneville thanked everyone for their support. Member Schold Davis will continue to serve on the Transportation Options Working Group.

STAFF COMMENTS

Mr. Sullivan said the Council approved the following requests for funding at their last meeting:

- **Tracy Ave and Crosstown Interchange**

The state legislature will be approving \$10M for local road improvements to be dispersed in \$500,000 increments and the City will be applying for funds by February 3.

- **France Avenue and Crosstown Interchange**

Hennepin County is applying for the same funds for realignment revisions to the France Avenue and Crosstown interchange.

- **Bike Boulevard**

Alliant Engineering is to start the feasibility study and final documents.

ADJOURNMENT

Meeting adjourned at 8:05 p.m.

ATTACHMENT

Attendance Spreadsheet

TRANSPORTATION COMMISSION

NAME	TERM	J	F	M	A	M	J	J	A	S	O	N	D	Work Session	Work Session	# of Mtgs.	Attendance %
Meetings/Work Sessions		1												(enter date)	(enter date)	1	
Bass, Katherine	2/1/2014	1														1	100%
Braden, Ann	2/1/2014	1														1	100%
Franzen, Nathan	2/1/2013	1														1	100%
Iyer, Surya	2/1/2015															0	#DIV/0!
Janovy, Jennifer	2/1/2014	1														1	100%
LaForce, Tom	2/1/2015															0	#DIV/0!
Nelson, Paul	2/1/2013	1														1	100%
Schweiger, Steven	student															0	0%
Thompson, Michael	2/1/2013	1														1	100%
Whited, Courtney	2/1/2015															0	#DIV/0!
VACANT	student															0	0%

Liaisons: Report attendance monthly and attach this report to the Commission minutes for the packet. Do not enter numbers into the last two columns. Meeting numbers & attendance percentages will calculate automatically.

INSTRUCTIONS:

Regular Meeting w/Quorum	Counted as Meeting Held (ON MEETINGS' LINE)	Attendance Recorded (ON MEMBER'S LINE)
Regular Meeting w/o Quorum	Type "1" under the month on the meetings' line.	Type "1" under the month for each attending member.
Joint Work Session	Type "1" under the month on the meetings' line.	Type "1" under the month for each attending member.
Rescheduled Meeting*	Type "1" under "Work Session" on the meetings' line.	Type "1" under "Work Session" for each attending member.
Cancelled Meeting	Type "1" under the month on the meetings' line.	Type "1" under the month for each attending member.
Special Meeting	Type "1" under the month on the meetings' line.	Type "1" under the month for ALL members.
	There is no number typed on the meetings' line.	There is no number typed on the members' lines.

*A rescheduled meeting occurs when members are notified of a new meeting date/time at a prior meeting. If shorter notice is given, the previously-scheduled meeting is considered to have been cancelled and replaced with a special meeting.

NOTES:



REPORT/RECOMMENDATION

To: Edina Transportation Commission	Agenda Item Item No: <u>IV.B</u>
From: Byron Theis Traffic Safety Coordinator	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Discussion <input type="checkbox"/> Information
Date: February 16, 2012	
Subject: Traffic Safety Committee Report of February 1, 2012.	

ACTION REQUESTED:

Review and approve Traffic Safety Committee Report of Wednesday February 1, 2012.

BACKGROUND:

It is not anticipated that residents will be in attendance at the meeting regarding any of the attached issues. An overview of the comments supplied by the Edina Transportation Commission will be included in the staff report provided to Council at their March 6, 2012 meeting.

ATTACHMENTS:

Traffic Safety Review for February 1, 2012.

TRAFFIC SAFETY COMMITTEE REPORT

Wednesday, February 1, 2012

The Committee review of traffic safety matters occurred on February 1, 2012. The Committee is comprised of staff members included the City Engineer, Assistant City Engineer, Assistant City Planner, Police Traffic Supervisor, and Traffic Safety Coordinator.

From that review, the recommendations below are provided. On each of the items, persons involved have been contacted and the staff recommendation has been discussed with them. They were also informed that if they disagree with the recommendation or have additional facts to present, they can be included on the February 16, 2012, Edina Transportation Commission and then on to the March 6, 2012 City Council Agenda.

SECTION A:

Requests on which the Committee recommends approval of request:

At this time, there are no requests that are recommended for approval.

SECTION B:

Requests on which the Committee recommends denial of request:

At this time, there are no requests that are recommended for denial.

SECTION C:

Requests that are deferred to a later date or referred to others.

1. Request for an all-way stop sign at the intersection of York Avenue and 56th Street West.

The requestor lives at the intersection of York Avenue and 56th Street West. The requestor has stated that vehicles are speeding through the intersection, which is causing a traffic hazard. The requestor has also stated that there have been a number of accidents at the intersection. The requestor has claimed the reason is due to the lack of an all-way stop sign at the intersection.

York Avenue and 56th Street West are classified as local city streets. There are no recent counts near the intersection. There are no recorded accidents at the intersection from 2001 to 2010. The closest accident was

approximately 230 feet east of the intersection in 2005 (Property Damage).

The City of Edina policy regarding an all-way stop sign requires at least 300 vehicles per hour for any eight hours at the intersection. Stop signs are not installed in an attempt to control speed or volume of vehicles.

After discussion, it was decided that this item should be deferred until traffic counts can be updated. The Neighborhood Traffic Management Plan (NTMP) was also sent to the resident.

SECTION D:

Other traffic safety issues handled.

1. Call from a resident inquiring about the use of the “Bike Path Ahead” sign on West Shore Drive. Resident was advised that the sign is used when the path might not be visible immediately to vehicles.
2. Call from a resident who asked about the traffic signals at the intersection of Halifax Avenue and 50th Street West. Resident was advised of the ownership and other information regarding the signals.
3. Call from a resident regarding the parking near Weber Park. Resident was advised that parking is allowed on the streets near the area.
4. Call from a resident requesting traffic counts along Blake Road. The resident was given the counts on Blake Road just south of Interlachen Boulevard (3684 vehicles), near Fox Meadow Lane (2315 vehicles), and north of Eden Prairie Road (3207 vehicles).
5. Request from a resident requesting a “Disabled Child” sign be placed at the intersection of Xerxes Avenue and 60th Street West. The requestor asked for the signs to be on Xerxes Avenue. Referred to Eric Drager, Hennepin County Traffic Operations Engineer.



REGULAR TRANSPORTATION COMMISSION MEETING
REPORT/RECOMMENDATION

To: Edina Transportation Commission	Agenda Item No.: <u>VI.A.</u>
From: Wayne D. Houle, PE City Engineer	ACTION:
Date: February 16, 2012	<input checked="" type="checkbox"/> Recommendation/Motion
Subject: Tracy Avenue Roadway Reconstruction Feasibility Study	<input type="checkbox"/> Discussion
	<input checked="" type="checkbox"/> Information

Info/Background:

The completed Feasibility Study for Tracy Avenue Roadway Reconstruction was delivered to ETC members on Tuesday, February 7; please bring the study to this meeting.

The Feasibility Study will be presented to the City Council at the March 6, 2012 Public Hearing. Additional responses to residents are included with this staff report.

Staff is requesting the ETC to review and comment on the proposed improvements. Comments from the ETC should be made in the form of an ETC Advisory Communication to the City Council.

Wayne Houle

From: Wayne Houle
Sent: Thursday, February 09, 2012 10:36 AM
To: 'Barbara Hoganson'
Cc: 'Bill Rodgers'; Andrew Plowman (APlowman@wsbeng.com)
Subject: RE: ECNA Neighborhood/City Staff Communication Meeting Held - Thank you!
Attachments: 20120209 Bill Rodgers Questions.docx

Barbara:

Looking through the correspondence I don't believe the following was answered. See my answers below. I've also included a request from Bill Rogers that the neighborhood should also see.



Wayne Houle, City Engineer

952-826-0443 | Fax 952-826-0392

WHoule@ci.edina.mn.us | www.CityofEdina.com

...For Living, Learning, Raising Families & Doing Business

We're a *do.town* ... working to make the healthy choice the easy choice!

From: Barbara Hoganson [mailto:barbarahoganson@comcast.net]
Sent: Thursday, January 19, 2012 10:00 AM
To: 'Jennifer'; Wayne Houle; Karen M. Kurt; Jack Sullivan
Subject: RE: ECNA Neighborhood/City Staff Communication Meeting Held - Thank you!

And one more thing that would be very helpful is to have a Budget line item. What is the total cost of the project? What are residents paying directly, what are taxpayers paying through County taxes, state, etc. Number of residents paying, etc. Then it is easier for everyone to get their head around the project. I guess we are just asking for project milestones, and high-level project summary to frame it up for the residents.

The Feasibility Study covers what the costs and funding portions are. The funding other than the special assessments come from our local utility funds and from the Minnesota Gas Tax funds.

Thanks,

Barbara

From: Barbara Hoganson [mailto:barbarahoganson@comcast.net]
Sent: Thursday, January 19, 2012 9:34 AM
To: 'Jennifer'
Cc: 'Wayne Houle'; 'Karen M. Kurt'; 'Jack Sullivan'
Subject: RE: ECNA Neighborhood/City Staff Communication Meeting Held - Thank you!

Thanks Jennifer. Then the heading should read, Approval Meetings, Advisory Meetings, and any other. I don't really know all the steps so I put out a straw man to speak to, if we have the outline of the steps and dates that would be so helpful.

From: Jennifer [mailto:rjmevy@comcast.net]
Sent: Thursday, January 19, 2012 9:30 AM
To: Barbara Hoganson
Cc: Wayne Houle; Karen M. Kurt; Jack Sullivan
Subject: Re: ECNA Neighborhood/City Staff Communication Meeting Held - Thank you!

Hi, Barbara. It would be helpful for the ETC to have this information also. One friendly clarification: The ETC does not have approval authority. Our role in street reconstruction projects is to review and comment. Our comments are advisory and may be presented in the form of a recommendation, but not as an approval. I think in the past there was more of a tendency to phrase recommendations as approvals, which may have caused some confusion about our role. This is something I have worked to clarify since becoming chair.

Jennifer

On Jan 19, 2012, at 8:34 AM, Barbara Hoganson wrote:

Wayne,

As we all discussed at the meeting with the City Staff and ECNA, in the spirit of residents in the impacted Countryside Neighborhood wanting to learn more about the process, the decisions, large tax assessments that they are being asked to pay, etc.

It would be very helpful if you could direct us to where to get a calendar of the important dates in one place; meetings, decisions, implementation, etc. to enable the Countryside neighborhood residents the advance notice to schedule the meetings, and have time to lean more before they attend a meeting, etc. We don't need anything fancy just responses to our questions below would be perfect.

There has also been requests for documentation and understand that will be available Friday. Who is the best contact at the City, and how much lead time should we plan for when we make the requests. Also, it would be great if all this documentation can be scanned in and available on the City website so we don't need to take City staff time. (e.g www.box.net is a good, safe, reasonably priced, document sharing tool that could be leveraged)

The project web site can be found at

http://www.cityofedina.com/Departments/L5_ConstructionProjects_TracyAvenue.htm

1. Tracy Ave Project
 - a. Documentation (is there a way to scan and upload documentation) including residents feedback, reports – where do we get, who do we request from
 - b. Scheduled Meetings
 - c. Approval Meetings
 - i. City Staff
 - ii. ETC, other Boards or Commissions
 - iii. Council
 - d. Implementation
 - e. Completion Date
2. Countryside Plat Area Streets (what streets are impacted right now)

The project website can be found

at http://www.cityofedina.com/Departments/L5_ConstructionProjects_Countryside_BA385.htm .

- a. Documentation (is there a way to scan and upload documentation) including residents feedback, reports – where do we get, who do we request from
- b. Scheduled Meetings
- c. Approval Meetings
 - i. City Staff
 - ii. ETC, other Boards or Commissions
 - iii. Council
- d. Implementation

- e. Completion Date
- 3. Interchange (Hw 62 + Tracy)

We will be posting this shortly. So far we have only applied to MNDOT for funding for this project.

- a. Documentation (is there a way to scan and upload documentation) including application, reports, studies, approval of study, etc.
 - b. Scheduled Meetings
 - c. Approval Meetings
 - i. City Staff
 - ii. ETC, other Boards or Commissions
 - iii. Council
 - d. Implementation
 - e. Completion Date
4. Web link for the other streets that are scheduled for road rehab/updates over the next five years (city wide)

Our website for all projects can be found at http://www.cityofedina.com/Departments/L4-17a_ConstructionProjects.htm .

Thank you again!

Barbara Hoganson
952-926-1763

From: Barbara Hoganson [<mailto:barbarahoganson@comcast.net>]
Sent: Wednesday, January 18, 2012 5:46 PM
To: 'Wayne Houle'
Cc: 'Christine Henninger'; 'Gordon V Johnson'; gjjohnson3@comcast.net; 'Kent Gravelle'; 'Karen M. Kurt'; 'Susan'; jbr62@earthlink.net; 'Elizabeth.jensen@comcast.net'; 'julie_appel@hotmail.com'; jstpierre6005@gmail.com; 'dkerzner@comcast.net'; 'James Hovland'; 'Ann Swenson'; jonibennett12@comcast.net; 'Mary Brindle'; joshsprague@edinarealty.com; 'rjmeyovy@comcast.net'; 'Scott Neal'
Subject: RE: ECNA Neighborhood/City Staff Communication Meeting Held - Thank you!

Thanks for the update Wayne. Yes, please send a copy, or better yet, email a copy to those copied on this email, ECNA Steering Committee.

From: Wayne Houle [<mailto:WHoule@ci.edina.mn.us>]
Sent: Wednesday, January 18, 2012 5:21 PM
To: Barbara Hoganson
Cc: Christine Henninger; Gordon V Johnson; gjjohnson3@comcast.net; Kent Gravelle; Karen M. Kurt; Susan; jbr62@earthlink.net; Elizabeth.jensen@comcast.net; julie_appel@hotmail.com; jstpierre6005@gmail.com; dkerzner@comcast.net; James Hovland; Ann Swenson; jonibennett12@comcast.net; Mary Brindle; joshsprague@edinarealty.com; rjmeyovy@comcast.net; Scott Neal
Subject: RE: ECNA Neighborhood/City Staff Communication Meeting Held - Thank you!

Barbara:

I understand there might have been a miscommunication on the date that the Edina Transportation Commission (ETC) is reviewing the Tracy Avenue Project. Staff is planning to present the Tracy Avenue project at the February 16 ETC meeting. We are planning to send out the second questionnaire either tomorrow or Friday. We will include all of the

properties along Tracy Avenue from Vernon Avenue to TH62; we will also send you a copy so that you can distribute to the ECNA if you would like. Please let me know if you have any questions.

Thanks

 **Wayne Houle, City Engineer/Director of Public Works**
952-826-0443 | Fax 952-826-0392
WHoule@ci.edina.mn.us | www.CityofEdina.com
...For Living, Learning, Raising Families & Doing Business

We're a do.town ... working to make the healthy choice the easy choice!

From: Karen M. Kurt
Sent: Friday, January 13, 2012 4:01 PM
To: Barbara Hoganson; Cary Teague; John Keprios; Scott Neal; Steve Kirchman; Wayne Houle
Cc: 'Christine Henninger'; 'Gordon V Johnson'; gjjohnson3@comcast.net; 'Kent Gravelle'; 'Susan'; jbr62@earthlink.net; Elizabeth.jensen@comcast.net; julie_appel@hotmail.com; jstpierre6005@gmail.com; dkerzner@comcast.net; 'James Hovland'; 'Ann Swenson'; jonibennett12@comcast.net; 'Mary Brindle'; joshsprague@edinarealty.com
Subject: RE: ECNA Neighborhood/City Staff Communication Meeting Held - Thank you!

Thank you Barbara. You were a well-organized and gracious meeting facilitator. It was wonderful to meet everyone and a very productive meeting!

As we discussed on the phone, it will be challenging for us to each individually create and maintain a group email list. Even using the outlook grouping function, the addresses embedded must be kept up to date...and as our neighborhood association list grows this could be quite a task! We will continue to use you as the main contact for the time being. As we begin to work with our new website software, we will also look at what additional options, such as "city extra", might assist us in communication effectively and efficiently. (Maybe we can test some ideas with your association...)

Have a good weekend.

 **Karen Kurt, Assistant City Manager**
952-826-0415 | Fax 952-826-0390
KKurt@ci.edina.mn.us | www.CityofEdina.com
...For Living, Learning, Raising Families & Doing Business

We're a do.town ... working to make the healthy choice the easy choice!

From: Barbara Hoganson [<mailto:barbarahoganson@comcast.net>]
Sent: Friday, January 13, 2012 8:43 AM
To: Cary Teague; John Keprios; Scott Neal; Steve Kirchman; Wayne Houle; Karen M. Kurt
Cc: 'Christine Henninger'; 'Gordon V Johnson'; gjjohnson3@comcast.net; 'Kent Gravelle'; 'Susan'; jbr62@earthlink.net; Elizabeth.jensen@comcast.net; julie_appel@hotmail.com; jstpierre6005@gmail.com; dkerzner@comcast.net; 'James Hovland'; 'Ann Swenson'; jonibennett12@comcast.net; 'Mary Brindle'; joshsprague@edinarealty.com
Subject: ECNA Neighborhood/City Staff Communication Meeting Held - Thank you!

Thank you again Karen for setting up our first meeting. It was very helpful and appreciated by the ECNA! We look forward to working together with the City Staff.

Scott, Karen, Wayne, John, Carey, (Also, we look forward to working with Steve Kirchman, Chief Building Official too). I have also copied the City Council so they can be updated on the City and ECNA's progress.

Thank you again for meeting with the Edina Countryside Neighborhood Association (ECNA) Steering Committee. We really appreciate your time, your openness, and ideas to improve communication between the City Staff and ECNA. We look forward to receiving more timely communications from City Staff on matters that impact our Neighborhood of which is designed to allow impacted residents/neighborhood the time needed to weigh in more effectively. We want the communication process for City Staff to be easy, so let us know how we can best support an efficient two way communication process. We understand we will all work together to come up with a good process as this is new for all of us.

Also, if we can provide any further assistance to the City Staff or other Neighborhoods as it relates to setting up Neighborhood Associations please let us know how we may assist. We are using box.net to keep track of all our templates, minutes, etc. so we can share the step by step used if that is helpful to others interested in setting up a Neighborhood Assn. The Edina Morningside Assn. was very helpful in providing us direction and we also can also be a resource too.

Just as a friendly reminder, the boundaries of our Neighborhood are indicated per the map attached. This area was voted on and approved by residents at our Annual Nov 7, 2011 Neighborhood Meeting.

<<...>>

Also, I have attached the ECNA Steering Committee Members for your reference. It would be very helpful going forward if all City Departments would please copy all of our Steering Committee on matters that impact the Edina Countryside Neighborhood. As you know an easy way to do that is to create a group called, "ECNA Steering Committee" in Outlook so that when any matters, issues, etc. come up regarding our area, you just enter ECNA Group and our ten member or so Steering Committee will be automatically copied. In addition, I have also listed the ECNA Steering Committee Members below and their related roles for your information. The Steering Committee members assigned to specific roles will typically be the individual members that will be contacting the respective City Staff positions for questions, updates, etc.

<<...>>

Role No.	Steering Committee Chair/Role	Resident	Phone Number
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For Residents to Reach You	Email Address
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1.	Bylaw, Policies Chair	Gordon Johnson	952-925-1016
----	-----------------------	----------------	--------------

480-837-1828 gjohnson3@comcast.net

gordon.johnson1@cox.net;

2	Secretary	Kent Gravelle	952-922-8596	kentgravelle@gravellelaw.com
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3	Voting Chair	Susan Petersen	952-927-6200	spetersen55436@gmail.com
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4	Delivery of Flyer Chair for 2012	Bill Rodgers	952-927-9421	jbr62@earthlink.net
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5	Fundraiser Chair for 2012	Steering Committee	Interim	
---	---------------------------	--------------------	---------	--

952-926-1763 home

952-926-9190-office

612-590-7189 cell Interim –

barbarahoganson@comcast.net

6. Treasurer Christine Henninger 952-920-1931 **Christine.Henninger@genmills.com**
7. Facilitator/Liaison/Communication Chair -Steering Committee, City, Larger Group, etc. Barbara Hoganson 952-926-1763 home

952-926-9190-office

612-590-7189 cell **barbarahoganson@comcast.net**

8. Countryside Park Chair/Committee

Elizabeth Jensen 952-922-4337

612-819-0724 cell

952-920-2626-office **elizabeth.jensen@comcast.net**

j.harden@comcast.net

9. Annual Meeting Planner Chair John St. Pierre 952-929-0175 **jstpierre6005@gmail.com**
10. Meet and Greet Chair Dot Kerzner 952-928-9431

952-848-4959 office

952-221-1893 cell **dkerzner@comcast.net**

11. Development Projects Chair John St. Pierre 952-929-0175 **jstpierre6005@gmail.com**
12. Traffic and Safety Chair Julie Appel 952-210-9885 **julie_appel@hotmail.com**
13. Parking and Road Repair Chair Susan Petersen 952-927-6200 **spetersen55436@gmail.com**
14. Steering Committee Recruitment Chair Steering Committee Interim

952-926-1763 home

952-926-9190-office

612-590-7189 cell Interim –

barbarahoganson@comcast.net

Again, we all look forward to working together for better outcomes!

Barbara Hoganson

ECNA Steering Committee Member

-----Original Appointment---

From: Barbara Hoganson [<mailto:barbarahoganson@comcast.net>]

Sent: Monday, December 05, 2011 5:41 PM

To: Barbara Hoganson; 'Christine Henninger'; 'Gordon V Johnson'; 'gjjohnson3@comcast.net'; 'Kent Gravelle'; 'Susan'; 'jbr62@earthlink.net'; 'Elizabeth.jensen@comcast.net'; 'julie_appel@hotmail.com'; 'jstpierre6005@gmail.com'; 'dke_rzner@comcast.net'; 'kkurt@ci.edina.mn.us

Cc: 'John St. Pierre'; 'Cary Teague'; 'John Keprios'; 'Scott Neal'

Subject: ECNA Neighborhood/City Staff Communication Meeting

When: Thursday, January 12, 2012 4:00 PM-5:30 PM (GMT-06:00) Central Time (US & Canada).

Where: City hall - Community Room on the second floor.

Thanks Karen. We look forward to meeting with you and the City Staff. I thought it would be helpful if I included the Agenda topics of interest below too.

As you know, we have some big things coming to our neighborhood where residents would like more information to help them better understand the City's Plan to better weigh in. We look forward to working more closely with City Staff in a proactive and timely fashion to ensure better outcomes for all.

1. Significant Upgrade to Countryside Park – John Keprios looking for resident input for Playground equipment and Warming House – this will move forward when Park Dedication Fee is received
2. Tracy Avenue roads to be upgraded, what is the cost to taxpayers on Tracy, what is width, etc.
3. Other Road Repairs on designated Countryside Area Streets-East if Tracy, questions as to width, and special assessments
4. The Senior Development Project
5. Traffic and Safety on Tracy now
6. Traffic and Safety with all of this going on

7. Parking
8. Managing all of this activity at the same time
9. Anything else that the City is aware of that the Neighborhood should know

Other Topics from the Email sent to Scott and Karen on Sept 7, 2011

10. Lessons Learned from development projects (questions from the public hearings) (see attachment)

<< File: 2011_08_03_Questions to City Council.pdf >>

11. Accountability of Development Projects during construction (e.g. Waters Project)

Who from the City will make sure the City Staff holds developer accountable? You had indicated the City Inspectors would do. Is that true of all the questions below?

- a. Proof of Parking – 29 spaces
 - b. Same materials and colors
 - c. Safety plan for flooding- Recommended by NMWSD and Hydrologist that signs be posted near flooding areas – Area subject to flooding during high rainstorm events. Who from the City will provide the approval of this plan?
12. Zoning integrity (having a code that all residents can clearly rely on). What is the plan to have the zoning code codified so that it is fair to all? Including the reasonableness of a church which was given a conditional use permit to operate in an exclusive R-1 district, not paying any property taxes, have the ability to create a commercial establishment in a residential neighborhood. Is that fair and reasonable?
 13. Neighborhood Associations or alternative city communications to impacted residents that are more fair and reasonable based upon scale of projects. – We all got this one resolved – created Edina Countryside Neighborhood Assn. ☺

Thank you!

The ECNA Steering Committee

Respectfully,

Barbara Hoganson

barbarahoganson@comcast.net

952-926-1763 h, 612-590-7189 c

Some of the questions and comments we are hearing from residents are as follows:

1. Why are we looking at road improvements now? We just don't have the extra money to support the changes. We have approved two educational referendums that will increase our taxes. The assessments are another tax that residents weren't prepared for.

The existing pavement condition has deteriorated to a point where rehabilitation options are no longer viable. This roadway has been identified in the five year capital improvement program. The special assessment policy for designated Municipal State Aid projects is to special assess 20% of the project cost to the adjoining properties.

2. Is there any way to reduce the costs or delay the costs until the job market and the economy improves? Many of the roads aren't that bad and even if they are they have been that way for years. Why burden the homeowners with additional, taxes, fees, and assessments at a time when the economy is so uncertain?

We feel that even with the down economy that this is a good time to improve our infrastructure due to competitive bidding and financing. If projects were delayed the costs will only increase in the future – this has been proven on many projects that have been delayed within the City of Edina. Also, the City has 250 miles of roadways, we are only improving about 5 miles per year, and over 50% of the roadways are more than 35 years old; at typical roadway will only last for about 30 years.

3. Is it possible to keep the width of Tracy at 36 feet? If the 8-foot wide parking lane is not important can it be eliminated? This would eliminate the need to add 4 feet to the west side of Tracy.

It appears that many residents still feel the parking lane is important, to some it is very important. If the parking lane is removed, it forces visitors to park on the side streets or park illegally in future bike lanes or thru lanes. Due to the long blocks between side streets, some walks may become dangerous especially due to the fact there is only a sidewalk on the east side.

4. Why do we need bike lanes? The majority of the residents along Tracy and in the neighborhood don't feel they are necessary. How much cost do they add to the project? There also seems to be a bigger risk putting people in harms way with a wider road and more traffic. People on Tracy and in the neighborhood, that bike, go down a side street. Instead of putting so much activity on Tracy, how about considering having bike lanes on Hansen or other side streets that are safer?

Tracy Avenue is a primary route on the City's Comprehensive Bike Plan, which indicates the addition of on-street bike lanes when construction projects are scheduled. The additional cost is not as high as some people may think. The additional width of pavement over the 2200' adds approximately \$50,000 in cost resulting in approximately \$250 in additional assessments.

5. Why do a roundabout? Has this concept been tested out in other school zones in the city or country? We understand the cost is a bit lower doing a roundabout than straightening out Benton, however, safety is a question.

There are several reasons for proposing a roundabout at the existing intersection.

- Safety
- Efficiency of Operations
- Reduce Speed
- Decrease Emissions
- Improve Bus Operations

Although there has not been a history of accidents at this intersection, there is a reason why intersections are not designed this way. From being on site several times when school lets out, I have seen near accidents and severe congestion and confusion. Roundabouts have been proven to be safe for pedestrians and motorists. Roundabouts have been proven

to decrease accidents by 40% and injury accidents by 80%. There are several case studies of roundabouts being placed near schools.

The following link shows a case study in Wisconsin. The report indicates the same skepticism that we are hearing from some of the residents in the Countryside neighborhood. And, this is similar to what is heard around the country when roundabouts are proposed. But, the fact is, they do work and are safe.

http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS_NUM=49

The following link shows a roundabout in operation in Modesto, California which is near a school. Please watch the first video.

<http://www.modestogov.com/pwd/transportation/streets/roundabouts/videos.asp>

We have added a link on the Tracy Avenue website dealing with roundabout myths. Please take special note to Myth #5, starting on page 9.

http://www.ci.edina.mn.us/Departments/L5_ConstructionProjects_TracyAvenue.htm

6. We feel the City of Edina needs to look at the costs of projects and treat them the way a family would. What do we **want** versus what do we **need**? If all we **need** is to improve the roads and infrastructure fine. If we **want** bike lanes, parking lanes, roundabouts and sidewalks, but can do without them then just spend enough to take care of the **needs**. There may be more innovation through time of more cost effective ways to improve roads. When people in the area do not want or need upgrades, they are the people paying the bills and their input should be strongly valued.

First off, we do strongly value the input of the residents. We wouldn't be sending out multiple mailings and having information meetings if we didn't. The opinions of the residents have to be weighed with what we believe is safe and appropriate in our engineering judgment and the vision of the City Council.

7. Having passed this philosophy on to you can you provide some costs so residents can make better decisions when filling in your questionnaire? The cost comparison is more complicated than simply filling in what certain things cost. For instance, with anything you do you have remove pavement of the entire road, perform subgrade preparations, have traffic control etc. The easier way to compare things is comparing a 40' section versus a 36' section. The following two tables show the anticipated cost of the proposed section and if we replaced exactly what was out there (the 36' section).

PROJECT COSTS 36' Option			
Item	City Utility	State Aid Cost	Special Assessment
Roadway			
- Roadway		\$446,200.00	\$111,600.00
- Roundabout Area		\$165,400.00	\$ 19,900.00
Roadway Total:		\$611,600.00	\$131,500.00
Utilities			
- Storm	\$252,400.00		
- Water	\$ 86,800.00		
- Sanitary	\$ 55,500.00		
Utilities Total:	\$394,700.00		
TOTAL PROJECT COST	\$	1,137,800.00	

PROJECT COSTS (Proposed Section)			
Item	City Utility	State Aid Cost	Special Assessment
Roadway			
- Roadway		\$485,600.00	\$121,400.00
- Roundabout Area		\$165,400.00	\$ 20,000.00
Roadway Total:		\$651,000.00	\$141,400.00
Utilities			
- Storm	\$240,500.00		
- Water	\$ 86,800.00		
- Sanitary	\$ 54,800.00		
Utilities Total:		\$382,100.00	
TOTAL PROJECT COST		\$	1,174,500.00

- What is the cost of the roundabout?
- What is the cost of straightening out Benton and making the intersection match up?
- What is the cost of the 8-foot wide parking lane?
- What is the cost of two 5-foot wide bike lanes?
- What is the cost of a 5-foot wide sidewalk and 5 foot wide buffer lane?
- What is the cost of the proposed bump-outs and enhanced crosswalks?
- What is the cost of adding 4 feet to the width of Tracy?

8. I have one final question. If this were your money what would you do?
I would do what is appropriate in terms of safety and operations.

Bill Rodgers - jbr62@earthlink.net -952-927-9421
6100 Arbour Lane - Edina, MN 55436

Wayne Houle

To: 'Bill Rodgers'
Cc: barbarahoganson@comcast.net; Andrew Plowman (APlowman@wsbeng.com)
Subject: FW: Tracy Bike Lanes

Bill:

See my response to your questions below:



Wayne Houle, City Engineer

952-826-0443 | Fax 952-826-0392
WHoule@ci.edina.mn.us | www.CityofEdina.com
...For Living, Learning, Raising Families & Doing Business

We're a *do.town* ... working to make the healthy choice the easy choice!

From: Lynette Biunno
Sent: Monday, January 30, 2012 8:40 AM
To: Scott Neal; Wayne Houle
Cc: Susan Howl
Subject: FW: Tracy Bike Lanes

Hi there,

This message has been forwarded to the Mayor and Council members, Scott Neal and Wayne Houle.



Lynette Biunno, Receptionist

952-927-8861 | Fax 952-826-0389
lbiunno@ci.edina.mn.us | www.CityofEdina.com
...For Living, Learning, Raising Families & Doing Business

We're a *do.town* ... working to make the healthy choice the easy choice!

From: Judith Rodgers [<mailto:jbr62@earthlink.net>]
Sent: Friday, January 27, 2012 10:52 AM
To: Lynette Biunno
Cc: Barbara Hoganson
Subject: Tracy Bike Lanes

Hi Lynette,

I feel like I am asking a lot of you. Next time I get to City Hall I will look you up and introduce myself.

Can you forward this message on to the attached list?

Thanks so much for your help.

Bill Rodgers

Edina Mayor
Edina City Council
City Manager
Engineering Department

As I travel around Edina I have been paying attention to bike lanes and bike routes.

Here are two examples:

1. Blake Road - As you enter Edina on Blake Road there is a green sign stating "Edina Shares the Road With Bicycles - Bike Route". The bike lane is about two feet wide right up against a metal guard rail. As you make a right onto Blake Road there is no lane for bikes at all until you get down the road about 1/2 a mile. The bike lanes then vary from 36" to 59".

You are correct on the bike lanes for Blake Road and Interlachen Road – these are substandard bike lanes. The thought process is to make the vehicle drivers aware that bicycles exist along this stretch of roadway. The curve area of Blake and Interlachen is scheduled to be widened in the future to accommodate bicycles – for now we have signed this area as a “Share the Road” area. The City Council has adopted a comprehensive bicycle plan which staff is trying to “fit” these facilities into existing roadways and accommodate them on reconstructed roadways.

2. West 44th Street - As you cross France heading west on 44th Street there is another green sign indicating that there is a bike lane. This Street was also just rehabilitated, It is not as wide as Tracy Ave, there are no (0) bike lanes indicated.

Bicycle lanes were discussed with the public during the design of this project. However, due to the historic stand of trees along the roadway the design did not include designated bike lanes. Staff is awaiting word from MNDOT to see if we can stripe the roadway with advisory bike lanes, which would include no centerline stripe. This technique was applied in Minneapolis last summer with special permission from Federal Highways. Since bike lanes were not striped along West 44th Street we have and will be signing the roadway as a “Share the Road” with bike route signs that follow the City’s comprehensive plan.

These are just two examples of bike route/lanes that are different from what is being considered for the Countryside Neighborhood. I can give several more examples.

My point is why is the Countryside Neighborhood being required to provide 5-foot wide bike lanes when other neighborhoods are not held to these same standards?

I have nothing against sharing the road with bikes. I just don't feel that we need to have to pay for an additional 10 feet of pavement dedicated to bikes. They need to share the road with us.

Please review the Feasibility Study. We have addressed the costs of bike lanes within the study.

My vote is to eliminate the Bike lanes on Tracy. That will reduce the width of the street and the cost of the project. I believe that will be the opinion shared on the questionnaire you sent to residents. Can you honor what residents really feel is fair?

Bikes can still share the road on Tracy.

The city can still put up signage indicating a bike route on Tracy Avenue. However, the safest option would be to take the bike route to a safer route such as Hansen Road to Valley View or down Vernon to Olinger. Transportation Planners have found that bicyclists will take the shortest route and I believe that is how the Bike Edina Task Force looked at the system when they laid out the bike routes.

A question that needs to be asked is how many bikes are licensed in the city of Edina. And how many cars and motorcycles are licensed in Edina. Can you share this information with me?

Engineering does not have that information – I'm not sure if we can gather the information from our Police Department or Motor Vehicle Department, but will check on it.

Thanks again for listening.

Bill Rodgers
6100 Arbour Lane
Edina, MN 55436
952-927-9421
jbr62@earthlink.net



REGULAR TRANSPORTATION COMMISSION MEETING

REPORT/RECOMMENDATION

To: Edina Transportation Commission	Agenda Item No.: <u>VI.B.</u>
From: Wayne D. Houle, PE <i>WDH</i> City Engineer	ACTION:
Date: February 16, 2012	<input type="checkbox"/> Recommendation/Motion
Subject: TLC Bike Boulevard Update	<input checked="" type="checkbox"/> Discussion
	<input checked="" type="checkbox"/> Information

Info/Background:

Attached you will find updated plans for the proposed Bike Boulevard project. Katie Bruwelheide, Traffic Engineer with Alliant Engineering will give a brief update of the project.

Staff and consultant are meeting with Minnesota Department of Transportation on Friday, February 10, to review the proposed options and determine an approval timeline. The next steps will be to present the plans at an Informational Meeting, then provide another update to the ETC, then onto the City Council for a Public Hearing. Staff will provide an updated schedule at the ETC meeting.

Staff is requesting the ETC to review and comment on the plans. These comments will be taken into account prior to presenting the plans at the Informational Meeting.

SEGMENT 1 - BIKE BOULEVARD (54th AVE -XERXES AVE TO FRANCE AVE)

CONSTRUCTION PHASE:	PHASE 1
MSA ROUTE:	NO
MEETS STATE AID DESIGN STANDARDS:	YES
REQUEST TO EXPERIMENT:	NO
PARKING:	YES - BOTH SIDES
ADT:	800 VPD

• BIKES AND VEHICLES SHARE THE LANE



BIKE BOULEVARD PAVEMENT MARKINGS

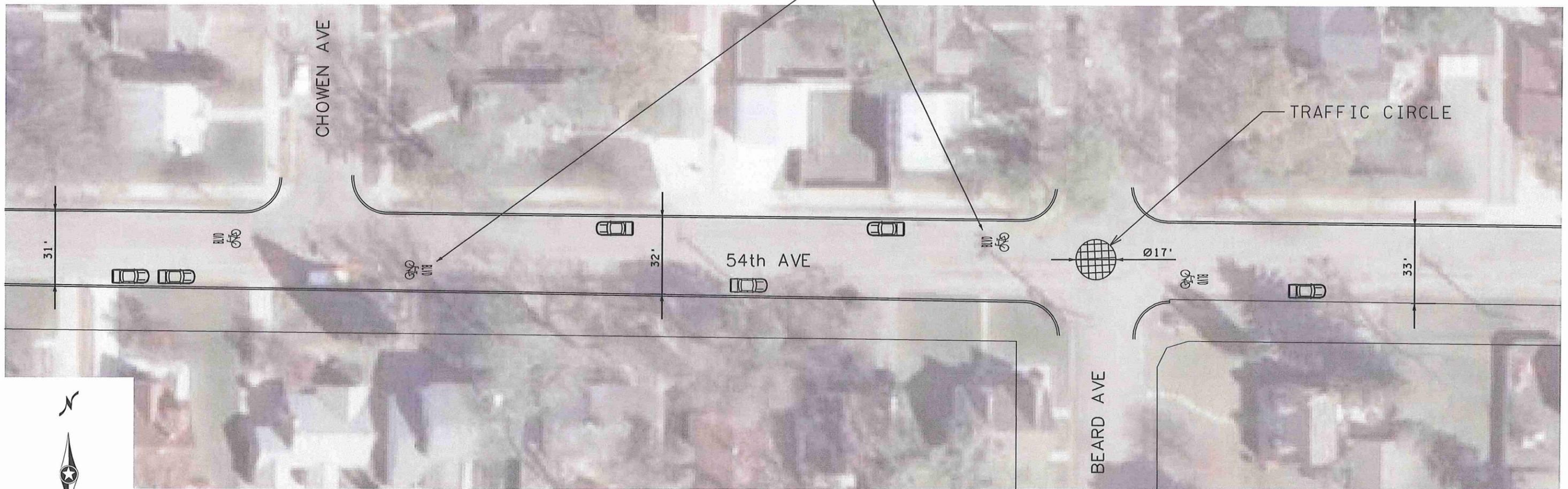
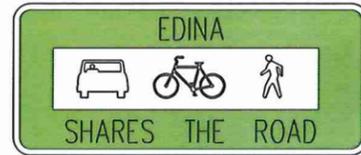


TRAFFIC CIRCLE INSTALLATION

- BEARD AND DREW AVES
- 16' - 18' DIAMETER
- LANDSCAPED CENTER
- REMOVE STOP SIGNS



SHARED LANE SIGNAGE

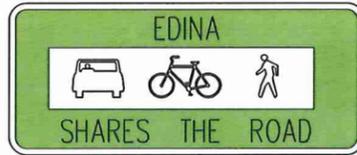


SEGMENT 2A - OPTION 1 - SHARED LANES (54th AVE - FRANCE AVE TO MINNEHAHA CREEK)

CONSTRUCTION PHASE:	PHASE 1
MSA ROUTE:	YES
MEETS STATE AID DESIGN STANDARDS:	YES
REQUEST TO EXPERIMENT:	NO
PARKING:	YES - BOTH SIDES
ADT:	2,600 VPD

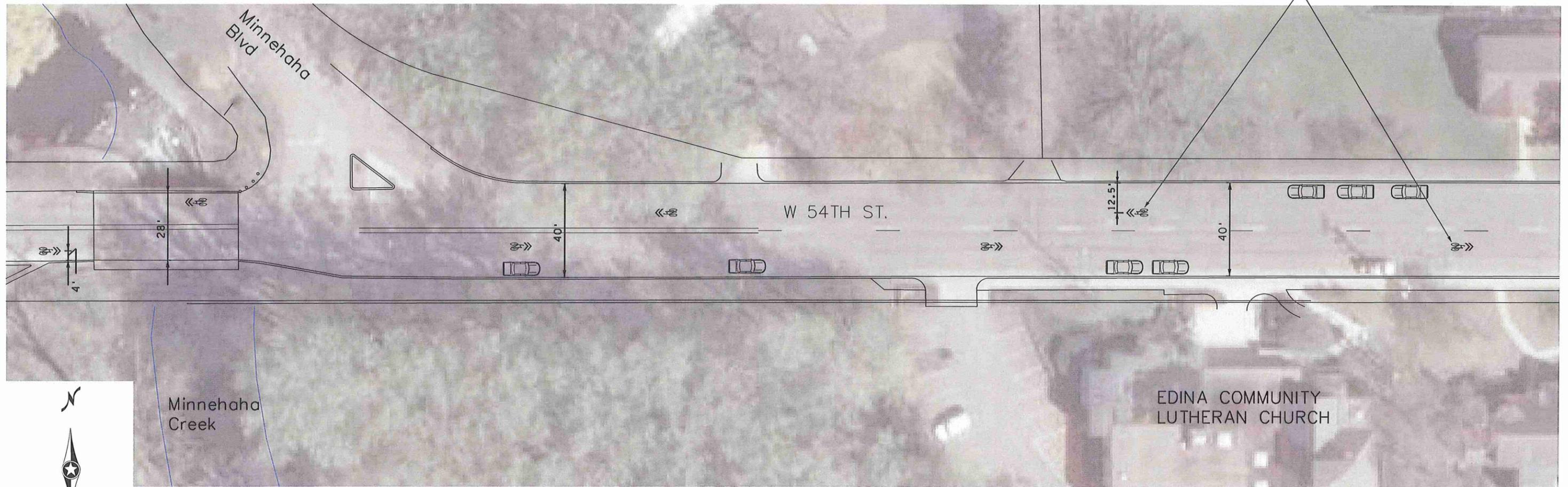


SHARED LANE SIGNAGE



SHARED LANE "SHARROW" PAVEMENT MARKINGS

- SPACED EVERY 200' PER TRAVEL DIRECTION
- OFFSET 12.5' FROM CURB WHERE THERE IS PARKING
- OFFSET 4' FROM CURB WHERE THERE IS NO PARKING (BRIDGE AREA)



SEGMENT 2A - OPTION 2 - SHARED LANE & BIKE LANE (54th AVE - FRANCE AVE TO MINNEHAHA CREEK)

CONSTRUCTION PHASE:	PHASE 1
MSA ROUTE:	YES
MEETS STATE AID DESIGN STANDARDS:	YES
REQUEST TO EXPERIMENT:	NO
PARKING:	REMOVE PARKING ON THE NORTH SIDE
ADT:	2,600 VPD

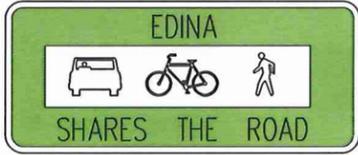


SHARED LANE



DEDICATED BIKE LANE

SHARED LANE SIGNAGE

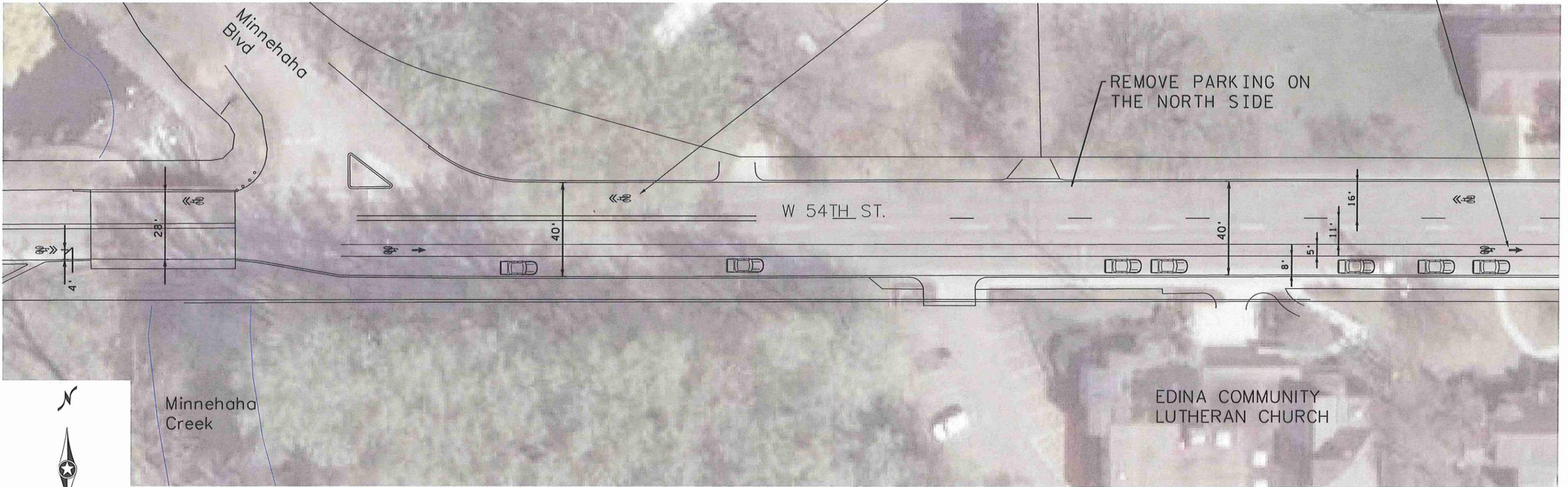
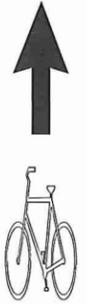


SHARED LANE "SHARROW" PAVEMENT MARKINGS

- SPACED EVERY 200' PER TRAVEL DIRECTION



BIKE LANE PAVEMENT MARKINGS



40

SCALE IN FEET

EDINA BIKE ROUTES



SEGMENT 2B - OPTION 1 - SHARED LANES (54th AVE - BROOKVIEW AVE TO WOODDALE AVE)

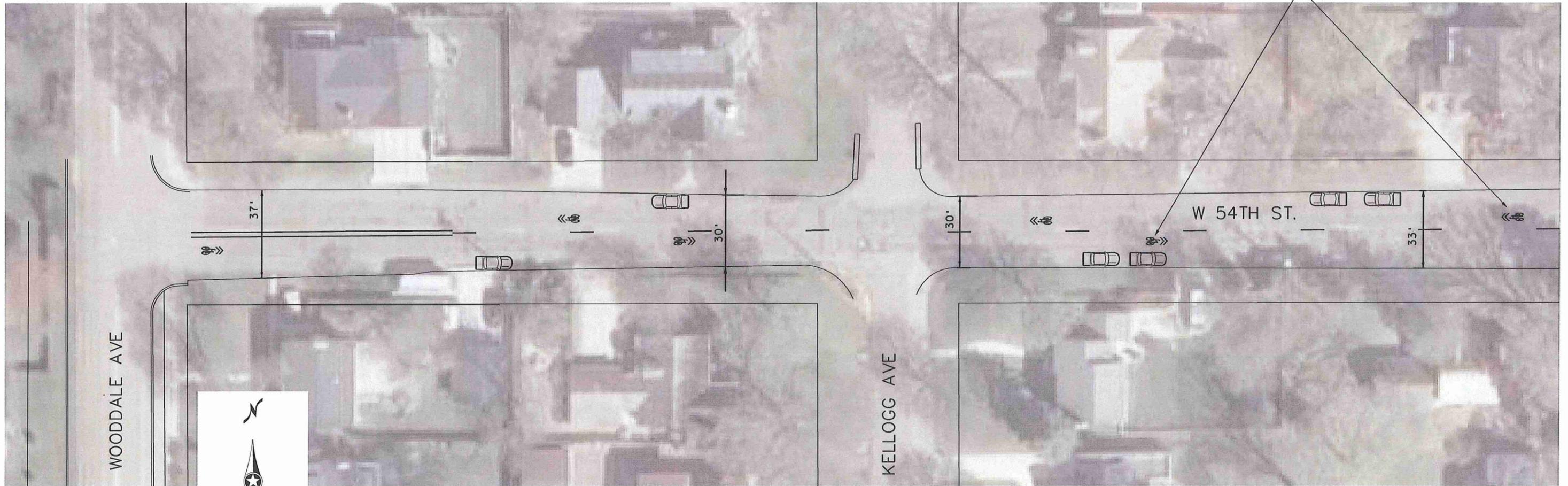
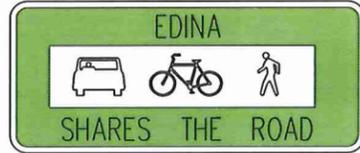
CONSTRUCTION PHASE:	PHASE 1
MSA ROUTE:	YES
MEETS STATE AID DESIGN STANDARDS:	YES
REQUEST TO EXPERIMENT:	NO
PARKING:	YES - BOTH SIDES
ADT:	2,600 VPD



SHARED LANE "SHARROW" PAVEMENT MARKINGS

- SPACED EVERY 200' PER TRAVEL DIRECTION

SHARED LANE SIGNAGE



40
SCALE IN FEET

SEGMENT 2B - OPTION 2 - DEDICATED BIKE LANES (54th AVE - BROOKVIEW AVE TO WOODDALE AVE)

CONSTRUCTION PHASE:	PHASE 1
MSA ROUTE:	YES
MEETS STATE AID DESIGN STANDARDS:	YES
REQUEST TO EXPERIMENT:	NO
PARKING:	NO - REMOVE PARKING ON BOTH SIDES
ADT:	2,600 VPD



DEDICATED BIKE LANE

BIKE LANE PAVEMENT MARKINGS

- ONE PER BLOCK PER TRAVEL DIRECTION
- WIDTH RANGES FROM 6' - 7' DEPENDING ON THE WIDTH OF THE STREET



CURB & GUTTER TO BE INSTALLED. WIDEN THE ROADWAY TO A CONSTANT WIDTH OF 36'. SHADED YELLOW AREA REPRESENTS WIDENING. REMOVE PARKING ON BOTH SIDES.



SEGMENT 3 - OPTION 1 - BIKE LANES (WOODDALE AVE)

CONSTRUCTION PHASE:	PHASE 1
MSA ROUTE:	YES
MEETS STATE AID DESIGN STANDARDS:	YES
REQUEST TO EXPERIMENT:	NO
PARKING:	NO - REMOVE PARKING ON BOTH SIDES
ADT:	3,200 - 4,500 VPD



DEDICATED BIKE LANE

BIKE LANE PAVEMENT MARKINGS

- ONE PER BLOCK PER TRAVEL DIRECTION
- WIDTH RANGES FROM 5' - 7' DEPENDING ON THE WIDTH OF THE STREET



40

SCALE IN FEET

SEGMENT 3 - OPTION 2 - ADVISORY BIKE LANES (WOODDALE AVE)

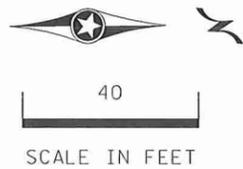
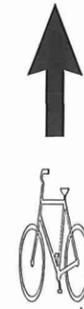
CONSTRUCTION PHASE:	PHASE 1
MSA ROUTE:	YES
MEETS STATE AID DESIGN STANDARDS:	NO
REQUEST TO EXPERIMENT:	YES
PARKING:	YES - EXISTING PARKING ON EAST SIDE
ADT:	3,200 - 4,500 VPD



ADVISORY BIKE LANE

VEHICLE TRAFFIC WILL SHARE THE CENTER LANE. NORTHBOUND & SOUTHBOUND VEHICLES WILL BE ABLE TO YIELD TO BIKES AND MERGE INTO THE BIKE LANE TO PASS ONCOMING TRAFFIC. SHARED CENTER LANE WIDTH WILL BE 15'-19' DEPENDING ON THE WIDTH OF THE ROAD.

BIKE LANE PAVEMENT MARKINGS
 • ONE PER BLOCK PER TRAVEL DIRECTION

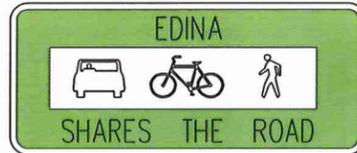


SEGMENT 4 - COLORED SHARED LANES

CONSTRUCTION PHASE:	PHASE 1
MSA ROUTE:	YES
MEETS STATE AID DESIGN STANDARDS:	YES
REQUEST TO EXPERIMENT:	YES
PARKING:	NO PARKING EXISTING
ADT:	6,700 VPD

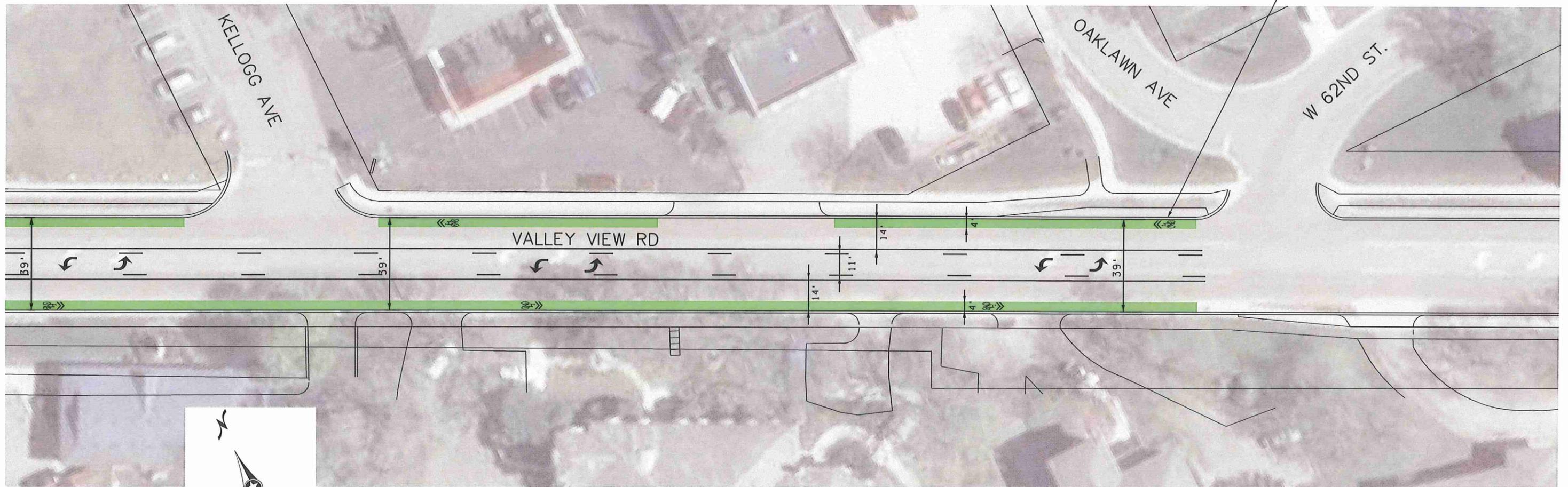


SHARED LANE SIGNAGE



SHARED LANE "SHARROW" PAVEMENT MARKINGS

- SPACED EVERY 200' PER TRAVEL DIRECTION



SEGMENT 5 - BIKE LANES (REMOVE CLTL)

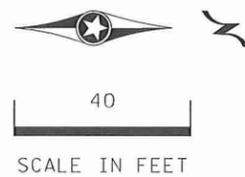
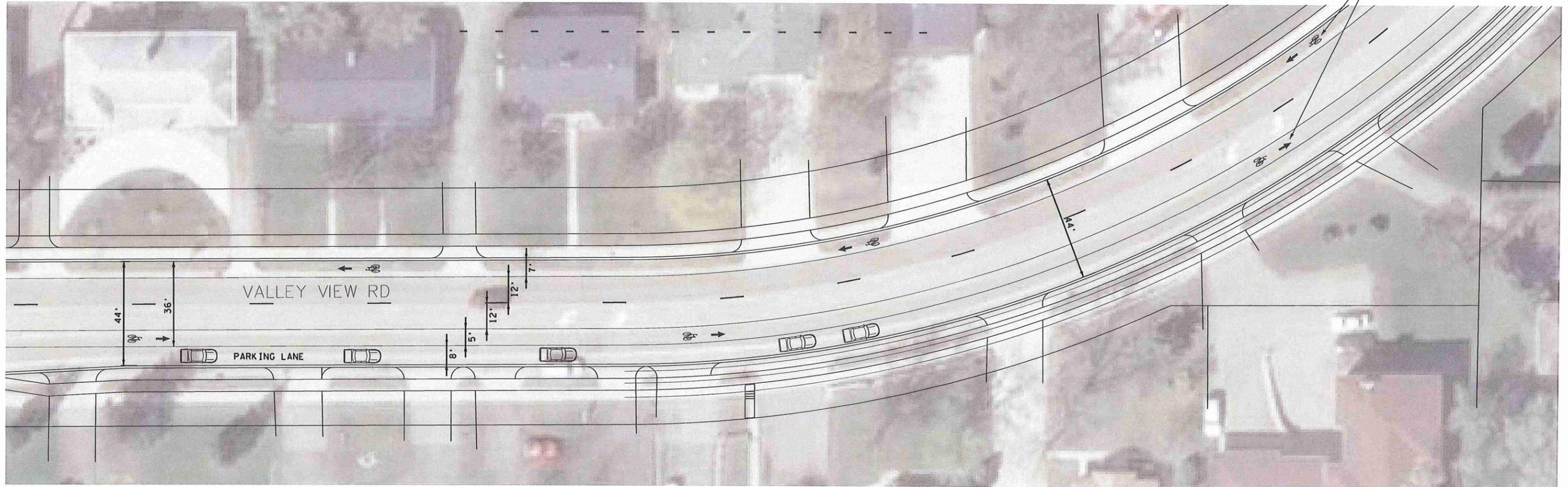
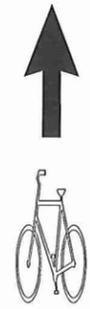
CONSTRUCTION PHASE:	PHASE 1
MSA ROUTE:	YES
MEETS STATE AID DESIGN STANDARDS:	YES
REQUEST TO EXPERIMENT:	NO
PARKING:	PARKING ON EAST SIDE
ADT:	6,700 VPD



DEDICATED BIKE LANE

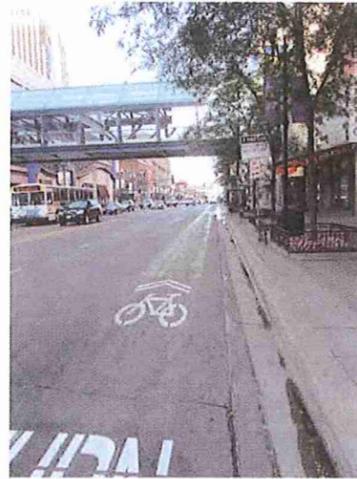
BIKE LANE PAVEMENT MARKINGS

- ONE PER BLOCK PER TRAVEL DIRECTION
- WIDTH OF 5' - 7'



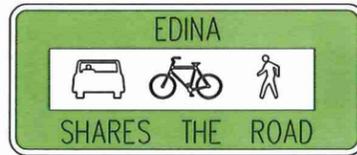
SEGMENT 6 - COLORED SHARED LANES

CONSTRUCTION PHASE:	PHASE 2
MSA ROUTE:	YES
MEETS STATE AID DESIGN STANDARDS:	YES
REQUEST TO EXPERIMENT:	YES
PARKING:	NO PARKING
ADT:	TBD



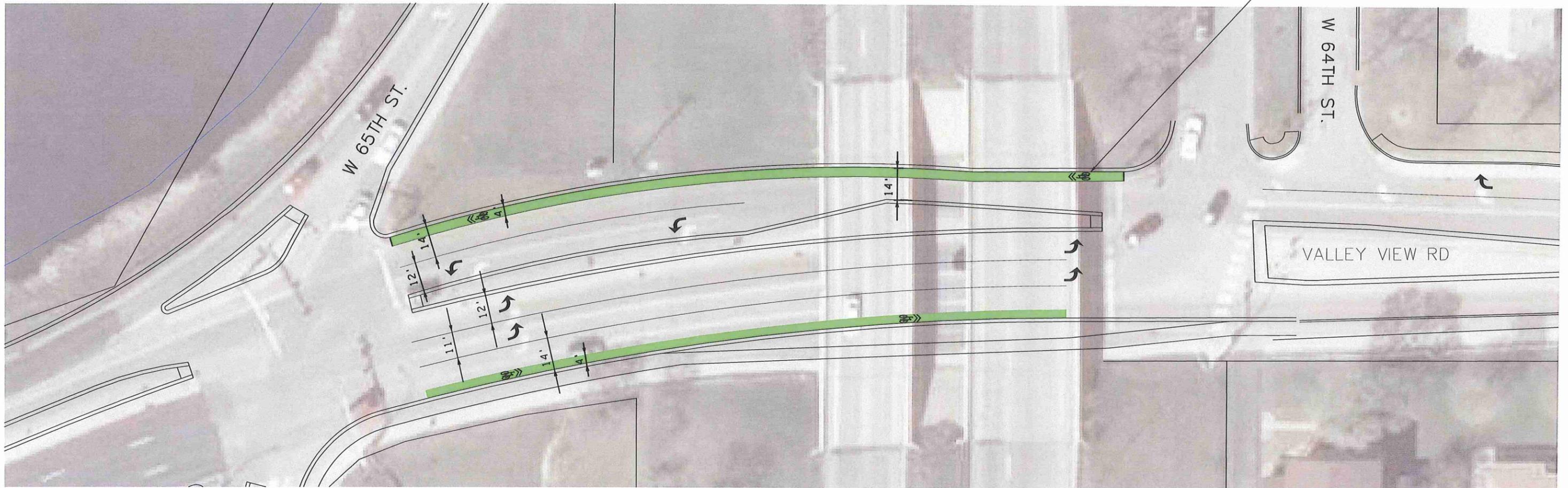
COLORED SHARED LANE

SHARED LANE SIGNAGE



SHARED LANE "SHARROW" PAVEMENT MARKINGS

- SPACED EVERY 200' PER TRAVEL DIRECTION

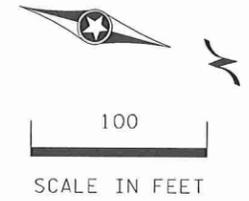


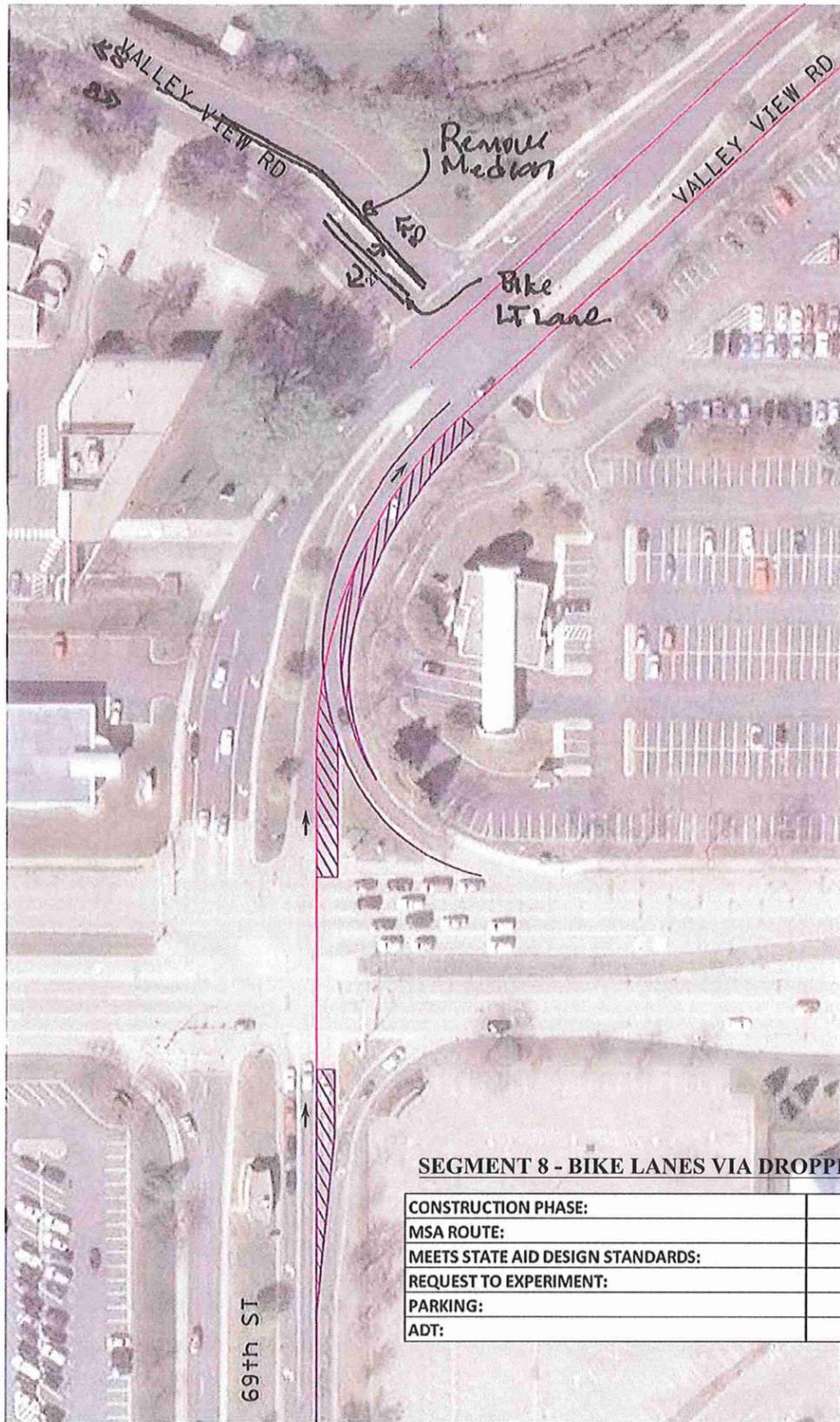
SEGMENT 7 - BIKE LANES VIA DROPPED OUTSIDE LANE

CONSTRUCTION PHASE:	PHASE 2
MSA ROUTE:	YES
MEETS STATE AID DESIGN STANDARDS:	YES
REQUEST TO EXPERIMENT:	NO
PARKING:	NO PARKING
ADT:	16,750 VPD



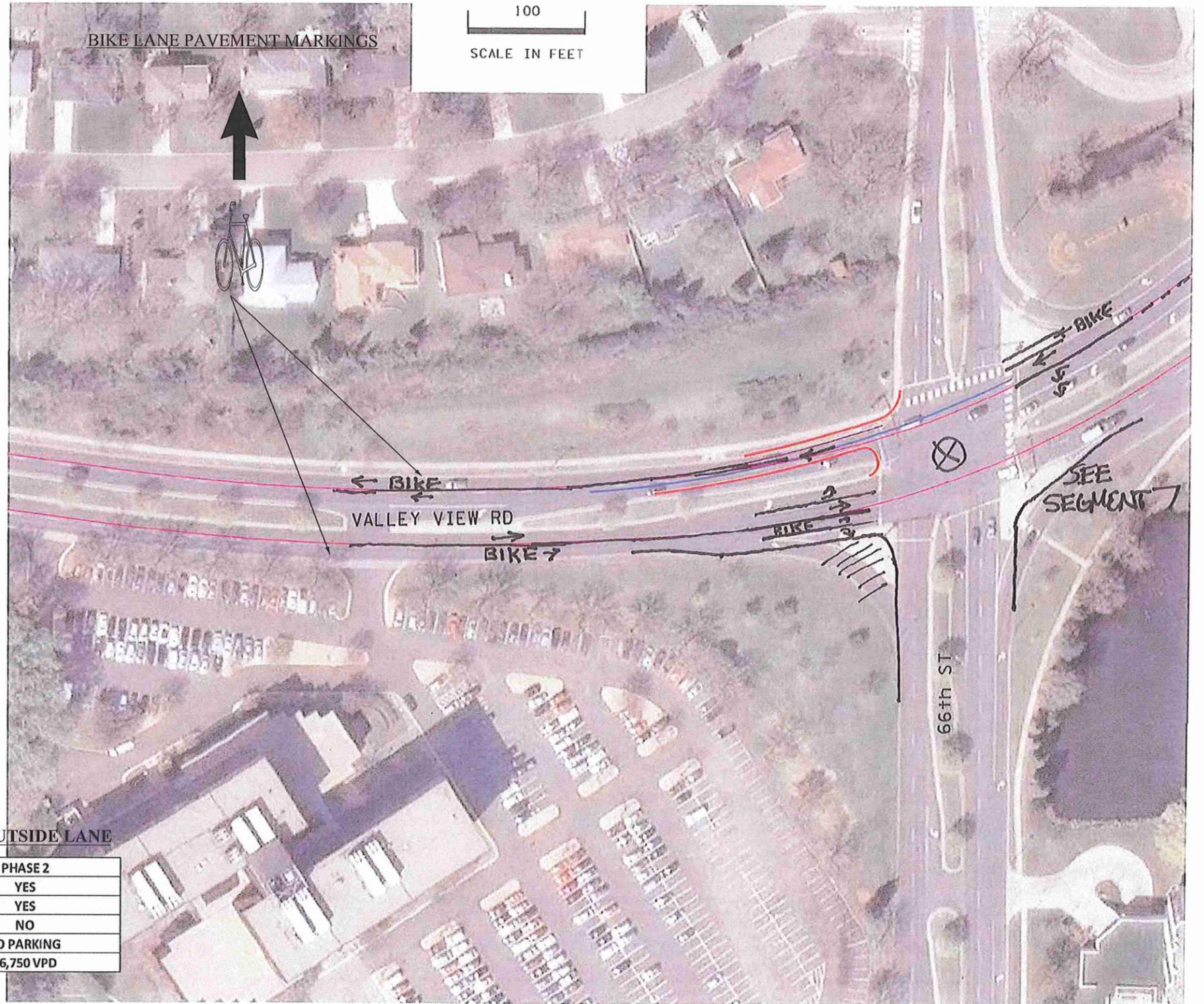
- BIKE LANE PAVEMENT MARKINGS**
- ONE PER BLOCK PER TRAVEL DIRECTION
 - WIDTH OF 5'





SEGMENT 8 - BIKE LANES VIA DROPPED OUTSIDE LANE

CONSTRUCTION PHASE:	PHASE 2
MSA ROUTE:	YES
MEETS STATE AID DESIGN STANDARDS:	YES
REQUEST TO EXPERIMENT:	NO
PARKING:	NO PARKING
ADT:	16,750 VPD





REGULAR TRANSPORTATION COMMISSION MEETING

REPORT/RECOMMENDATION

To: Edina Transportation Commission	Agenda Item No.: <u>VI.C.</u>
From: Wayne D. Houle, PE City Engineer	ACTION:
Date: February 16, 2012	<input type="checkbox"/> Recommendation/Motion
Subject: Living Streets Workshop Recap	<input type="checkbox"/> Discussion
	<input checked="" type="checkbox"/> Information

Info/Background:

ETC Chair and ETC Members who attended the Living Streets Workshop will provide an update of the February 15 Living Streets Workshop.



REGULAR TRANSPORTATION COMMISSION MEETING
REPORT/RECOMMENDATION

To: Edina Transportation Commission	Agenda Item No.: <u>VI.D.</u>
From: Wayne D. Houle, PE City Engineer	ACTION:
Date: February 16, 2012	<input type="checkbox"/> Recommendation/Motion
Subject: Living Streets Consultant Selection	<input type="checkbox"/> Discussion
	<input checked="" type="checkbox"/> Information

Info/Background:

Staff has received one Request for Proposal for the Living Streets Policy Development and Implementation Plan, see attached proposal.

The proposal submitted is from BARR Engineering. Staff has reviewed the proposal and feels that BARR Engineering is qualified to provide the services listed in the Request for Proposal. Staff is also including correspondence from the other firms.

Attachments:

Proposal from BARR Engineering
Request for Proposal
Responses from other firms



February 7, 2012

Wayne Houle, City Engineer
City of Edina
7450 Metro Boulevard
Edina, MN 55439-1394

Subject: Proposal for Living Streets Policy Development and Implementation Plan

Dear Mr. Houle:

Barr Engineering Company is pleased to present our proposal for development of a planning framework or process for a Living Streets policy and plan for the City of Edina. By selecting Barr for this work, the City will benefit from:

- **Living Streets expertise and experience.** Our team has extensive experience guiding cities and transportation clients in the development and implementation of complete green streets policies and plans. Barr and HRGreen are teaming to provide unmatched experience and credentials in the field of complete green streets and context sensitive design. Barr, emphasizing the ecological context, developed the North St. Paul Living Streets plan and design alternatives for the reconstruction of CSAH 101 through the City of Wayzata. Jack Broz of HRGreen is an effective communicator and recognized leader in the Context Sensitive Solutions approach to project delivery of Complete Streets.
- **In-depth knowledge of stormwater management in the City of Edina.** Barr has prepared and implemented stormwater management plans for the City of Edina for over 50 years. We have first-hand understanding of flooding, water quality and other management issues unique to the City. A recognized leader in ecological stormwater management techniques, Barr's expertise includes all aspects of stormwater modeling for quantity and quality, infrastructure inventory and assessment, Geographic Information System (GIS) analyses, and National Pollution Discharge Elimination System (NPDES) permitting
- **Multi-disciplinary expertise and collaborative work style.** Our multi disciplinary team includes staff from Barr Engineering and HRGreen. Our proposed scope of work has this team of transportation engineers, landscape architects, urban planners, and civil engineers working collaboratively to guide the City in preparing for a contextually-sensitive Living Streets Policy and Plan.

We're eager to continue our ongoing working relationship with the City; thanks for considering us. If you have any questions, please contact me at 952-832-2859.

Sincerely,

Handwritten signature of Kurt Leuthold in black ink.

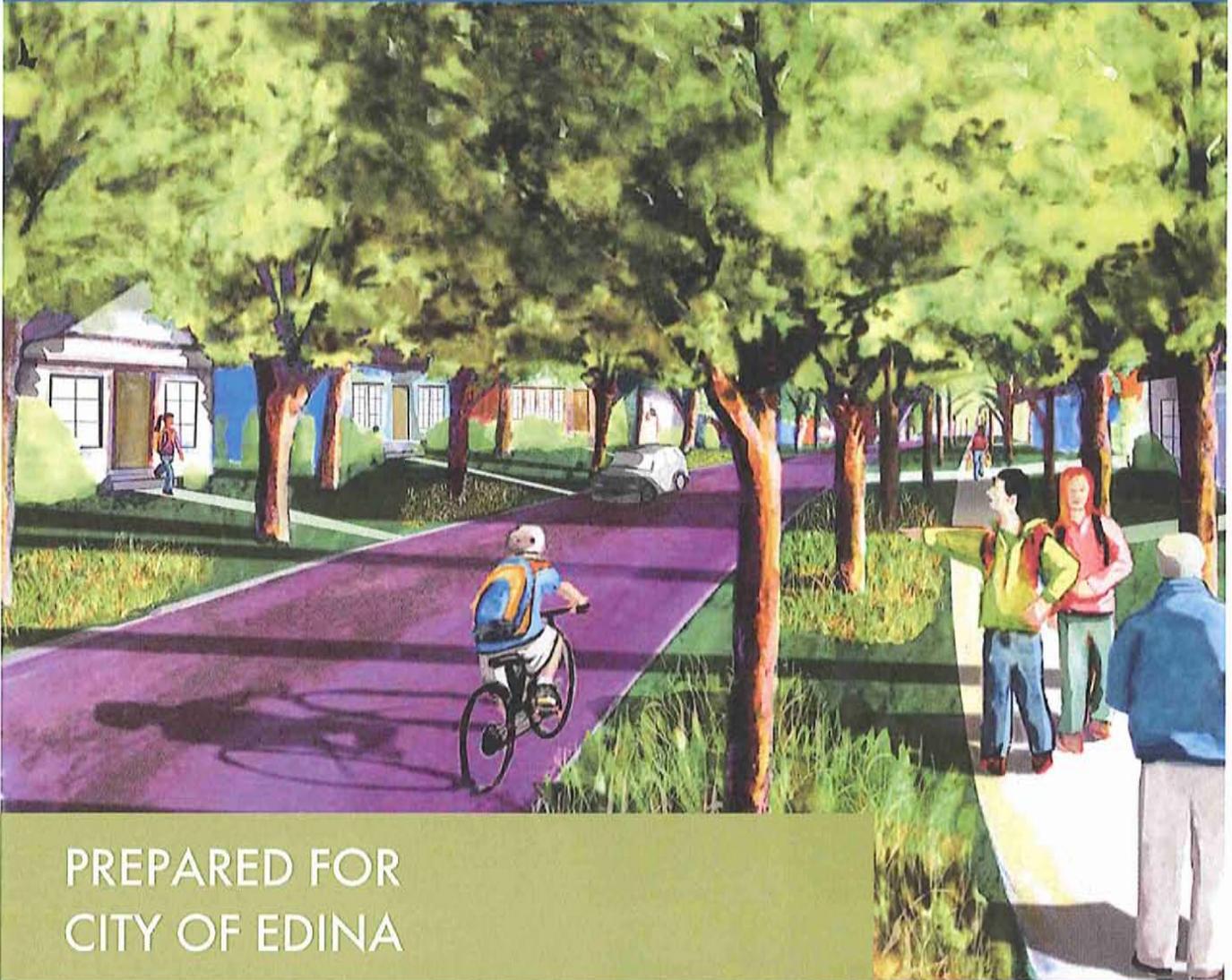
Kurt Leuthold, PE
Vice President, Principal in Charge

Handwritten signature of Bob Obermeyer in black ink.

Bob Obermeyer, PE
Vice President
Engineer, Nine Mile Creek Watershed District

PROPOSAL TO PROVIDE

Living Streets Policy Development and Implementation Plan



PREPARED FOR
CITY OF EDINA

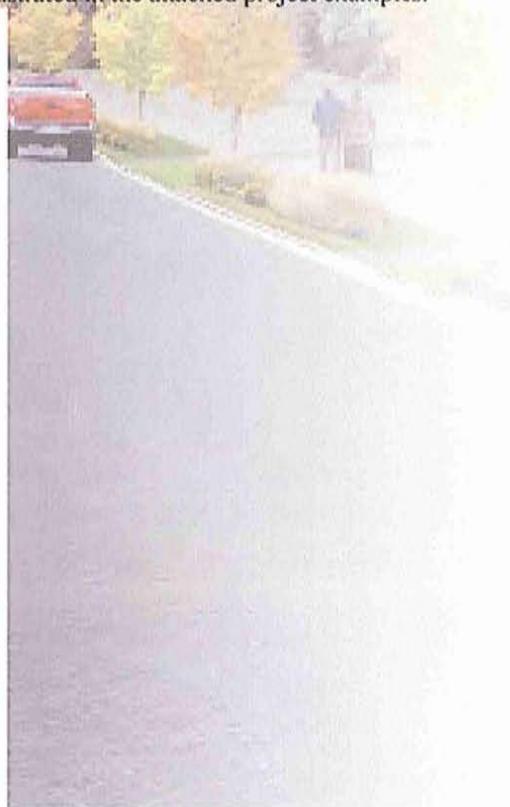
SUBMITTED BY BARR ENGINEERING COMPANY
FEBRUARY 7, 2012

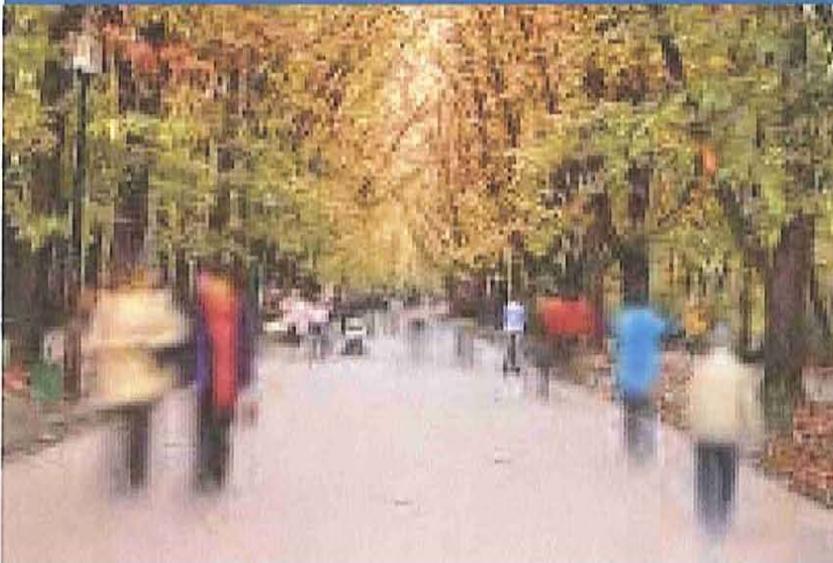


resourceful. naturally.

The City of Edina is a fully developed community that seeks to create a more sustainable transportation system through the reconstruction of its street network. The City envisions redesigning its street network guided by complete streets, green streets and active living design principles. The result will be Living Streets, an approach that accommodates multiple modes of transportation, incorporates ecological services, and encourages walking and biking through safe and aesthetically attractive corridors. The City has been laying the policy groundwork for Living Streets through its Comprehensive Plan, Comprehensive Bicycle Transportation Plan, Municipal State Aid Sidewalk Study and through the work of its Transportation and Environmental Commissions.

Our project team has been at the forefront in designing sustainable infrastructure that is ecologically sensitive, accommodates humans and is aesthetically attractive. We recognize that streets have different functions and that all streets cannot serve all modes. Our approach to street design is to balance the needs of the various users through an ecological lens. In this approach, human and environmental considerations play a large role. We also approach design with an eye on cost and the practical considerations for implementation. Our designs typically fit within existing rights-of-way and often look to reducing pavement width to make room for new transportation and stormwater management facilities. Our understanding of and commitment to Complete Green Streets and Context Sensitive Design principles is illustrated in the attached project examples.





Citizen involvement is critical to successful implementation of Living Streets efforts. At left, Barr landscape architect Fred Rozumalski and planner Dan Petrik meet with citizens of North St. Paul about that city's Living Streets Plan.

City of Edina Living Streets Policy Development and Implementation Plan

Our approach in this proposal is to guide the City in preparing for a comprehensive Living Streets planning process. This planning framework is needed to prepare for the challenging process of gaining community support for a Living Streets Plan and for implementing and managing the physical streetscape changes contained in a Living Streets Plan.

We will work with the City's task force to develop consensus on a planning framework for the development of a comprehensive Living Streets Policy and Plan that includes goals, tasks, and schedule. In this process, we will address the broad policy goals outlined in Council Resolution 2011-61. The task force will spend most of its energy on creating a planning framework that addresses the planning challenges and range of physical considerations within the context of the City's many unique neighborhoods and diverse commercial and industrial districts.

Our approach emphasizes a planning process that addresses the concerns of a broad range of stakeholders. From our work with other Living Streets Plans, we've found that general policies and conceptual design templates are readily accepted by policy-makers. However, communities are made up of specific and contextually unique neighborhoods and districts—developing policies and designs that address the physical context of each area and the concerns and needs of their respective stakeholders is often time-consuming and challenging. A partial list of the physical considerations for developing functional Living Streets design templates is listed at right.

Considerations for developing functional Living Streets design templates

- Existing and proposed street function
- Existing right-of-way width and pavement width
- Existing and proposed sidewalks and trails
- Existing and proposed transit facilities
- Parking needs
- Adjacent land use and setbacks
- Character of neighborhood
- Above and below ground utilities, existing and proposed changes
- Existing and proposed trees/vegetation
- Water quality concerns
- Available space to treat stormwater runoff that addresses the specific water quality concerns
- Environmental issues

Task 1: Develop a Living Streets Policy and Plan Task Force (March 2012)

In this step, we will assist City staff and the Transportation Commission in establishing a task force for this project. This will be accomplished through discussions with City staff and Transportation Commission leadership. We will summarize these conversations in a memo suggesting criteria for selecting a task force.

Task 2: Review Existing Plan, Studies, and Policies (March 2012)

To ground our efforts, we will review City of Edina plans, studies, and policies relevant to the development of the Living Streets Policy and Plan. We will also tour the City to assess the range of neighborhoods and street types. Through this work we will gain an understanding of the existing street network, existing design practices, assessment policies, and street reconstruction priorities. This effort will

also help us better understand the City and the policy choices leading to and supporting a Living Streets Policy and Plan. We will also review the content of seminars and workshops that task force members, staff members, and policy makers have participated in to assess their knowledge of complete green streets and context-sensitive design. This assessment will shape the content of task force meetings.

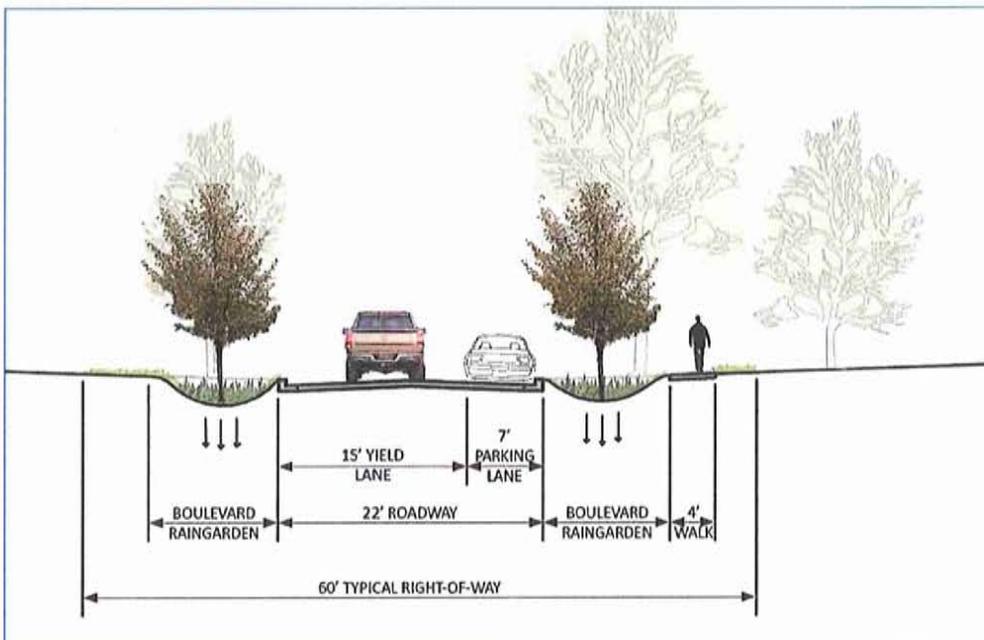
Task 2 will also include discussions with City staff and elected and/or appointed officials to clarify policies and procedures.

In a memo to the task force, we will summarize the relevant policies and programs in place affecting development of the Living Streets Policy and Plan. We will highlight areas where there are opportunities for integrating and building on mutually supportive policies and programs. We will also identify areas where policies and programs might conflict. A successful

Living Streets Policy and Plan will integrate and facilitate implementation of mutually supportive policies and programs and address potential policy barriers. For example, the relationship between reducing pavement width, a key Living Street strategy, and City assessment policies and costs will be evaluated for opportunities to reduce costs.

Task 3: Lessons Learned from Past Living Streets Policies and Plans (April 2012)

In this step, we will document the lessons learned by the consultant team from past Living Streets Planning projects. We will also conduct phone interviews with project staff from two other regional and/or national Living Streets efforts to be selected by the task force. We will document this information and assess the lessons learned for applicability to the City of Edina effort. This information will be summarized in a memo to the task force.



Reducing pavement width is a key Living Street strategy; our approach includes an evaluation of City assessment policies and costs for opportunities to reduce costs.

**Task 4: Meeting 1 with Task Force—
Overview of Living Streets and
Lessons Learned (May 2012)**

This first meeting will provide an overview of the project process and background material on Living Streets Planning efforts. This will include an overview/presentation of Complete Streets and Context-Sensitive Design Principles as well as lessons learned from past efforts on implementing Living Streets Policies and Plans. The material summarized in the “lessons learned” memo prepared in Task 3 will be presented

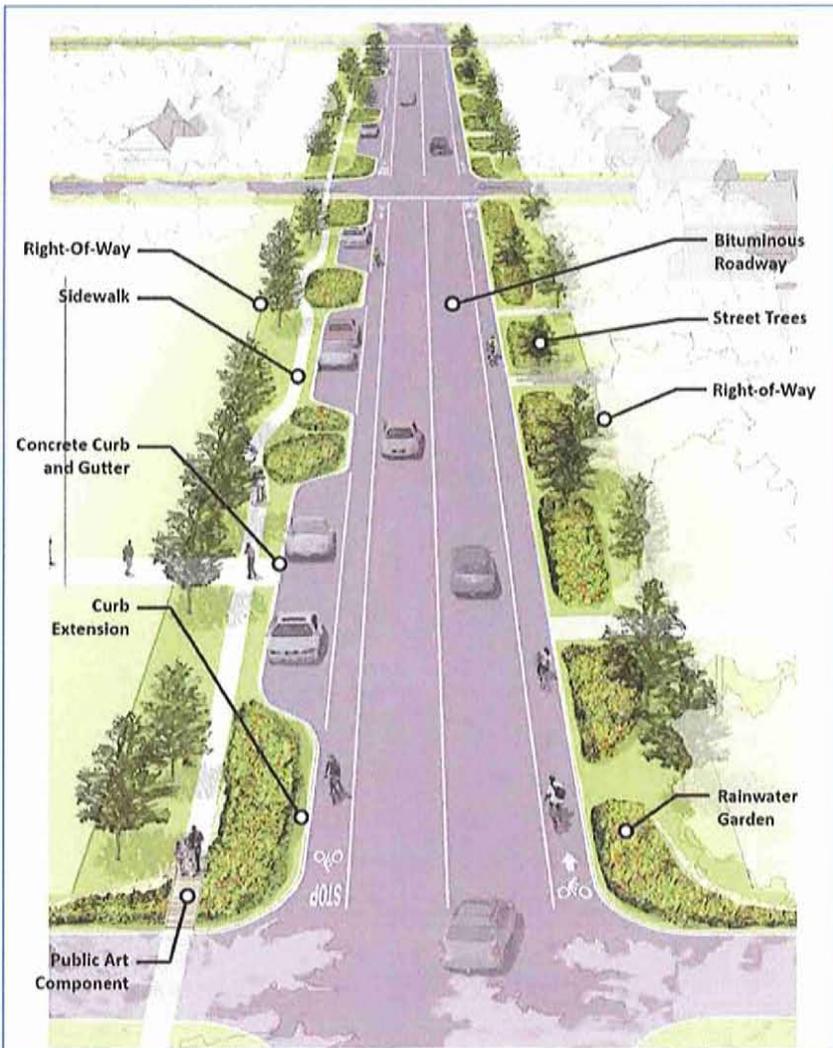
at this meeting. We’ll also discuss the range of physical considerations (listed under the “Approach” section above) and how they affect the achievement of policy goals.

We will also review how assessment policies can support or work against Living Streets implementation. In this step, we will review the range of stakeholders that can influence a Living Streets plan. Obvious stakeholders include those directly impacted by the immediate physical change. Other important stakeholders may include businesses, environmental

groups, the health community, and parents of school-age children. These stakeholders care about the long-term operational impact on employee health and mobility, water quality, and the general health and safety of those traveling through and within the community. This overview of lessons learned will ground the task force and prepare them for developing project goals, tasks, and a schedule for the Comprehensive Living Streets Policy and Plan project.

**Task 5: Meeting 2 with Task Force—
Presentation and Discussion of
Existing Plans, Studies, and Policies
(June 2012)**

In this meeting, we will present our findings on existing City of Edina plans, studies, and policies summarized in the memo prepared in Task 2. We will facilitate discussion with the task force to prioritize policies from other city plans for integration into the Living Streets Policy and Plan. This discussion will also address policies that may act as potential barriers to Living Streets Plan implementation. The results of this discussion will be documented and used to develop project goals, tasks, and a schedule for the comprehensive Living Streets Policy and Plan.



Above: The primary elements of a Living Street.

Task 6: Develop Draft Project Goals, Tasks, Conceptual Design Templates, and Implementation Plan (July 2012)

In this step, we will prepare a memo suggesting project goals and tasks based on the material and task force discussion in Tasks 2–5. This memo, intended to be a discussion starter for the task force meeting in Task 6, will explore both policy and planning goals. Policy goals will include Living Street Policies as well as the integration of existing City policies from complementary policies and plans. Planning goals will address stakeholder involvement and identify priority streets and areas (neighborhoods/districts) for implementing Living Streets policies. In this step, we will also develop four conceptual

Living Streets design templates, two for a collector road and two for a local residential street. These conceptual templates will visually communicate policy goals and be the basis for the context-specific (neighborhood and district) design templates to be developed as part of the comprehensive Living Streets Policy and Plan.

Task 7: Meeting 3 with Task Force—Develop draft Project Goals and Tasks (September 2012)

At this meeting, we will facilitate a task force discussion to review conceptual Living Street design templates, and to develop consensus on policy goals as well as general agreement on planning goals, work tasks, and a conceptual schedule for creating the Living Streets implementation plan.

Task 8: Revise Project Goals and Tasks and Develop a Draft Schedule (October 2012)

Based on feedback from the task force at the meeting in Task 7, we will revise project goals, tasks, and a conceptual schedule, and prepare an implementation plan for guiding future planning work. We will estimate costs for each task and identify sources of funding for implementing the plan.

Cost

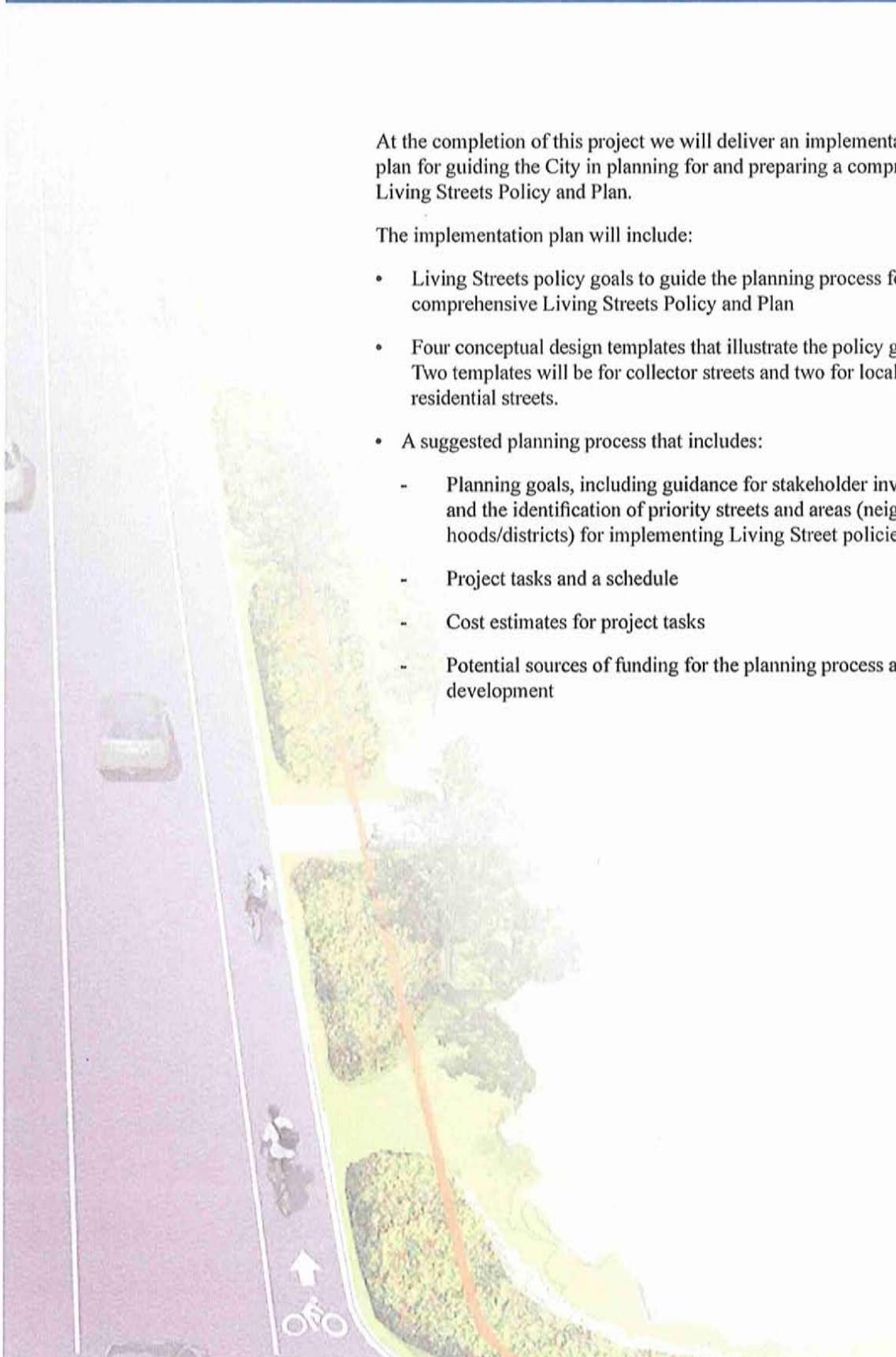
We propose to complete this scope of work for \$14,940. A full cost breakdown by consultant team member for each task is included in Appendix B. Note that team member initials referenced on the cost breakdown are shown in each member's profile (see background and experience section). Additional meetings may be added at a cost of \$2,000 per meeting. This assumes preparation by and the participation of at least two consultant team members.



At the completion of this project we will deliver an implementation plan for guiding the City in planning for and preparing a comprehensive Living Streets Policy and Plan.

The implementation plan will include:

- Living Streets policy goals to guide the planning process for the comprehensive Living Streets Policy and Plan
- Four conceptual design templates that illustrate the policy goals. Two templates will be for collector streets and two for local residential streets.
- A suggested planning process that includes:
 - Planning goals, including guidance for stakeholder involvement and the identification of priority streets and areas (neighborhoods/districts) for implementing Living Street policies
 - Project tasks and a schedule
 - Cost estimates for project tasks
 - Potential sources of funding for the planning process and plan development



Background and Experience



Kurt Leuthold (KAL), PE, LEED AP

Role: Principal in Charge

Responsibilities: Overall client satisfaction

Kurt Leuthold has 24 years of experience in stormwater management, hydrology, hydraulics, and land development. Kurt specializes in designing infrastructure with an eye for ecology. He understands the interaction of water, soils, and plants, and how urban infrastructure can support biodiversity and environmental protection. Kurt has designed dozens of highly urbanized infiltration/filtration stormwater practices throughout the Midwest.



Fred Rozumalski (FJR), RLA

Role: Project Manager

Responsibilities: Client communication, team coordination

Fred Rozumalski is a registered landscape architect specializing in ecology, horticulture, and native-landscape design and restoration. His projects are designed to work with nature to create economically viable, low-maintenance landscapes that support a diversity of plants and animals. Most importantly, they are designed to meet the needs of the people who inhabit them. Fred is currently designing an innovative crushed rock tree trench based on the Swedish Tree Trench stormwater treatment system.



Dan Petrik (DAP), Ecological and Community Planner

Role: Planner

Responsibilities: Policy analysis, meeting facilitation

Dan Petrik is an ecological and community planner with master's degrees in landscape architecture and urban planning from the University of Minnesota. He has seven years of experience in zoning administration, development review, and community planning—including public process design and facilitation. He has extensive experience in developing land use plans and stormwater ordinances/ regulations for cities, counties, and watershed organizations. Dan helped to develop the Living Streets plan for the city of North Saint Paul. His work on this project included designing, managing, and facilitating a community and neighborhood task forces. Dan was also project manager for the development of context sensitive design alternatives to county plans for CSAH 100 through Wayzata.



Jack Broz (JB)

Role: Complete Streets and Context Sensitive Design Advisor

Responsibilities: Meeting facilitation

Jack Broz has managed projects of all sizes from conceptual development through final completion. These projects have involved significant consensus-building with citizens and affected agencies and resulted in construction cost savings of over \$200 million. Many of these projects have received national and local awards. Successful delivery of such projects requires flexibility to address diverse technical issues and stakeholder concerns. Jack is an effective communicator and a recognized leader in the Context Sensitive Solutions approach to project delivery of Complete Streets. He is a member of the Minnesota Complete Streets Advisory Committee and has presented Complete Streets at local and national conferences. At HR Green, Jack is primarily responsible for comprehensive project management of major transportation projects including project schedule and budget control, QA/QC, and client coordination.



Matt Metzger (MRM), PE, Water Resources Engineer

Role: Civil Engineer

Responsibilities: Design of Living Streets templates

Matt Metzger is a civil engineer with seven years of design engineering experience related to water resources. He has worked extensively on infrastructure design, site planning, creative stormwater management, flood protection systems, and project visualizations for clients in the public and private sectors. Matt has been involved with the design of green infrastructure retrofits at the site of Maplewood Mall in Maplewood, and has assisted with several low-impact site designs for public and private campuses such as St. Olaf College, City of Minneapolis, Lockheed Martin, University of Minnesota-Duluth, and Sisters of Saint Joseph of Carondelet in Saint Paul. His work on these projects included design and construction document preparation for sustainable design renovations, stormwater infrastructure, rainwater gardens, pervious pavements, sidewalks and trails, parking facilities, and erosion and sediment control.



Eric Holt (EBH), Designer

Role: Landscape Architect

Responsibilities: Design of Living Streets templates

Eric Holt specializes in conceptual site design, integrated stormwater design, green infrastructure design and planning, LID, interpretive design and communication, planting design, graphic design, construction documentation, and construction administration. He is proficient in AutoCAD, Adobe Creative Suite, Sketch-Up, and ArcGIS. Eric's experience includes concept design, construction documentation, project management assistance, and construction administration for projects such as the Central Corridor Light Rail Transit, the Macalester College Sustainable Campus Landscape Master Plan, and the Maplewood Mall Stormwater Retrofit.



Bob Obermeyer (BC), PE

Role: Civil Engineer

Responsibilities: Senior advisor

Bob currently serves as engineer for the Nine Mile Creek Watershed District and the Lower Rum River Watershed Management organization. He also has extensive municipal engineering experience, including long-term work for the cities of Edina, Bloomington, Wayzata, Mankato, Worthington, and Hutchinson.

Attachment A: Project Examples

Client

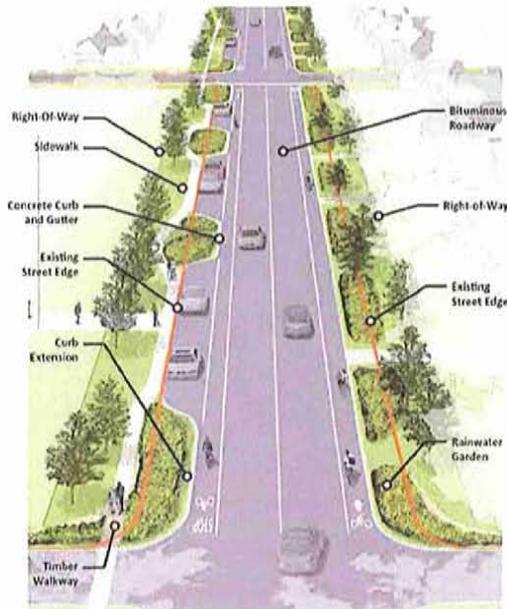
Ramsey-Washington Metro
Watershed District •
Saint Paul, MN

North Saint Paul Living Streets Plan

In support of the Ramsey-Washington Metro Watershed District's efforts to improve water quality and reduce polluted stormwater runoff, Barr Engineering developed a "Living Streets" plan for the city of North Saint Paul.

The term Living Streets describes a design approach that considers livability and environmental needs in street reconstruction. Communities across the country are embracing this approach to build road networks that are safer for pedestrians, slow traffic, provide aesthetic value, and improve the quality of lakes and streams by reducing stormwater pollution. In the case of North Saint Paul, most of the city's polluted stormwater is discharged into Kohlman Lake, which is listed on the Minnesota Pollution Control Agency's list of impaired waters. The Living Streets templates and guidelines created by Barr will help the city achieve impervious surface reduction and stormwater treatment in the right-of-way, and create less resource-consuming streets that serve the people of North Saint Paul.

By integrating the transportation, environmental, and quality of life needs into a Living Streets framework now, the design work for individual street reconstruction projects will be implemented more efficiently and at lower cost in the future.



North Saint Paul's Living Streets plan offers a holistic approach to street reconstruction—integrating transportation, environmental, and quality-of-life concerns.



Green Infrastructure Practices in Urban Area

Client

Capitol Region Watershed District •
City of Saint Paul, MN

Green Infrastructure Practices Along Light Rail Corridor

Barr Engineering has worked with the Capitol Region Watershed District, the city of Saint Paul, and other consultants in a two-phase project to develop low-impact stormwater treatment practices appropriate to the dense, urban Central Corridor, which will provide a light rail transit (LRT) link between the cities of Minneapolis and Saint Paul.

In the first phase of the project, Barr developed several concepts and assisted with the development of a final design that provides treatment for stormwater through underground infiltration trenches, incorporates an ambitious street tree and stormwater design, and improves the aesthetics of the hardscaped corridor. We also completed plans and specifications for construction of three stormwater planters that will be installed along the light rail corridor.

In the second phase of the project, we are currently assessing eight corridor sites, considering their respective suitability for infiltration/filtration practices. After each has been reviewed, we will select five locations that best promote water quality, creativity, education, and feasibility of construction and maintenance—and identify specific practices suitable to each location. A final design package, reflecting stakeholder input, will be developed for each site, along with bidding documents.



Rendering of a proposed stormwater planter at Albert Street and University Avenue



Context Sensitive Design

Client

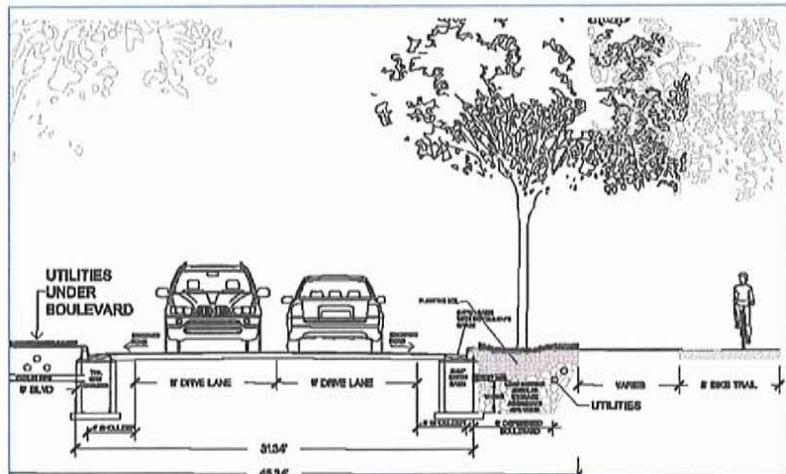
Minnehaha Creek
Watershed District •
Deephaven, MN

Context Sensitive Design for CSAH 101

County State Aid Highway (CSAH) 101 is a two-lane road that winds through a low-density area of the city of Wayzata, containing wetlands and significant tree cover. Barr assisted the Minnehaha Creek Watershed District in reviewing proposed reconstruction plans for this aging infrastructure and identifying alternative, context-sensitive approaches that would reduce the ecological impact of the new highway.

Our overall approach for minimizing ecological impacts was to identify opportunities for reducing the project width or footprint. This approach preserved trees, reduced impervious surface, and minimized direct impacts to wetlands and wooded areas. Opportunities included reducing lane and shoulder width, and strategic placement of a proposed multi-purpose trail. We also developed a stormwater management concept that exceeded the District's stormwater treatment requirements, while demonstrating how stormwater treatment could be an aesthetic amenity to road projects. Included in stormwater management planning was an assessment of opportunities for reducing the impact of highway runoff on Shavers Lake in the neighboring city of Minnetonka.

Ultimately, Barr's road design alternatives and stormwater management concept provided project stakeholders with ideas that may lead to a final design decision for rebuilding CSAH 101. All alternatives reduced the ecological impact of the road and make this new "complete street" more of a "complete green street."



A stormwater management concept for CSAH 101 reconstruction.



Green Infrastructure Feasibility Study

Client

City of Saint Paul, MN

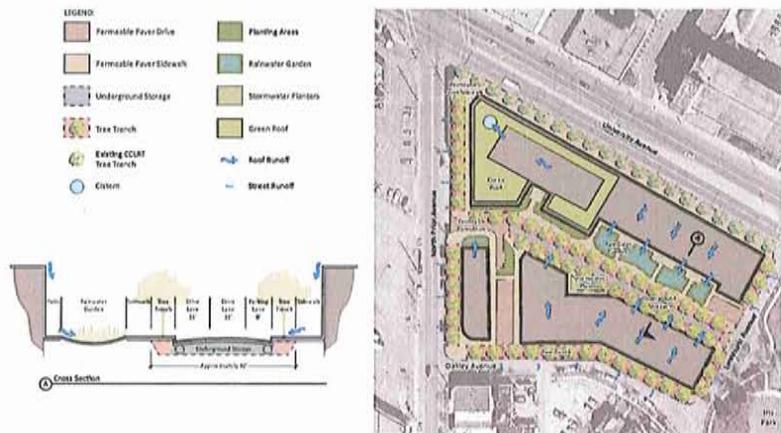
University and Prior Ave. Study • Saint Paul, Minnesota

Barr is currently working with the city of Saint Paul on a hydrologic and green infrastructure feasibility study for the subwatershed immediately surrounding the intersection of University and Prior Avenues in Saint Paul, along the Central Corridor.

The first step in the process was to collect and analyze available information and geo-spatial data relevant to holistic management of stormwater at the project location. This included information on existing topography, stormwater infrastructure, hydrologic and hydraulic models, utility locations, historic waters, Central Corridor planning documents, historic and cultural features, and capital improvement plans.

Data analysis and site visits were followed by a design charette involving city staff and other key stakeholders. Through the charette, we gathered anecdotal information about the neighborhood's history and needs and developed preliminary concepts to treat stormwater. Two concepts were selected from this process for further analysis, which included water quality and quantity modeling to determine the effectiveness of each approach in treating stormwater and reducing pollutant loading to downstream water bodies. In addition, we generated qualitative illustrations to assess the social and ecological benefits of each concept. These illustrations are currently under city review.

As a final step, Barr will create graphics illustrating the two treatment concepts and the principles behind each method. These will be incorporated in attractive booklets which the city can use to guide redevelopment in the project area, generate enthusiasm from property owners, and develop templates to promote low-impact stormwater and connectivity along the Central Corridor for other redevelopment sites.



One of two preliminary concepts designed for the University and Prior Avenue hydrologic study. Stormwater treatment options for this dense, urban area include pervious pavement, tree trenches, underground storage, rainwater gardens, tree plantings, and a cistern to collect roof and parking lot runoff.



Green Infrastructure Practices in Street Reconstruction

Client

Ramsey-Washington Metro
Watershed District •
Saint Paul, MN

Hillcrest Neighborhood Living Streets

The City of St. Paul was interested in investigating possibilities for Living Streets in the very northeast corner of the city as a prototype. Under the direction of Ramsey Washington Metro Watershed District, Barr looked at the Hillcrest neighborhood for possibilities to incorporate green infrastructure practices into street reconstruction projects. The project involved investigating street conditions in the neighborhood and developing templates for Living Streets. After the templates were developed, Barr worked with St. Paul staff to educate constituents and promote the concepts. The city will soon begin developing a Street Design Manual that incorporates green infrastructure practices.



Special Resource Assignments

Client

Minnesota Department of
Transportation



MnDOT Special Resource Assignments

HR Green has been assisting MnDOT through various assignments to bring specialized expertise in project delivery into the MnDOT standard project delivery method. HR Green is uniquely qualified to provide these services because their experience with conflict/issue resolution on many transportation projects, their demonstrated many unique approaches and project experiences that align well with the benefits of risk mitigation and conflict management and a proven track record of identifying significant construction cost savings on projects.

HR Green has also developed the “community-based design model for transportation project delivery”, which engages the public and agencies in a collaborative evaluation of project evaluation. The successful delivery of projects with this process has led MnDOT to request HR Green to rewrite their training classes for Context Sensitive Design with the principles from the community-based design model that they developed.

Individual assignments include:

- Conflict Mediation for the MnDOT Ombudsman
- Conflict Prediction Model
- Context Sensitive Solutions Training
- Advanced Design Flexibility Forum
- Advanced Design Flexibility
- CSS Construction Forum
- CSS National Dialog
- Business Impact Mitigation
- Public Engagement Peer Review
- Lafayette Bridge Value Engineering Study
- TH 52/Elk Run Value Engineering Study
- I-694 Snelling Ave Value Engineering Study



Complete Streets and Context Sensitivity Design

Client

Blue Cross/Blue Shield
Minnesota

City of Richfield •
Richfield, MN

Complete Streets Workshops, Minnesota

HR Green has teamed with Blue Cross/Blue Shield of Minnesota and Fresh Energy to deliver Workshops for communities across Minnesota. The workshops assist communities to develop a better transportation system with improving choices to walk, bicycle or use transit on a more regular basis. The workshops provide information on the benefits of Complete Streets, guidance for developing local policies along with design considerations for implementation. Workshops were delivered for Bemidji, Bloomington, Edina and Richfield, Minnesota.

City of Richfield Complete Streets

HR Green is leading the effort to transform the major arterial streets in the City of Richfield, Minnesota. The goal of this effort is to establish a framework for improving all of the city's major modes of transportation—pedestrian, vehicular, bicycle and mass transit. The designs and studies included the primary streets in the city, development of a bicycle master plan and design of on-street and off-street bicycle facilities. This "Complete Streets" project has involved numerous meetings with city staff and the public to establish design solutions that are contextually sensitive, sustainable and feasible. HR Green has prepared presentation materials for the public and is currently working on the final designs of several corridors.



A view of Richfield streets before (above) and after (below) the design of "Complete Streets."

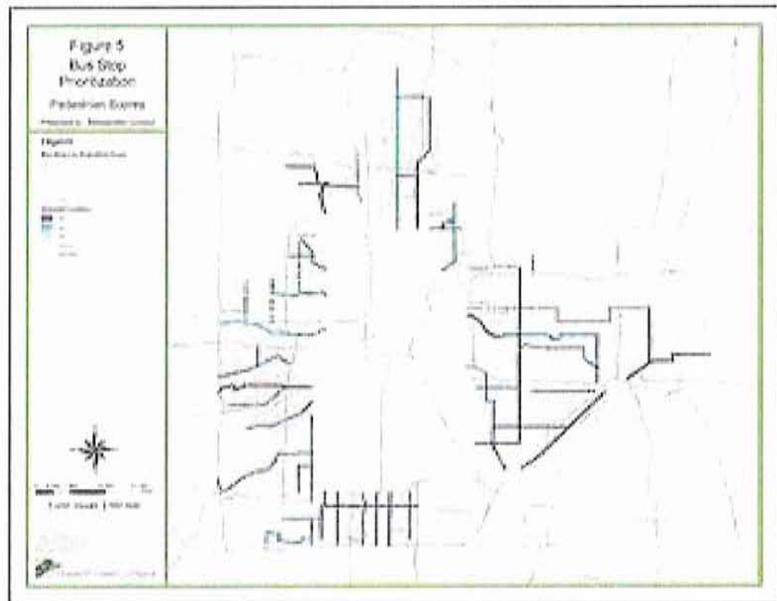


Client

Bike/Walk Twin Cities •
Minnesota

Bicycle and Pedestrian Connections to Transit Study

The goal of this HR Green project, funded by a non-motorized transportation pilot program award from Bike/Walk Twin Cities (BWTC) administered by Transit for Livable Communities (TLC), was to compile a prioritized list of infrastructure changes that would improve bicycle and pedestrian connections to transit with the Twin Cities metro area. Prioritization included safety, ridership levels, transit frequency, ADA compliance, and physical features around the bus stops. Communities will then use the prioritized list to apply for project funding.



Attachment B: Cost Estimate

City of Edina-Living Streets Proposal Cost Estimate

Tasks	Task Description	KAL \$150	FJR \$140	DRP \$95	MRM \$105	EBH \$80	BCO \$160	JB \$185	Expenses	Total Hours	Price
Task 1: Develop task force	Discussions with staff and Trans. Commission		1	1			0.5			2.5	\$315
	Prepare memo on criteria for TF selection			2						2	\$190
	Subtotal	0	1	3	0	0	0.5	0	0	4.5	\$505
Task 2: Review existing plans, studies and policies	Review plans, studies and policies		3	4				2		6	\$750
	Tour city to assess street and NH types		3	3					\$25	7	\$730
	Prepare memo summarizing policies and programs		1	5				1		7	\$800
	Subtotal	0	4	12	0	0	0	3	25	19	\$2,280
Task 3: Lessons learned	Interview staff for two national/regional Living Streets efforts and document lessons learned.			2				2		4	\$560
	Prepare memo summarizing lessons learned.		1	6				1		8	\$895
	Subtotal	0	1	12	0	0	0	3	0	16	\$1,835
Task 4: First meeting with task force	Prepare materials/presentation for meeting		1	4				1		4	\$705
	Attend and facilitate meeting		3	3				3	\$25	9	\$1,285
	Subtotal	0	4	7	0	0	0	4	25	15	\$1,990
Task 5: Second meeting with task force	Prepare materials/presentation for meeting		1	4			0.5	1		6.5	\$785
	Attend and facilitate meeting		3	3				3	\$25	9	\$1,285
	Subtotal	0	4	7	0	0	0.5	4	25	15.5	\$2,070
Task 6: Draft goals, tasks, conceptual design templates and implementation plan	Prepare memo on draft goals, tasks			6				1		7	\$755
	Prepare four conceptual design templates		2	1	3	12		1		19	\$1,835
	Subtotal	0	2	7	3	12	0	2	0	26	\$2,590
Task 7: Third meeting with task force	Prepare materials/presentation for meeting		1	3				1		5	\$610
	Attend and facilitate meeting		3	3				3	\$25	9	\$1,285
	Subtotal	0	4	6	0	0	0	4	25	14	\$1,895
Task 8: Revise goals, tasks, conceptual design templates, and implementation plan.	Revise implementation plan containing project goals, tasks, task cost estimates, schedule and funding sources	1	1	3			0.5			5.5	\$655
	Revise design templates		1		3	6		1		1	\$1,120
	Subtotal	1	2	3	3	6	0.5	1	0	16.5	\$1,775
Total Hours		1	22	57	6	18	1.5	21		126.5	
Total Cost		\$150	\$3,080	\$5,415	\$630	\$1,440	\$240	\$3,885	\$100		\$14,940

Attachment C: Resumes

Experience

Kurt Leuthold has 20 years of experience in hydrology, hydraulics, stormwater management, and land development. He has designed surface-water management projects for cities, water management organizations, watershed districts, private industries, developers, and universities and colleges. Kurt specializes in designing infrastructure with an eye for ecology. He understands the interaction of water, soils, and plants, and how urban infrastructure can support biodiversity and environmental protection. His project experience includes:

- Serving as project manager and lead civil engineering designer for Ramsey-Washington Metro Watershed District's new headquarters. Worked closely with the architect and landscape architect to design a near-zero runoff site incorporating a porous bituminous parking lot, a green roof, and a network of rainwater gardens spread out over the site. This project is a frequent stop on low-impact development tours and has been presented at a number of stormwater conferences.
- Designing alternative stormwater management techniques for Minnetonka's Civic Center Campus. Led efforts to redevelop three large parking lots and several access roads to include stormwater infiltration basins, or rainwater gardens, which infiltrate nearly all the runoff from the new paved surfaces. This project is also featured on many tours and received Honorable Mention for the 2006 CEAM Project of the Year competition.
- Providing general civil engineering services to St. Olaf College in Northfield, Minnesota. Designed a ¼ mile ring road, four parking lots, and sidewalks and fire lanes to minimize environmental impacts of a new science facility and achieve Leadership in Energy and Environmental Design (LEED) gold certification.
- Designing a nationally recognized stormwater-management system in Burnsville, Minnesota. Seventeen stormwater infiltration basins, or rainwater gardens, were installed in an existing neighborhood to manage stormwater running off the streets and driveways. Work included leading efforts to conduct a paired watershed study that revealed the basins are protecting water quality in nearby Crystal Lake by reducing the volume of runoff 90% annually. This project has been featured in several national storm water publications, is a stop on many LID tours, and won the Minnesota Environmental Initiative (MEI) award for Public Sector Innovation in 2005.
- Developing an alternative stormwater management system for 7-Sigma Inc., a manufacturing company in Minneapolis, Minnesota. Stormwater draining from new parking lots, sidewalks, and roofs is routed to infiltration basins where it is stored and used by the native vegetation. The owner has not seen runoff discharge from the basins since they were installed over two years ago. The project won the 2006 Minneapolis Blooms Garden-of-the-Year Award.

Kurt Leuthold (cont.)

- Preparing an ecologically based stormwater management plan for Lebanon Hills Regional Park, Dakota County. The goal of the plan is to solve flooding problems while at the same time protect the park's water resources and native-plant communities from the adverse effects of stormwater runoff. The plan covers approximately 2,000 acres and addresses the concerns and limitations of numerous stakeholders, including three municipalities and the Minnesota Department of Natural Resources.
- Planning and designing an innovative aboveground stormwater drainage and filtration system for Northland College in Ashland, Wisconsin. With the goal of mimicking natural hydrologic systems and protecting Lake Superior, the campus-wide stormwater system successfully filters and slows the rate of runoff before it reaches a sensitive creek in a steep ravine that winds through campus.
- Completing plans, specifications, and construction observation for the Loring Park improvement project for the Minneapolis Park and Recreation Board. The project consisted of lining the bottom of Loring Park pond with a geosynthetic clay liner to minimize seepage, restoring the shoreline to a natural vegetated condition, and installing an aeration system for improving water quality.
- Serving as editor and primary technical advisor for the *Minnesota Small Site BMP Manual*. This manual, coordinated by the Metropolitan Council, guides users through the selection and design of 40 innovative stormwater treatment practices. It also contains local stormwater ordinances, practical hydrologic information, and a list of sites in the Twin Cities metro area where these practices have been implemented.
- Designing and preparing plans and specifications and providing construction oversight for a surface-water-management project that connected several landlocked ponds in a residential area in Wayzata, Minnesota.
- Completing design and preparing plans and specifications for storm-sewer improvements for the cities of Hastings and Minnetonka, Minnesota.
- Conducting hydraulic/hydrologic review of existing surface-water-management systems for large subwatersheds within the cities of Minnetonka, Edina, Bloomington, and St. Paul, Minnesota, and providing recommendations for improvements.

Education BS, Civil Engineering, Michigan Technological University, 1987

Registration Civil Engineer: Minnesota, Wisconsin

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Experience

Fred Rozumalski is a registered landscape architect, experienced in the areas of landscape architecture, ecology, horticulture, and native-landscape design and restoration. His projects are designed to work with nature to create economically viable, low-maintenance landscapes that support a diversity of plants and animals. Most importantly, they are designed to meet the needs of the people who inhabit them. In addition, Fred has lectured on ecologically sound landscape design. His project experience includes:

Alternative Stormwater Management

- Serving as project manager for a citywide project in Eagan, Minnesota, to design best management practices (BMP) in coordination with the city's annual street repaving projects. Identified Eagan properties well-suited for installing infiltration basins within front yard rights-of-way, and identified general watershed characteristics for infiltration in order to locate BMPs. Worked closely with property owners. Each rainwater garden was sized appropriately, installed within the street right-of-way using soil amendments that increase infiltration, designed to infiltrate the dirty "first-flush" of every rainfall, and designed to be aesthetically appealing through the use of vibrant, colorful plantings.
- Designing an innovative stormwater infiltration system along 54th Street in Minneapolis, Minnesota using pervious pavement and underground storage. Project design accommodates bike path and has had notable success in tree establishment.
- Performing retrofit design of a series of rainwater gardens on 50th Street in Minneapolis, Minnesota in conjunction with a street revitalization project.
- Managing an alternative stormwater management plan for the City of Waconia through the Carver County Watershed Management Organization. Created conceptual rainwater garden plans and other ecological alternatives to bring the watershed closer to a natural hydrologic cycle.
- Producing and conducting a two-day workshop for the Cumberland River Compact, Nashville Tennessee, in their 'Thinking Outside the Box' workshop series. The workshop presentations focused on watershed-wide solutions to stormwater volume control through progressive techniques.
- Designing an alternative stormwater management plan for Eastridge Community Church in Duluth, Minnesota. Focused on using plants and soil to effectively manage stormwater and create an inviting parking lot and entrance to the church.
- Designing alternative stormwater management techniques for Minnetonka's city hall and civic center. Priority was given to protecting downstream waters from parking lot runoff and creating a comfortable and welcoming setting for Minnetonka's city hall.

Fred Rozumalski (cont.)

- Serving as project manager for the Minnesota Small Site BMP Manual. Barr produced this comprehensive manual that guides users through the selection and design of 40 innovative stormwater treatment practices. It also contains local stormwater ordinances, practical hydrologic information, and a list of sites in the Twin Cities metro area where these practices have been implemented. The manual focuses on techniques for cold climates and sites less than five acres in size.
- Leading the team that designed a prototypic stormwater infiltration system within an existing neighborhood in Burnsville, Minnesota. Seventeen rain gardens placed along the street were designed to infiltrate stormwater running off the street and driveways. Extensive monitoring shows the exceptional ability of these beautiful gardens to treat stormwater.
- Leading a team that master planned an alternative-stormwater-management and landscape system for 7-Sigma Inc., a manufacturing company in Minneapolis, Minnesota. Stormwater draining from parking lots, sidewalks, and roofs is routed to beautifully planted infiltration basins or a cistern that stores water to irrigate dry parking-lot islands. The entry landscape gives the business a new image.
- Serving as a consultant for the City of Minneapolis to design a stormwater wetland. Created a stormwater wetland system, along with an upland natural area and trail within a residential neighborhood.
- Designing and assisting with installation of a rainwater garden for Swede Hollow Neighborhood. The two-cell rainwater garden accepts roof water and a small portion of street runoff. This showpiece garden serves as a demonstration site and community amenity.
- Providing oversight of a practicality evaluation of infiltration for new construction projects in Riley-Purgatory-Bluff Creek Watershed District, and assisting in the writing of a statement of needs and reasonableness. The rules-review process included working with the Minnesota Pollution Control Agency and presenting proposed changes to cities within the district to assess their level of support. Through this process, the district decided to postpone implementation of the rules revisions. All aspects of infiltration systems were rigorously reviewed and challenged, and many lessons were learned.

Ecological Planning and Native-Plant-Community Restoration

- Leading a team that is creating a green infrastructure plan for the city of North St. Paul, MN. Oversaw a citizen task force committee consensus process to devise appropriate street redesign scenarios that allow multiple uses including pedestrians, biking, urban forest, and stormwater infiltration. Wrote the plan that sets new policy for street design in the city.
- Leading the team designing a Conservation Design development for 380 acres in Hanover, MN. The development features an interconnected open space system

Fred Rozumalski (cont.)

that also functions to manage stormwater, host trails, create habitat, block wind, and create a buffer to agricultural land. Prior to the design, conducted a natural resources inventory for the entire township to identify ecological corridors.

- Planning a 40-acre wetland/upland restoration project at the Minnesota Landscape Arboretum, including wetland mitigation, environmental inventory, site master planning, plant-community-restoration design, research-strategy formulation, interpretive trail and sign development, and installation supervision.
- Providing master planning services for Maplewood's open-space system. Surveyed seven open-space sites for native-plant-community restoration potential, created restoration plans, and developed plans for passive use.
- Serving as principal landscape designer on prototypic lakeshore restoration projects for the Prior Lake–Spring Lake and Ramsey-Washington Metro watershed districts. Designed native plantings intended to prevent erosion and to create wildlife habitat on several residential lakeshore properties. Restoration efforts balanced the needs of residents and the environment.
- Creating a lakeshore education series for the Ramsey County Soils and Water Conservation Service to teach lake-property owners stewardship practices and the process of how to create a lake-buffer zone. Provided lectures and individual site visits.
- Serving as project manager of a woodland restoration at General Mills, Inc., Golden Valley, Minnesota. Established a diverse forest on disturbed slopes adjacent to an existing oak woodland.
- Performing a feasibility study of the Bluff Creek corridor for the Riley-Purgatory-Bluff Creek Watershed District. The study involved a detailed assessment of wildlife habitats and native-plant communities in the Bluff Creek watershed. The study resulted in a plan for an ecological and pedestrian corridor along Bluff Creek that provides a habitat connection to the Minnesota River and an amenity for local residents.

Sustainable Landscape Architecture

- Creating a master plan for the City of Minnetonka civic-center campus to demonstrate the city's environmental ethic and teach its citizens by example. The design included stormwater harvesting, carbon sequestration, native-plant-community restoration, impervious-surface reduction, and lawn reduction to minimize the environmental impact of this facility.
- Designing Hennepin County's demonstration garden for sustainable landscape. The garden is designed to education the public about alternative low-input plantings that do not require supplemental water, fertilizer, or pesticides. Work included collaborating on the design of a series of interpretive signs and brochures explaining the landscape.

Fred Rozumalski (cont.)

- Creating a campus master plan for El Colegio Charter School in Minneapolis that transformed a former grocery store parking lot into a teaching laboratory. The goal of the plan was to connect students with nature. Pavement was removed to create a prairie natural area, organic vegetable plots, an orchard, and an extensive rainwater-garden system.
- Designing an educational landscape that demonstrates the culture of food crops, low-input landscape plantings, and habitat creation in urban settings for the Science Museum of Minnesota's Big Back Yard. A broad system of rain gardens were also designed with the help of Barr engineers to infiltrate stormwater draining from the impervious surfaces of the site.
- Designing and installing a series of public gardens for the Sustainable Resources Center, Minneapolis, Minnesota. These gardens demonstrate sustainable landscape techniques intended to show homeowners alternatives to lawn and traditional landscape scheme. Native plants, wildlife habitat, low-input maintenance, soil and water conservation, and human habitat were all considered in the design.
- Managing the demonstration garden project at the Hennepin County Recycling and Transfer Station in Brooklyn Park, Minnesota. Designed a demonstration garden of hardy trees, shrubs, and perennials in groupings appropriate for residential landscapes. Held classes and workshops on earth-friendly home landscaping. Managed the development of educational signage and an informational brochure.

Education

Master of Landscape Architecture; Minor in Ecology, October 1992, University of Minnesota, College of Architecture and Landscape Architecture

Bachelor of Landscape Architecture, October 1992, University of Minnesota, College of Architecture and Landscape Architecture

Bachelor of Horticulture Science, December 1988, University of Minnesota, Department of Horticulture

Registration

Registered Landscape Architect (American Society of Landscape Architects)

Memberships

American Society of Landscape Architects
Minnesota Chapter of the American Society of Landscape Architects
Society for Ecological Restoration
Wetland Delineators Association

Professional Awards

National Awards:
Communications Category, 2000 ASLA Professional Awards Program
Design Category, 1999 ASLA Professional Awards Program

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DAN PETRIK, AICP
Ecological & Community Planner

Experience Dan is an ecological and community planner with over seven years of experience in land use and water resource planning, including project management. He has degrees in urban planning, landscape architecture, and business administration and has taught courses in urban design at the University of Minnesota. Dan's skills and experience include project management, public participation, regulation development, as well as comprehensive, neighborhood, and comprehensive planning.

Dan's experience includes:

- Developing a process to evaluate and select high-priority opportunity sites in the central corridor for developing new energy districts for District Energy of St. Paul. The project included developing a GIS data base of parcel based energy production and consumption data. Based on an assessment of needs and opportunities, evaluative criteria and an evaluation system were developed to rank and prioritize opportunity sites.
- Managing the development of road design concepts that integrated green infrastructure as alternatives to proposed county plans for the reconstruction of CSAH 101 in Wayzata, MN. The alternatives were created to balance interests advocated by county and neighborhood interests as well as the desire by the Minnehaha Creek Watershed District to protect ecological resources within the corridor.
- Managing the development of a planning and design manual for implementing stormwater best management practices (BMPs) for the Electric Power Research Institute. The manual provides a path to compliance with EPA's NPDES stormwater regulations using a step-by-step approach to planning, design and selection of BMPs.
- Researching and summarizing the construction and operating costs of stormwater best management practices (BMPs). We used these costs and the expected longevity of the BMP to estimate life cycle costs for each BMP to support development of performance standards and a calculator for the MIDS project.
- Developing a Complete Green Streets plan for the City of North St. Paul. The plan provides a development framework for integrating green infrastructure, bike trails and sidewalks into street reconstruction projects. Dan's work on this project included designing, managing and facilitating a community task force and a neighborhood task force to guide plan development and the design for a street reconstruction demonstration project.
- Managing the development of a trout stream watershed policy plan and a stormwater ordinance for the City of Northfield. The project included a large issue assessment and educational component that supported subsequent and significant engagement by concerned citizens. The policy plan was designed as a dynamic open source document supporting regional collaboration. The

Dan Petrik (cont.)

stormwater ordinance includes a variety of performance standards for different watersheds and addresses the “expanded discharges” requirement of the City’s NPDES MS4 permit.

- Analyzing stormwater management regulations of cities and watershed organizations to assess levels of management performance and protection. Work was completed as input into multiple WMO/WD water management plans and resulted in recommendations for new performance standards and administrative procedures that improved performance while addressing the concerns of multiple stakeholders
- Managing water management planning and ordinance implementation projects for the City of Hanover. Work included integration of water management planning with updates to three related ordinances through a comprehensive community engagement process.
- Evaluating local policies and ordinances for the City of North St. Paul for consistency with water management regulations and low-impact development (LID) principles.
- Developing a wide variety of environmental protection and water management regulations including conservation design, stormwater management, stormwater utility, low-impact development, wetlands, trees, bluffs, and shoreland ordinances for the cities of Northfield, Medina, Hanover, Golden Valley, Dundas, Dayton, Inver Grove Heights, Red Wing, and Lake County.
- Utilizing modeling results of LID practices to guide development of achievable and cost effective water management policies and regulations for local governments.

Certification AICP, American Institute of Certified Planners, American Planning Association

Education M.L.A., Landscape Architecture, University of Minnesota, 2004

Master of Urban and Regional Planning, University of Minnesota, 2004

MBA, Marketing Management, University of Minnesota, 1987

B.S., Urban Studies, University of Minnesota, 1984

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Jack has managed projects of all sizes from conceptual development through final completion. Many of these projects involved significant consensus-building with citizens and affected agencies and have resulted in construction cost savings of over \$200 million. Many of these projects have received national and local awards. Successful delivery of such projects requires flexibility to address diverse technical issues and stakeholder concerns. Jack is an effective communicator and a recognized leader in the Context Sensitive Solutions approach to project delivery of Complete Streets. Jack is a member of the Minnesota Complete Streets Advisory Committee and has presented Complete Streets at local and national conferences. At HR Green, Jack is primarily responsible for comprehensive project management of major transportation projects, including project schedule and budget control, QA/QC and client coordination.

EXPERIENCE

33 Years

EDUCATION / REGISTRATION

BS, Civil Engineering, University of Illinois, Urbana - 1979

Professional Engineer - Civil, MN - 22628 - 1991

SELECTED PROJECT EXPERIENCE

MnDOT Special Resource Assignments

Project Manager

HR Green has been assisting MnDOT through various assignments to bring specialized expertise in project delivery into the MnDOT standard project delivery method. HR Green is uniquely qualified to provide these services because their experience with conflict/issue resolution on many transportation projects, their demonstrated many unique approaches and project experiences that align well with the benefits of risk mitigation and conflict management and a proven track record of identifying significant construction cost savings on projects.

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CSS Construction Forum

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Public Engagement Peer Review
Lafayette Bridge Value Engineering Study
TH 52/Elk Run Value Engineering Study
I-694 Snelling Ave Value Engineering Study

Arterials "Complete Streets" Design Study - City of Richfield

Project Manager

HR Green is leading the effort to transform the major north-south arterial streets in the City of Richfield, MN. The goal of this study is to establish a framework for improving all of the city's major modes of transportation -- pedestrian, vehicular, bicycle and mass transit. The study covers four primary streets in the city. This "Complete Streets" project has involved numerous meetings with city staff and the public to establish design solutions that are contextually sensitive, sustainable and feasible. HR Green has prepared presentation materials for the public and is currently working on the final report.

Bicycle & Pedestrian Connections Evaluation - Metropolitan Transit

Project Manager

Project included the evaluation of access and improvement needs for connecting pedestrian and bicyclist facilities to transit lines and park-and-ride locations funded by a Non-Motorized Transportation Pilot Program award from Bike/Walk Twin Cities administered by Transit for Livable Communities. This study compiled a list of infrastructure improvements that would improve bicycle and pedestrian connections to transit. Communities can then use this list to apply for funding to complete identified improvements. Jack led the initial project scoping (project development) with the client and participated in the evaluation phases of the study.

Comprehensive Trail and Sidewalk Plan, Apple Valley, Minnesota

Project Manager

HR Green led the technical analysis of the system evaluation of this study. The goal of the study was to compile a prioritized list of infrastructure improvements that would complete the planned bicycle and pedestrian trails in the city of Apple Valley. The identified gaps in the network were prioritized with consideration of benefit/cost analysis. Benefits were weighted by land use and connections that each gap would serve. Costs included the construction and maintenance costs. The final report listed infrastructure improvements that would complete the planned bicycle and pedestrian trails in the city of Apple Valley. The identified gaps in the network were prioritized with consideration of benefit/cost analysis. Benefits were weighted by land use and connections that each gap would serve. Costs included the construction and maintenance costs.

Complete Streets Workshops, Minnesota

Project Manager

HR Green has teamed with Blue Cross/Blue Shield of Minnesota and Fresh Energy to deliver Workshops for communities across Minnesota. The workshops assist communities to develop a better transportation system with improving choices to walk, bicycle or use transit on a more regular basis. The workshops provide information on the benefits of Complete Streets, guidance for developing local policies along with design considerations for implementation. Workshops were delivered for Bemidji, Bloomington, Edina and Richfield, MN.

Experience

Matt Metzger is a civil engineer with seven years of design engineering experience related to water resources. He has worked extensively on infrastructure design, site planning, creative stormwater management, flood protection systems and project visualizations for clients in the public and private sectors. Matt designs with the goals of each client and interdisciplinary team in mind. Some of Matt's relevant project experience includes:

Community Infrastructure Design

- Assisting Ramsey-Washington Metro Watershed District and the City of North Saint Paul to develop a community green-streets plan. The complete green-streets plan (named *Living Streets Plan*) merges watershed water-quality goals with the City's bicycling and walking connectivity goals. The Plan was adopted by the City Council in 2010 and includes rainwater gardens and street trees in residential neighborhood public right-of-ways, on-street parking optimization, impervious surface reduction, and neighborhood participation. Matt provided graphics and engineering design guidelines in the plan and has assisted with obtaining over \$500,000 of grant funding for RWMWD to kick start a reconstruction demonstration project.
- Assisting Fargo-Moorhead metro governments and U.S. Army Corps of Engineers (USACE) from 2009 to 2011 with flood risk-reduction feasibility studies. Matt's roles on included assisting with civil design, environmental impact study (EIS) support, and project visualizations related to proposed flood-diversion alternatives. Matt led the multiple-consultant cost-engineering team to estimate over \$12 billion in proposed infrastructure in the 18 flood-control project alternatives across four phases of feasibility study. Matt's team met the aggressive timelines for study completion of the proposed 36-mile, \$2 billion infrastructure corridor.
- Assisting with one of the largest and most complex brownfield redevelopments in Minnesota. Creating concept designs, grading and utility designs, assisting with hydrologic modeling, managing historical well and soil-boring information in CAD platform, performing earthwork-balance modeling, and developing construction plans and specifications for closure of a large refuse dump and aging commercial and industrial district. The redevelopment involves 15 properties and 9 petroleum-release sites, a former Superfund site, and two former dumps with landfill gas concerns. Initial phases of redevelopment of the 120-acre metro site are underway, leading the way for a new urban mixed-use neighborhood.

Creative Stormwater Management and Site Planning

- Assisting Ramsey-Washington Metro Watershed District with design of green infrastructure retrofits at the site of Maplewood Mall in Maplewood, Minnesota. Innovative stormwater-management techniques will be

Matthew R. Metzger (cont.)

implemented to manage runoff-using living systems, including rainwater gardens, rainwater cisterns for irrigation, and tree-trench filter systems. Because the mall serves as a highly visible commercial hub, Barr's design emphasizes art, watershed-related education goals, and enhancements to the mall-patron's experience.

- Developing concept designs, artist renderings, and construction documents for stormwater treatment wetlands and native plant community restoration at Medford School in Steele County, Minnesota. The project was designed and constructed using funds from a water-quality improvement grant from the Minnesota Board of Water and Soil Resources (BWSR).
- Assisting with low-impact site design for various public and private campuses, including design and construction document preparation for sustainable design renovations, stormwater infrastructure, rainwater gardens, pervious pavements, sidewalks and trails, parking facilities and erosion and sediment control for St. Olaf College, City of Minneapolis, Lockheed Martin, University of Minnesota-Duluth, Sisters of Saint Joseph of Carondelet in Saint Paul, and multiple private residential developments. The work includes preparing AutoCAD plans and designing stormwater infrastructure, roads, and parking facilities with Autodesk Civil 3D.
- Designing lower-impact infrastructure for a residential development. The project is a pilot project for the Sustainable SITES Initiative with the American Society of Landscape Architects (ASLA).
- Assisting with concept development for an alternative stormwater management strategy for a city in Carver County, including rainwater gardens, vegetated buffers, and streetscape modifications.
- Assisting with site design and construction drawings for sustainable design renovations to the Minnetonka City Hall campus. The project received a 2008 Watershed Heroes Award for innovative stormwater management.
- Assisting with preparation of a conceptual site layout, design, and construction documents for a proposed U.S. Fish and Wildlife Service nature trail in southwestern Minnesota. Plans included handicapped-accessible trails and timber-overlook structures.
- Assisting with development of preliminary site layout, conceptual sketches and specifications for a proposed ecologically sensitive trail system adjacent to the Mississippi River in southeastern Minnesota.

Project Visualizations

- Matt creates artist renderings to help clients and public audiences visualize projects and communicate designs by. Past experience includes numerous proposed site improvement, landscape ecology, community infrastructure planning, stream restoration and engineering projects. Matt's work is

Matthew R. Metzger (cont.)

frequently used for public communication brochures, informational signage, project permitting, and client communications. Examples of Matt's artwork includes:

- RWMWD and City of North St. Paul *Living Streets Plan*—*image* were used with a task force group to help develop street reconstruction template designs and evaluate alternatives for public right-of-way improvements.
- City of Hanover conservation design land-use planning—with the Minnesota Pollution Control Agency. The project received a 2009 Honorable Mention for Pollution Prevention by the State of Minnesota and the Governor.
- St. Louis River estuary restoration—agency permitting of 90 acres of proposed habitat restorations, contaminated sediment remediation and restoration at a former ship harbor docking slip on the St. Louis River estuary near Lake Superior in Minnesota.
- Agency permitting associated with proposed facility changes to an electrical power-generation facility in Minneapolis, Minnesota.
- Creating a magazine cover graphic for *Geotechnical News* (June 2008 issue).
- Dam-removal and replacement projects, including Hutchinson and Northfield, Minnesota, and Spearfish Canyon, South Dakota.
- Multiple indoor and outdoor waterparks and aquatics facilities.

Civil Design and Hydrologic Modeling

- Developing concept designs and contract documents for park facilities at Lake Isabel in the City of Hastings, Minnesota. The project received a 2008 Minnesota Recreation and Parks Association "Award of Excellence."
- Design of rainwater gardens, a stormwater pond and other stormwater management features at Interlachen Country Club in Edina, Minnesota.
- Designing temporary and permanent erosion-control best management practices (BMPs) and formulating stormwater pollution prevention programs (SWPPPs) for NPDES permitting.
- Assisting a private minerals company in 2007 with design, contract documents, and cost-estimate development for an earthen-dam seismic-stability retrofit project in western Colorado. Matt's role included coordinating site restoration with the U.S. Forest Service and assisting with permitting by Colorado Division of Water Resources and State Engineer's office.
- Designing river and streambank stabilizations using techniques such as constructed rock riffles, in-stream construction methods, boulder vanes,

Matthew R. Metzger (cont.)

grade control, root wads, native plant community restorations, turf reinforcement, and vegetated-slope stabilizations. Project experience includes work on Minnehaha Creek (Minneapolis Park and Recreation Board), Riley Creek, Nine Mile Creek, and Valley Creek; stabilizations of ravines in the City of Lakeville and Washington County; and dam replacement projects on the Crow River South Fork, Cannon River, and Des Moines River in Minnesota.

- Developing grading, erosion control, and site-restoration plans for replacement of a 2.5-mile, 84-inch penstock at an 8-megawatt power-generation plant in northern Michigan.
- Creating conceptual designs; performing design calculations; and developing plans, specifications, and bidding documents for a flood-protection and wave-height shoreline stabilization along Stump Lake in North Dakota.
- Helping prepare a HEC flood-damage-analysis (HEC-FDA) model for proposed flood-protection system improvements at Holman Airfield in St. Paul, Minnesota.
- Assisting with HEC-RAS hydraulic modeling of proposed water-control structures and channel improvements for Agassiz National Wildlife Refuge in northwestern Minnesota.
- Developing HydroCAD models, concept designs, and contract documents for various infiltration basins and ravine stabilizations in Valley Branch Watershed District. Also coordinated work with private landowners.

Other Project Experience

- Assisting with design and contract document development for playing-hole relocations at Owatonna Country Club, including playing-hole layouts, golf-feature design, and grading plans.
- Performing GIS data management and report figure creation and assisting with aquatic plant management plans for regional lakes. Developed maps and managing data with ArcMap for aquatic-macrophyte-management plans developed for various lake-management associations.

Education BS, Civil Engineering (Minor: Art), North Dakota State University, 2004

Registration Professional Engineer: Minnesota

Training SWPPP Design, 2009 (hosted by University of Minnesota, Minnesota Pollution Control Agency, and Minnesota Department of Transportation)

246134v4

ERIC B. HOLT
BS Landscape Architecture, Landscape Designer

Experience Eric joined Barr in 2008 after earning his bachelor's degree in landscape architecture from Iowa State University and practicing with a landscape architecture firm in the Los Angeles area for two years.

His skill set includes conceptual site design, integrated stormwater design, green infrastructure design and planning, low impact development, interpretive design and communication, planting design, graphic design, construction documentation, and construction administration. He is proficient in AutoCAD, Adobe Creative Suite, Sketch-Up, and ArcGIS.

At Barr, Eric has provided concept design, construction documentation, project management assistance, and construction administration for the following projects:

- The Interchange Project Stormwater Management Planning and Preliminary Design (Integrated stormwater management and site design)
- Prior-University Development Green Infrastructure Concept Planning (integrated site and stormwater design)
- Central Corridor Light Rail Transit Green Infrastructure Practices (innovative stormwater management design)
- Macalester College Sustainable Campus Landscape Master Plan (stakeholder participation facilitation, research, site planning, interpretive and graphic design)
- Lockheed Martin Corporate Campus Sustainable Master Plan (site, stormwater, planting and interpretive design)
- Maplewood Mall Stormwater Retrofit Project (innovative stormwater, interpretative, and site design)
- Mississippi Watershed Management Organization headquarters (integrated stormwater and interpretive site design)
- Northland College Dexter Library Renovation (integrated site and stormwater design)
- Owatonna Country Club Hole Relocation (integrated site, stormwater, grading, and planting design)
- Interlachen Country Club Maintenance Facility (integrated site, stormwater and planting design)
- Numerous City of Minneapolis street improvement projects utilizing innovative stormwater systems and green infrastructure practices
- Rainwater gardens for numerous public and private clients

Eric Holt (cont.)

In addition to Eric's professional experience, he has gained experience in the design and maintenance of urban and natural areas through internships, research, and other related activities. Highlights of Eric's experience include:

- Providing community outreach and event planning to engage local citizens in the municipal planning process for the City of Minneapolis Committee on Urban Environment.
- Providing community outreach and event planning to educate citizens on environmental health issues within the industrial river corridor in northeast Minneapolis as part of the Mississippi Corridor Neighborhood Coalition.
- Leading the design and installation of the Solar Cultivator, Barr Engineering's winning entry into the Minnesota Landscape Arboretum's juried sculpture exhibition "Powerhouse Plants" in 2010.
- Serving as a studio assistant for public art site installations for "River Awakenings: Tulsa Sculpture in the Park" and "Spirit of St. Louis: Eades Bridge Soundstories."
- Serving as a research assistant to identify digitized land cover and land use patterns for the Iowa State University Extension I-80 Corridor Project.
- Serving as a research assistant for a digitized settlement and land use pattern study for the Squaw Creek Watershed Project.
- Serving as a landscape maintenance crew member.
- Providing public relations and interpretation as an assistant naturalist for the Marion County Conservation Board.

Eric was also chosen as one of two students to design and build Iowa State University's "ISU Urban Design Studio: Rome" gallery exhibition.

Education BLA, Landscape Architecture, Iowa State University College of Design, 2005

#248850v2

ROBERT C. OBERMEYER, PE
Vice President, Senior Water Resources Engineer

Experience Bob Obermeyer's primary responsibilities are in the fields of hydrology and hydraulic engineering. His experience includes the following activities:

- Preparation of detailed design of drainage facilities
- Analysis and design of stormwater detention facilities
- Analysis and delineation of floodplain areas

Bob has assisted in the preparation of comprehensive drainage plans for the cities of Annandale, Edina, Hastings, Hutchinson, Maplewood, New Brighton, and Worthington, Minnesota, and Sioux Falls, South Dakota. He has also been involved in the design of major stormwater drainage systems in Eden Prairie, Edina, Maplewood, and Moorhead, Minnesota.

Bob is the engineer for the Nine Mile Creek Watershed District and the Lower Rum River Watershed Management Organization. His responsibilities for these organizations include:

- Preparing engineer's annual reports.
- Preparing water quality reports and management plans for watershed lakes and streams.
- Reviewing numerous development and utility plans for projects located within watershed districts.
- Completing plans and specifications for numerous stormwater management projects.

Bob has worked with several major developers in the preparation of site grading and utility plans for shopping centers throughout the country. He also assisted developers in obtaining the necessary local, state, and federal governmental permits for these projects.

Education BS, Civil Engineering, University of Minnesota, 1974

Registration Civil Engineer: Colorado, Illinois, Indiana, Minnesota, Michigan

Memberships Minnesota Society of Professional Engineers
Minnesota Geotechnical Society

**Presentations/
Publications** "Design and Maintenance of Hydraulic Structures." University of Minnesota Water Resources Conference. October 1990.

"Erosion Control Measures During and After Construction." Minnesota Public Works Association. April 1981.

210662v2



REQUEST FOR PROPOSAL

City of Edina, Minnesota

City of Edina

Living Streets Policy Development and Implementation Plan

PROJECT OVERVIEW

The City of Edina is issuing a Request for Proposals (RFP) for the development of a Living Streets Policy and Implementation Plan (LSPIP). City staff and members of the Edina Transportation Commission will collaborate with the successful applicant to develop a LSPIP that reflects both a Complete Streets and Green Streets approach to new design and reconstruction of city streets. The policy will rely upon sustainability principles and active living design standards. The development of a Living Streets Policy and Implementation Plan will be used as a guidance document for infrastructure reconstruction within the City and is anticipated to help in gathering funding for additional planning and construction activities.

The City of Edina is seeking competitive proposals from qualified applicants to perform such tasks as might be necessary to achieve these goals. Such work must be performed in accordance with all terms, conditions and specifications as set out in this Request for Proposals.

PROJECT BACKGROUND

The Edina Transportation Commission initiated the creation of a Living Streets Policy (Appendix) for the City of Edina in 2011. The LSPIP is anticipated to be a comprehensive policy designed to assure safety and accessibility for all users of our roads, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and of all abilities.

The Living Streets Policy and Implementation Plan will strive to:

- reduce congestion by providing safe travel choices that encourage non-motorized transportation options.
- reduce greenhouse gas emissions as people choose alternatives to single occupancy vehicles
- provide accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities
- enhance safe walking and bicycling options for school age children, in recognition of the objectives of the national Safe Routes to School program
- provide environmental and social benefits including improving storm water quality, providing traffic calming measures, enhancing community feel, promoting active living, improving biking and walking conditions, protecting and enhancing the urban forest.

It will incorporate Complete Streets, the City of Edina's Minnesota Green Step City program, Edina's Fit City initiative, and our current comprehensive plan to create a vision for Edina that is pedestrian, bicycle, and transit friendly and inclusive of all users.

The City of Edina and the Edina Transportation Commission are familiar with a number of similar local and national policies such as:

- Model Street Design Manual for Los Angeles County
- City of North Saint Paul – Living Streets Manual

These policies have helped to shape the direction that the City of Edina would like to take our Living Streets Policy and Implementation Plan.

SUMMARY OF WORK TASKS

The City of Edina anticipates that the successful applicant will lead the policy development and implementation plan efforts. City staff and members of the Edina Transportation Commission will play a prominent role throughout the duration of the project. The successful applicant will be able to:

- Provide Complete Streets and Green Streets expertise.
- Assist in the development of a task force for this project.
- Facilitate discussions with task force members to develop project goals, timeline and tasks.
- Develop Living Streets design schematic templates
- Create a consensus Policy Plan
- Outline an Implementation Plan and identify additional funding sources for expansion of the Plan.

INFORMATION TO BE SUPPLIED BY THE CITY OF EDINA

The following will be supplied to the successful candidate:

1. City of Edina Comprehensive Plan Update 2008, available on the City's website
<http://www.cityofedina.com/Departments/CompPlan.htm>
2. City of Edina Comprehensive Bicycle Transportation Plan, available on the City's website
<http://www.cityofedina.com/PDFs/CompPlan/Final/Microsoft%20Word%20-%20Chapter%207%20Transportation%20Bike%20November%202008.pdf>
3. City of Edina Comprehensive Plan Update 2008 – Transportation Chapter, available on the City's website.
<http://www.cityofedina.com/PDFs/CompPlan/Final/Microsoft%20Word%20-%20Chapter%207%20Transportation%20November%202008.pdf>
4. City of Edina Sidewalk Facilities, Figure 7.10
<http://www.cityofedina.com/Departments/CompPlan.htm>
5. City of Edina Bicycle Facilities, Figure 7.11
<http://www.cityofedina.com/Departments/CompPlan.htm>
6. Municipal State Aid Sidewalk Study (2004)
7. City of Edina Special Assessment Policy
<http://www.cityofedina.com/PDFs/20100907%20Special%20Assessment%20Policy.pdf>

DESIRED PROJECT SCHEDULE

The following table demonstrates the key milestones in the project process.

1. Request for Proposals Sent	January 24, 2012
2. Request for Proposal Due to City of Edina	February 7, 2012
3. Review by Transportation Commission	February 16, 2012
4. City Council Award contract to consultant	March 6, 2012
5. Creation of Living Streets Task Force	April 2012
6. Development of Living Streets Policy	April 2012 to January 2013
7. Complete Living Streets Plan	March 2013

The entire process is expected to take approximately 12 to 15 months to complete. Additional time may need to be added depending upon the public and agency involvement plan developed by the selected consultant.

PROPOSAL CONTENT

The proposal shall be limited to not more than 10 pages, not including cover letter, examples of work, graphical materials (maps, pictures, and drawings), and resumes.

The following will be considered minimum contents of the proposal:

1. A statement of the objectives, goals and tasks to show the firm's view and understanding of the proposed project. Proposers must include an understanding of Complete Streets and Context Sensitive Design principles as related to this project and include discussion of the firm's view and understanding of this part of the project.
2. A description of the deliverables to be provided by the firm.
3. An outline of the firm's background and experience with similar projects and a list of personnel who will work on the project. This section will detail staff training, work experience and employee category.

The project manager identified in the proposal will remain in place throughout the project as long as he/she is still employed by the firm. Any changes in other key personnel assigned to the project will need written permission of the project manager.

4. A detailed work plan that identifies major tasks to be completed and a timeline for those tasks will be used as a scheduling and management tool. Please identify any optional works tasks in this area and in the detailed cost breakdown (see 5 below).
5. A detailed cost breakdown of the tasks to be performed with a breakout of the hours for each employee category (e.g., principal, senior engineer, senior planner, technician, etc.) per work task identified. The consultant will show the hourly rate for each employee category and will also break out any direct expenses, overhead and profit. The consultant will indicate any assumptions made (e.g., number of meetings, number of drafts, etc.) and include this information with the cost proposal. Total dollar amounts for each work task and deliverable shall be shown. Total dollar cost for the entire project should also be included.

Any optional work tasks suggested by the consultant shall be indicated as such and should include the information identified above.

Due to the nature of public and agency involvement, it is difficult to pinpoint the exact number of meetings that will be required before a project begins. The consultant is expected to make an educated guess at the number of these meetings in the work plan and in the cost breakdown. However, the consultant should also prepare a typical per meeting cost for the various meeting types expected as part of this project such as Transportation Commission Meetings, public open house meeting and City Council Meetings.

The cost estimate is not considered part of the 10-page limit. Cost estimates should include job classification, rate, number of hours, materials, equipment, overhead and profit. It should also include information for subcontractors.

CONTACT FOR QUESTIONS

Perspective responders who have any questions regarding this request for proposal should submit them in writing to:

If questions and subsequent responses may apply to all proposers, such responses to questions will be sent out via e-mail to all firms responding to the RFP. If you wish to meet with the City, please contact the following individual.

City of Edina
Wayne Houle, City Engineer
Engineering Department
7450 Metro Boulevard
Edina, MN 55439-1394
whoule@ci.edina.mn.us
Phone: 952-826-0443

DELIVERY OF PROPOSALS

All proposals should be submitted via email to:

Wayne Houle, City Engineer
whoule@ci.edina.mn.us

All proposals must be received no later than 12:00 p.m. (central time) on February 7, 2012. Late proposals will not be considered.

All costs incurred in responding to this RFP will be borne by the responder.

PROPOSAL EVALUATION

Representatives from the City of Edina will evaluate all responses received by the deadline. In some instances, an interview may be a part of the evaluation process. The reviewing agencies will

evaluate the submitted RFPs in four areas: project understanding/objectives; qualifications/experience of personnel working on the project; work plan/schedule; and cost.

The City will select a firm that best understands the project, can deliver the project in a timely manner, has quality personnel and can deliver the job at a reasonable and realistic cost.

It is anticipated that the evaluation and selection will be completed by February 10, 2012.

The City of Edina will select one recipient to develop the Living Streets Policy and Implementation Plan. The contract agreement is not to exceed \$15,000.00 and the project period is anticipated to begin in early March 2012

AGENCY NOT OBLIGATED TO COMPLETE PROJECT

This request for proposal does not obligate the agencies to award a contract or complete the project, and the agencies reserve the right to cancel the solicitation or parts of the solicitation if it is considered to be in their best interest.

APPENDIX

- Resolution No. 2011-61 Declaring Support for Establishing a Living Streets Policy



**RESOLUTION NO. 2011-61
DECLARING SUPPORT FOR
ESTABLISHING A LIVING STREETS POLICY**

City of Edina

WHEREAS, the Living Streets concept is designed to assure safety and accessibility for all users of our roads, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and of all abilities; and

WHEREAS, Living Streets reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network; and

WHEREAS, Living Streets will help the City of Edina reduce greenhouse gas emissions as more people choose an alternative to the single occupant vehicle; and Living Streets is consistent with the US Mayors Climate Protection Agreement and the City's participation in the Green Steps Cities program; and

WHEREAS, Living Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities; and

WHEREAS, Living Streets enhance safe walking and bicycling options for school age children, in recognition of the objectives of the national Safe Routes to School program; and

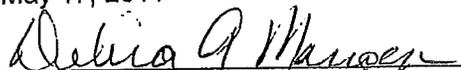
WHEREAS, Living Streets provide environmental and social benefits including but not limited to:

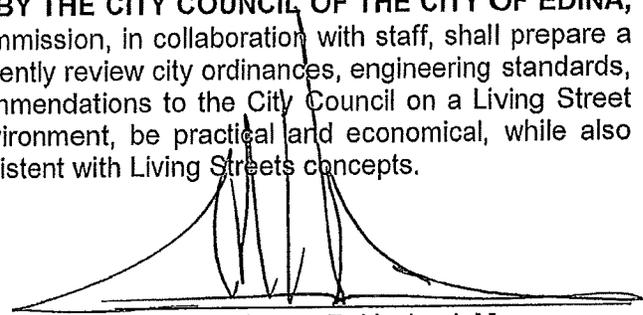
- 1) Improving storm water quality
- 2) Providing traffic calming measures
- 3) Enhancing community feel
- 4) Promoting active living
- 5) Improving biking and walking conditions
- 6) Protecting and enhancing the urban forest; and

WHEREAS, in order to develop and maintain a safe, efficient, balanced and environmentally sound city transportation system for people of all ages and abilities, transportation and development projects shall incorporate a philosophy that expands transportation choices and further incorporates the Living Streets theme and key concepts listed above; and

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EDINA, MINNESOTA that the Edina Transportation Commission, in collaboration with staff, shall prepare a Living Streets Policy/Plan and staff shall concurrently review city ordinances, engineering standards, policies, and guidelines in order to make recommendations to the City Council on a Living Street Policy/Plan that will reduce impacts to the environment, be practical and economical, while also meeting community and stakeholder needs consistent with Living Streets concepts.

Dated: May 17, 2011

Attest: 
Debra A. Mangen, City Clerk


James B. Hovland, Mayor

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

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of May 17, 2011, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this 17th day of May, 2011.

Belva Q. Mays

City Clerk

Wayne Houle

From: Ann Freiwald <annfreiwald@altaplanning.com>
Sent: Thursday, January 26, 2012 9:18 AM
To: Jack Sullivan; Steve Durrant
Subject: Re: Request for Proposal - City of Edina Living Streets Policy Development and Implementation Plan

Hello Jack. Thank you for the invitation to propose on your Living Streets project. Due to time constraints Alta will not be submitting on this project. However, I wanted to share this link with you to a new living streets manual just released by LA County, CA. I thought you might find this interesting.

Good luck on your project.

<http://www.modelstreetdesignmanual.com/>

Ann Freiwald
Senior Associate, Alta Planning + Design
408 East Wilson Street, Madison, WI 53703
c: 608.213.9077
www.altaplanning.com
Creating active communities where bicycling and walking are safe, healthy, fun, and normal daily activities

NACTO Urban Bikeway Design Guidelines released! <http://nacto.org/cities-for-cycling/design-guide/>

On Tue, Jan 24, 2012 at 3:51 PM, Jack Sullivan <jsullivan@ci.edina.mn.us> wrote:

All,

Please see the attached Request for Proposal. The City of Edina is issuing a RFP for the development of a Living Streets Policy Development and Implementation Plan.

The proposals are due to Wayne Houle, City Engineer whoule@ci.edina.mn.us by February 7, 2012 at noon.

Additional questions or comments should follow the procedure outlined in the RFP.

Regards,

Jack

Jack Sullivan, Assistant City Engineer



[952-826-0445](tel:952-826-0445) | Fax [952-826-0392](tel:952-826-0392)

jsullivan@ci.edina.mn.us | www.CityofEdina.com

...For Living, Learning, Raising Families & Doing Business

We're a do.town ... working to make the healthy choice the easy choice!



January 26, 2011

RE: City of Edina Living Streets Policy
Development and Implementation Plan

City of Edina
Wayne Houle, City Engineer
Engineering Department
7450 Metro Boulevard
Edina, MN 55439-1394

Dear Mr. Houle:

Short Elliott Hendrickson Inc. (SEH®) believes that this project deserves the best that a consultant can offer in terms of commitment to the project. That is why we must respectfully decline the opportunity to present a proposal at this time. Although we offer a full range of urban planning and municipal consulting services, we feel that you might find consultants more available to meet your schedule objectives.

However, we value our long-term partnership with the City of Edina and would like to offer to provide you with a peer review of the plan once it is completed.

We wish you much success with the project and respectfully ask that you keep us in mind for future projects. If you have any questions, please contact me at 952.912.2611 or via email at ppasko@sehinc.com.

Sincerely,

A handwritten signature in black ink that reads "Paul J. Pasko III".

Paul J. Pasko III, PE
Client Service Manager

c: Bob Kost, AICP, ASLA, LEED AP (SEH)

Wayne Houle

From: Mike Anderson <manderson@alliant-inc.com>
Sent: Wednesday, February 08, 2012 11:20 AM
To: Wayne Houle
Subject: RE: Living Street Request for Proposal

Hi Wayne,

Thanks for following up with me, and also thanks for giving us an opportunity to propose. We reviewed the proposal and are not planning to submit on this one.

Thanks again,
Mike

From: Wayne Houle [<mailto:WHoule@ci.edina.mn.us>]
Sent: Wednesday, February 08, 2012 8:48 AM
To: Mike Anderson
Subject: Living Street Request for Proposal

Mike:

Just wanted to check if you have sent anything to us regarding the Living Streets RFP. I didn't see a response and with Jack leaving I don't want to miss anyone.



Wayne Houle, City Engineer/Director of Public Works
952-826-0443 | Fax 952-826-0392
WHoule@ci.edina.mn.us | www.CityofEdina.com
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Wayne Houle

From: arosell.cdg@gmail.com on behalf of Antonio Rosell <arosell@c-d-g.org>
Sent: Wednesday, February 08, 2012 11:11 AM
To: Wayne Houle
Subject: Re: Living Streets Request for Proposal

Good morning Wayne, thank you for your note, we did not submit a response, thank you for checking. I would be glad to share some of our thoughts regarding the RFP if that is useful.

Best regards,

Antonio

Antonio M. Rosell, P.E., AICP
Director, Community Design Group, LLC
212 3rd Avenue North, Suite 515
Minneapolis, MN 55401
Email: arosell@c-d-g.org
Office: [612-354-2901](tel:612-354-2901) | Mobile: [612-234-7078](tel:612-234-7078)
Skype: amrosell100
Web: www.c-d-g.org

On Wed, Feb 8, 2012 at 8:50 AM, Wayne Houle <WHoule@ci.edina.mn.us> wrote:

Antonio:

Just wanted to check if you have sent anything to us regarding the Living Streets RFP. I didn't see a response and with Jack leaving I don't want to miss anyone.

Wayne Houle, City Engineer/Director of Public Works



[952-826-0443](tel:952-826-0443) | Fax [952-826-0392](tel:952-826-0392)

WHoule@ci.edina.mn.us | www.CityofEdina.com

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Infrastructure ■ Engineering ■ Planning ■ Construction

701 Xenia Avenue South
Suite 300
Minneapolis, MN 55416
Tel: 763 541-4800
Fax: 763 541-1700

February 7, 2012

Mr. Wayne Houle, PE
Director of Public Works/City Engineer
Edina Public Works
7450 Metro Blvd.
Edina, MN 55349

Re: Living Streets Policy Development and Implementation Plan
Request for Proposal

Dear Mr. Houle:

Thank you for sending us the Request for Proposals for the development of a Living Streets Policy and Implementation Plan for the City of Edina. We were very pleased to be invited to propose on this important project. Regrettably, we feel that proposed not to exceed fee of \$15,000 would not be sufficient to provide the City with the level of work outlined in the RFP for this project. If we would submit a proposal for this project, we would be unable to offer the high level of services we typically provide.

Again, thank you for the opportunity. We look forward to receiving future proposal opportunities from the City. If you have any questions or comments, please do not hesitate to contact me at (763) 287-7183.

Sincerely,

WSB & ASSOCIATES, INC.

A handwritten signature in cursive script that reads "Charles T. Rickart".

Charles T. Rickart, PE, PTOE
Principal



Bike Edina Task Force: News & Meeting Outcomes

January 12, 2012

Purpose: The Bike Edina Task Force (BETF) meets to serve citizens and partner with City staff and elected officials to promote bicycle improvements in Edina for education, encouragement, infrastructure, enforcement, and ongoing assessment. We support implementation of the approved City of Edina Comprehensive Bicycle Transportation Plan that serves all levels of bicyclists, connects key destinations including safe routes to schools, and integrates with the Twin Cities' regional bike network. Our **vision** is a progressive bicycle-friendly community where citizens can integrate cycling into their daily lives.

Time & Location: BETF monthly on the 2nd Thursday of each month at 8 p.m. in the Mayor's Conference Room at Edina City Hall. For questions contact Brad Schaeppi or Peter Kelley, Co-Chairs. Guests are welcome.

Distribution: BETF, guests, City Manager, City Engineer, Edina Police BETF Liaison Sgt. Timothy Olson, SHIP contact Robyn Wiesman, and Mayor & City Council. Also, Jack Sullivan to forward to the Edina Transportation Commission, and Dianne Plunkett Latham to post for the Edina Energy and Environment Commission.

- **Present:** Brad Schaeppi, Kirk Johnson, Alex Johnson, Jennifer Janovy, Don Eyberg, Sally Dunn, Peter Kelley, Larry Olson, Tom Randall, Alice Hulbert, Rob Olson
- **Absent:** Marty Mathis, Carl Gulbrandson, Carl Follstad, Ellen Jones
- **Guests:** Katie Meyer, Flynn Johnson from do.town
- **Recorded by:** Sally Dunn

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1. **Do. Town:** Guests Katie Meyer and Flynn Rico Johnson gave a presentation on the new Do.town project. This 18 month initiative working in Bloomington, Richfield and Edina is focused on creating a healthier community, working on long-term change to policies that will support nutrition, biking, walking, work-sites, etc. They are looking for areas where they could assist the BETF and the city of Edina, in part by developing additional contacts within the community. Their strength lies in community organizing. They are creating a website and would be willing to lend their support to BETF initiatives when

needed. It was suggested that the Edina Energy and Environment Commission be contacted. Katie can be contacted at Katie@grassrootssolutions.com

2. **Bike Blvd Update:** Approval was gained for using Transit for Livable Communities (TLC) funds for engineering consultants. Alliant is city staff's preferred consultant. They have worked closely with TLC in the past. The city council needs to vote next Tuesday on approving the consultant. In February, there will be public meetings with the consultant. In March, there will be a public hearing. No specific dates yet. The plan is to implement in July/August.
3. **Bike Striping:** At a previous meeting, the BETF requested 4 city streets be striped with bike lanes. The Edina Transportation Commission modified the routes, changing 50th to Antrim. (keeping Cahill, 70th west of 100, and Valley View from 62 to Antrim). City council also approved. Next steps are for city staff to undertake specific engineering studies on the streets identified with the thought that the striping be carried this summer. This initiative would almost double the number of bike routes in Edina. Peter distributed a list indicating growth of bike lanes since 2007. There were none in 2007 and now are 12.3 miles. 5.3 are Share the Road; 7 are Bike Lane.
4. **General Discussion:** How to work more with Bloomington and Richfield in the do.town project. David Gepner leads the bike group in Richfield. There was discussion about how to better educate the public about the different types of bike lanes and how to advocate for better bike lanes. There was also discussion of how to keep the roads cleaner for bikes after the initial spring clean-up and getting maintenance of those roads in the bike plan. Peter will check with Wayne about this. Question was also raised about status of narrow bike lanes on Interlachen Blvd at Intersection of Blake Rd.
5. **Bike Rodeo:** Larry reported on the bike rodeo. It will be Saturday, April 21 at Cornelia Elementary. There will be different skill stations as in the past two years. Do.town could have a table with information about the project. Next month, Larry will start lining up volunteers and will contact the police department.
6. **Transit Connections:** Don was in contact with SW Metro Transit. Don is on their list to be kept informed. There will be some committee related to light rail connections in the area and Don hopes to get on that committee.

7. **ETC Update:** Jennifer reported that a National Complete Streets workshop is planned. It's on Wednesday, February 15, 8-noon at Braemar. The focus will be on Living Streets. There will be a public evening session on February 14. Alice volunteered to attend. The Council is interviewing candidates for the transportation commission. Jennifer mentioned a person who may be interested in serving on BETF. Jennifer also mentioned it would be helpful to give some advice to the city engineers when road construction is occurring. There was discussion of the Tracy/Benton intersection and widening to road, adding bike lanes. Tracy is a key safe route to schools.

8. **BETF WEB:** page was going to be handled by Andrew, but he may no longer be able to do this. Peter suggested having blog articles on the site- perhaps one a quarter. On blogs, categories can be created. Kirk volunteered to write periodically. Peter passed around a sign-up sheet. It was agreed that Peter should review any submissions. The do.town Web site will be launched in a few weeks and there could be links to that. Peter reminded all to go to the Bike Edina facebook page.

9. **Request for BETF Participation:** Paul Thompson is organizing an event, Edina Dialogue: The Environment, Economy and Food Supply From global to Local in April 19-6-9 pm at the Fick Auditorium, Edina High School, and would like BETF to have a table.

10. **Edina City Code:** Jennifer reported that the Edina City code is under review in 2012 and bike-friendly codes could be included. Asked do.Town members for possible model code to review for ideas would be helpful.