

**APPENDIX K**

**Edina Transportation  
Commission Review Data and  
Meeting Minutes**

**MINUTES OF  
CITY OF EDINA, MINNESOTA  
TRANSPORTATION COMMISSION  
COUNCIL CHAMBERS  
OCTOBER 25, 2012  
6:00 P.M.**

**CALL TO ORDER**

Director Houle called the meeting to order in the absence of the chair and vice-chair. He explained that the bylaws require the commission to nominate an acting-chair under this circumstance. **Member Janovy was nominated as acting-chair by member Franzen and the nomination was seconded by member Surya. No other nominations were made and the nomination closed. All voted aye. Motion carried.**

**APPROVAL OF MEETING AGENDA**

**Motion was made by member Franzen and seconded by member LaForce to approve the meeting agenda.**

**APPROVAL OF MEETING MINUTES**

**REGULAR MEETING OF SEPT. 20, 2012**

The following corrections were made: Page 2, Traffic Safety Committee, 3<sup>rd</sup> paragraph, delete '30 mph' and replace with '25 mph;' delete 'pick the speeds that 85% of drivers are traveling' and replace with 'the 85<sup>th</sup> percentile speed is the speed at which 85% of drivers are traveling at or under;' and page 3, delete 'None' and add 'Receive minutes of Aug. 14, 2012.' **Motion was made by member LaForce and seconded by member Surya to approve the amended minutes of Sept. 20, 2012. All voted aye. Motion carried.**

**COMMUNITY COMMENT** – None.

**REPORTS/RECOMMENDATIONS**

**do.town Update**

Mr. Flynn Rico-Johnson explained the do-town initiative is a partnership with the cities of Bloomington, Edina and Richfield and Blue Cross Blue Shield of Minnesota which aims to address unhealthy and inactive lifestyles and make residents healthier. They are doing this by conducting walking audits. Residents volunteer to walk certain streets and evaluate the infrastructure to see what is wrong with it. He said the point is not to avoid certain streets but to identify what can be done to make improvements, e.g. no sidewalk, no streetlights, etc. The audits are for people of all ages and focus on places most often traveled such as schools, parks, major shopping districts, etc. He said Edina is a vibrant city and they are looking for ideas and help with getting the information out so that they can do more audits and help the City address the concerns when projects are done.

Member Janovy said the City Council and the ETC received letters from residents that have done the walking audit. She asked if the audit is better done person by person or in a group. Mr. Rico-Johnson said the 50<sup>th</sup>/Halifax Ave area audit included different families and this brings different perspectives because each family may have different reasons for walking and because of this, they prefer to have as many people involved. He said they would like to do walking audits during the winter too and volunteers can contact him at [flynn@do-town.org](mailto:flynn@do-town.org) or [info@do.town.org](mailto:info@do.town.org).

Member Janovy asked if they are doing similar audits for biking and he said it is more difficult to do but they are working on it. He said the biking audit can be done by an individual riding his/her favorite route and evaluating it.

### **Hennepin County Pedestrian & Bicycle Plan**

Ms. Rose Ryan, pedestrian and bicycle planner with Hennepin County said they are working on their first ever county-wide pedestrian plan funded by a five year grant from the Centers of Disease Control called Communities Transformation Grant. She said the purpose is to prevent chronic disease and since walking is an easy physical activity with great benefits, they are using pedestrian/ bicycle planning to set up a framework for a healthy community design.

To accomplish their goals of increasing the rates of walking, safety of walking and improved health of county resident, Ms. Ryan said they will be identifying sidewalk gaps, difficult crossings, prioritize improvements to the pedestrians system and coordinate with other agencies/organizations to reach their goals.

Ms. Ryan said planning began this past summer with 10 workshops in various communities and the final plan will be submitted to the County Board next summer. She asked for feedback and said the draft plan would be available for review.

Mr. Houle noted that the map of existing sidewalks in Edina that Ms. Ryan was working from was inaccurate as it reflected proposed sidewalks and not actual sidewalks. Some areas suggested were missing gaps on France Avenue, Xerxes Avenue, Vernon Avenue by Schaefer Road and View Lane, W. 66<sup>th</sup> from France to York, and York Avenue.

### **Xerxes Avenue Restriping – from 60<sup>th</sup> Street West to TH62**

Director Houle said this was initiated by a resident through the TSC. The issues were congestion and lanes that are not clearly marked by TH62. This was referred to Hennepin County and they drafted a restriping plan. Area residents and city of Minneapolis are supportive of the plan and staff would like feedback from the ETC.

Two suggestions were made that Director Houle will take back to Hennepin County. They were to taper the line where parking ends to make it clear; and add no parking sign where the full width of parking ends because drivers tend to park over the white line where tapering ends.

### **Pedestrian and Cyclist Safety Fund Policy**

Member Janovy said Manager Neal is seeking feedback from the ETC on the Pedestrian and Cyclist Safety Fund Policy which was recently passed by City Council. The franchise fee would come from Edina customers of Xcel Energy and CenterPoint Energy to be used for non-motorized transportation.

After discussion, which included the reasons for implementing the franchise fee and the lack of funding for sidewalks, the ETC suggested the following:

1. Use funds for construction only, not for staffing;
2. Change the name from Pedestrian and Cyclist Safety Fund to Active Infrastructure Living Fund to emphasize active living;
3. Identify a certain percentage that will be used for construction vs staffing;

4. Chair Nelson's suggestions which is attached;
5. Clarity on the meaning of 'maintenance' and consider changing it;

### **2013 Work Plan**

Member LaForce likes the revised plan. Member Janovy suggested changing Living Streets Policy: Implementation to Living Streets Policy and Implementation Plan; Director Houle will check to see if Safe Routes to School Comprehensive Plan is the correct name; and change Ordinance Review for Policy to Review Ordinances for Conformance to Policy. Member Janovy asked if the \$150,000 would be in the budget for the Living Streets Policy and Director Houle said he did not know.

**Motion was made by member Iyer and seconded by member LaForce for members Thompson and Iyer to write an advisory communication to the City Council to consider putting \$150,000 in the budget to fund Living Streets Policy development.**

Member Franzen suggested laying out exactly how the \$150,000 would be spent. Member LaForce concurred and said he is not sure what the amount is or should be. Director Houle said the amount was identified by the consultant and that he could contact him for a breakdown.

**All voted aye. Motion carried.**

### **2013 Neighborhood Reconstruction Projects**

Director Houle presented the four 2013 Neighborhood Reconstruction Projects with the primary focus being on transportation-related reconstruction and not utility. He said a second survey was sent to residents to see if they would like sidewalks and streetlights now that they are to be funded by the franchise fees and majority of respondents said no. A special public hearing meeting is scheduled for Dec. 11 for the City Council to consider approvals.

Director Houle said the feasibility studies were also distributed to fire, police, public works, parks and recreation, the school district, and BETF for feedback, but to date, have not received any feedback. Member Janovy suggested identifying for each group how the feasibility study relates to them, e.g. identify the walking zone for the school district.

Director Houle said all of the streets in all four neighborhoods are in similar condition - - constructed in the 1960's and have alligator cracks, exposed base course and utility issues.

#### **Mendelssohn A**

Proposed improvements are new bulkhead curb and gutter, except for Spruce Road which is 14 ft. wide and will get rainbow curbs instead, and new pavement. The proposed assessment is \$16,150. Member Janovy said she submitted feedback to staff on the feasibility studies. She asked if Director Houle had considered splitting this neighborhood in two and he said he hadn't but will take a look at it.

#### **Normandale**

Proposed improvements are spot repair to curb and gutter, new pavement, and a sidewalk on W. 66<sup>th</sup> Street. Proposed assessment is \$16,100, including private sanitary sewer upgrades; and \$12,300 for a few residents whose sanitary sewer is not in the street and therefore not required to upgrade.

Member Janovy said the BETF said West Shore Drive is a primary bike route and recommended separated bike lanes or road markings and signage. Member Iyer concurred and recommended dedicated bike lanes. He said parking should not be an issue because there is a parking lot nearby. Member Janovy suggested an off-road trail for consideration. Director Houle said he will schedule an informational meeting with residents to share the suggestions and gather feedback.

#### Braemar Hills B, St. Patrick's Lane, Gleason Circle

These three neighborhoods will be presented in one feasibility study but they will be approved separately by City Council. Proposed improvements are spot repair to curb and gutter and new pavement. Proposed assessments are: Braemar Hills B: \$9,325, St. Patrick's Lane: \$11,300, and Gleason Circle: \$11,600.

#### Lake Edina

Proposed improvements are spot repair to curb and gutter and new pavement, plus narrowing the curb line at Hibiscus Avenue & West Shore Drive to reduce storm water run-off. Proposed assessment is \$11,900.

Member Janovy recommended a sidewalk on Normandale Road to Hibiscus Avenue to Kellogg Avenue because of speed and volume and to connect with the Nine Mile trail that is coming soon. Director Houle said he will schedule an informational meeting with residents to share the suggestion and gather feedback.

#### Traffic Safety Committee Report of Oct. 3, 2012

There were no action items in this report. Director Houle will follow up on the counts that were done in member Whited's neighborhood and on W. 44<sup>th</sup> Street.

#### Updates

##### Student Members

Member Schwieger noted that 'fascism' was still painted on the stop sign. Director Houle will follow up on this.

##### Bike Edina Task Force – Sept. 13, 2012 Minutes

A new member was added to the BEFT.

##### Living Streets Working Group

No update.

##### Transportation Options Working Group

Received minutes of Sept. 18, 2012. Member Whited reported that John Dillery and Jill Hentges from Metro Transit attended the Sept. 18 meeting and talked about Metro Transit's transportation options in Edina.

Member Janovy said the time limit is up for this working group and asked if the ETC would it to continue for another year.

**Motion was made by member Franzen and seconded by member LaForce for the working group to continue for another year.** Member Whited said they need new members. Director Houle will work with

communications director Bennerotte to do a press release for new members. Member Iyer suggested notifying residents who have applied for boards and commissions positions.

**All voted aye. Motion carried.**

#### Communications Committee

Member LaForce said they met with communications director Bennerotte and they now have a good sense of how the committee will work with her. First, the committee will not produce communications or set budget, but instead will provide ideas, tactics, strategies, etc. Secondly, they will provide feedback on the educational material for the Wooddale bike lanes that staff is working on. And lastly, they are planning to have online forums instead of regular meetings which are new for them so they will evaluate its effectiveness and maybe other groups could do the same.

#### CORRESPONDENCE AND PETITIONS

Received correspondences from City Council packet relating to transportation issues

#### CHAIR AND COMMISSION MEMBER COMMENTS

Member Janovy said she received a traffic safety request concerning the traffic on South View Lane that she forwarded to Director Houle. Director Houle said the request for flashing lights has been forwarded to the TSC. He said the area will not meet warrants for flashing lights and suggested reviewing the Crosswalk Policy when they create the Pedestrian Plan. In the meantime, they will be rotating the in-road pedestrian signs to this area and they should be there this week (there are 10-12 that are rotated throughout the city).

Member Iyer said he's noticed some errors on the bicycle facility map that he will forward to Director Houle.

Regarding the bike lanes on Wooddale Avenue, Member LaForce said he is hopeful that they will be able to figure out a way to help residents but he said they should be thinking about ways to reach those who are coming to the city for the first time.

#### STAFF COMMENTS

The Sidewalk Ordinance will be on the Nov. 20 City Council meeting.

The Southwest Transit Environment Impact Statement is available for review in Community Development-Planning in City Hall.

Continue to observe the Wooddale Avenue advisory bike lanes and the number of signage may be reduced. Staff is considering installing yellow tabs as a temporary measure to delineate the center line. Director Houle said City of Minneapolis did the same striping on 14<sup>th</sup> Street and it did not generate the kind of responses that Edina's is getting; he also said W. 54<sup>th</sup> Street was restriped similarly and it has not generated the kind of responses either. Member Iyer asked if Edina's communication was the same or different from Minneapolis and Director Houle said it was very similar. Member LaForce asked if there have been any accidents since it was restriped and Director Houle said there have been two – one with a parked car and the other was a rear-ended.

Other thoughts and suggestions were: removal of signs that are not required; W. 54<sup>th</sup> Street has symmetry with parking lanes on both sides; Minneapolis too has symmetry with parking lanes on both sides that are

often filled with parked cars while the parking lane on Wooddale is usually empty and gives the impression that it is a driving lane; adding yellow tabs could add more confusions and expectation of adding a permanent line.

Director Houle said this project has a two year experimental timeframe from the Federal Highway and staff would need their approval as well as Mn/DOTs' to make changes.

**ADJOURNMENT**

Meeting adjourned.

**ATTACHMENT**

Attendance spreadsheet.

DRAFT

## Wayne Houle

---

**From:** Paul Nelson <pnelson@shawlundquist.com>  
**Sent:** Monday, October 22, 2012 4:32 PM  
**To:** Scott Neal; Wayne Houle  
**Subject:** October ETC meeting

Scott and Wayne,

I was out over the weekend, so am just getting to the packet today and have just a few comments to share as I will not be in attendance at the Thursday evening meeting.

Item VI.B. Hennepin County Pedestrian/Bicycle Plan

My apologies to Ms. Rose Ryan for my not attending the meeting after setting up the meeting.

Item VI.C. Xerxes Avenue Restriping.

I am in agreement with the decision to make this change, thank you for sharing this with the ETC.

Item VI.D. Pedestrian & Cyclist Safety Fund Policy.

- 1) There is no escalation clause or opportunity for this fund to be increased over time. While I don't see the immediate need for this, I would anticipate that over time there will be a need to keep up with inflation, construction costs, employee costs. I am also not sure how this is handled in other areas of the City – so there may also be some coverage for this already.
- 2) As the policy relates to the lighting (safety) aspect, where do the funds come from for operational (electrical) expenses? Hopefully we will look at cost effective lighting (LED) fixtures, but with hundreds/thousands of new lights across the City there would be some increased expenses. Again, not sure how this is handled for the existing dusk-to-dawn lighting currently in existence on our roadways.
- 3) Considering a new staff person specifically designated to handle this PACS Fund seems to be a luxury. While there is no doubt additional staff time required to initially set up a new decision matrix of needs/wants of the citizens and staff, the ongoing 1.0 FTE seems a bit excessive to me for this one area of expanded government. I don't know the actual answer to how much time should be allotted to this individual, but a full time person seems to be too much, even considering being the new liaison to the ETC.

Item VI.E. Revised 2013 ETC Work Plan

My packet did not have the work plan attached, perhaps it is being distributed at the meeting.

Item VII.A.

Wayne, please make mention and perhaps list on-screen the availability of the Draft Environmental Impact Study (DEIS) for the Southwest Transitway project.

Other: Advisory Bike Lanes on Wooddale/Valley View. Communication has been better since lanes have been striped, however I'd have felt better about getting the word out prior to this just happening and causing an uproar in the community. I do want to keep the lanes intact and feel that the majority of drivers now understand the "advisory" aspect of the lanes. However we do need to get permanent signage up as soon as feasible.

Thanks for including the comments from the variety of citizens.

Paul

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	1	1	1	1	1	1	1	1	1	1			(enter date)	11	
														4/17/2012			
Bass, Katherine	2/1/2014	1	1	1	1	1	1	1	1	1	1					9	82%
Braden, Ann	2/1/2014	1		1	1	1	1	1	1	1				1		8	73%
Franzen, Nathan	2/1/2013	1	1	1	1	1	1	1	1	1	1					9	82%
Iyer, Surya	2/1/2015	1	1	1	1	1	1	1	1	1	1			1		10	100%
Janovy, Jennifer	2/1/2014	1	1	1	1	1	1	1	1	1	1			1		11	100%
LaForce, Tom	2/1/2015	1	1	1	1	1	1	1	1	1	1			1		10	100%
Nelson, Paul	2/1/2013	1	1	1	1	1	1	1	1	1	1			1		10	91%
Schweiger, Steven	student		1	1	1	1	1	1		1	1			1		8	73%
Sierks, Caroline	student															2	100%
Thompson, Michael	2/1/2013	1	1	1	1	1	1	1	1	1	1			1		10	91%
Whited, Courtney	2/1/2015		1	1	1	1	1	1	1	1	1			1		9	90%

**Liaisons:** Report attendance monthly and attach this report to the Commission minutes for the packet.

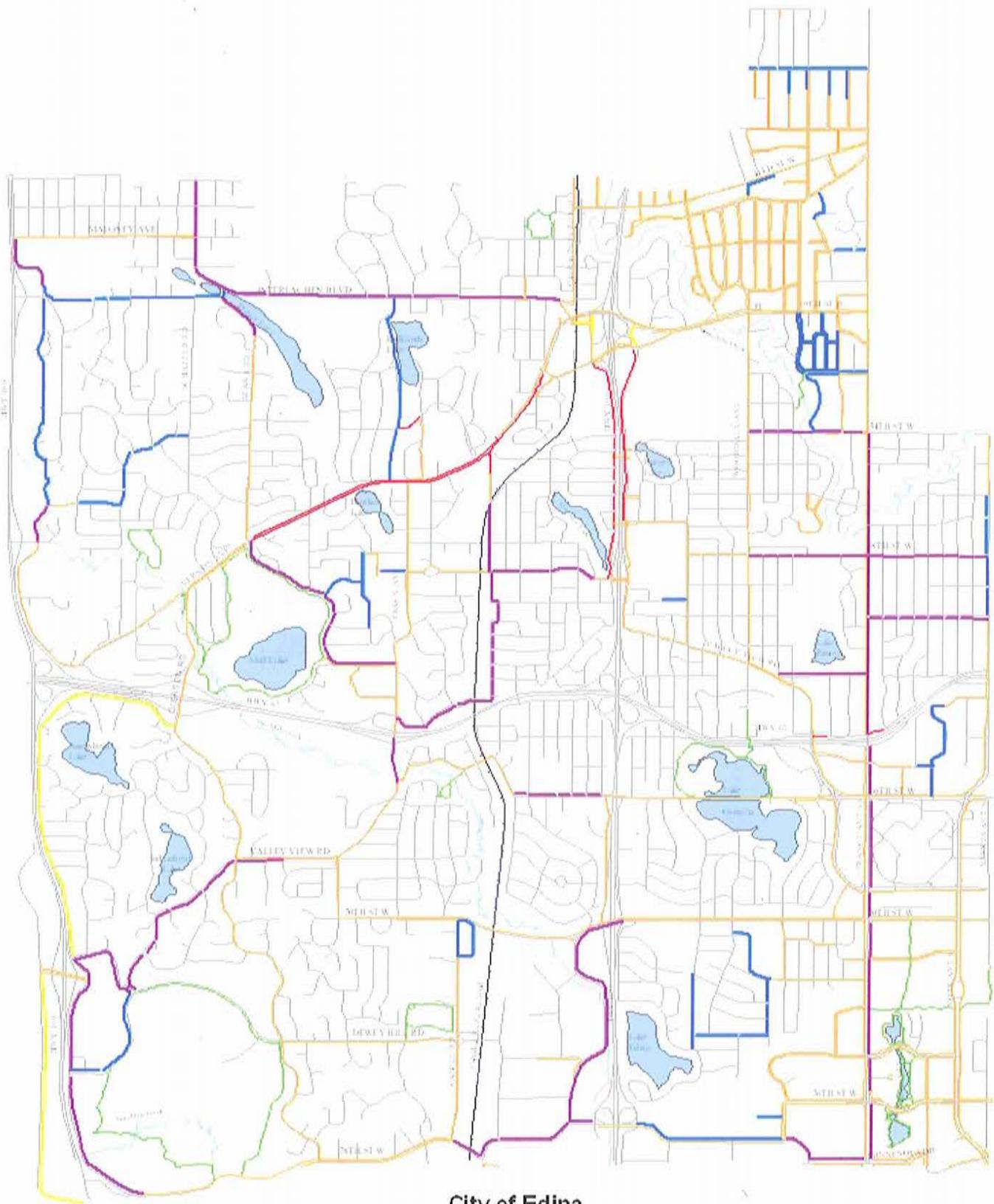
Do not enter numbers into the last two columns. Meeting numbers & attendance percentages will calculate automatically.

**INSTRUCTIONS:**

	Counted as Meeting Held (ON MEETINGS' LINE)	Attendance Recorded (ON MEMBER'S LINE)
Regular Meeting w/Quorum	Type "1" under the month on the meetings' line.	Type "1" under the month for each attending member.
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 "Work Session" on the meetings' line.	Type "1" under "Work Session" for each attending member.
Rescheduled Meeting*	Type "1" under the month on the meetings' line.	Type "1" under the month for each attending member.
Cancelled Meeting	Type "1" under the month on the meetings' line.	Type "1" under the month for ALL members.
Special Meeting	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:



**City of Edina  
Draft Pedestrian Facilities - Fig 8.8**

	Existing Bituminous Sidewalk		Proposed Business/Park/School Sidewalk
	Existing Concrete Sidewalk		Proposed Sidewalk on Roads Classified Collector & Above
	Existing Park Pathway		Proposed State-Aid Sidewalk



# 2013 Mendelssohn Traffic Counts



Location	Description	Year	Average Daily Traffic	Average Vehicles Over 25 MPH		85th Percentile Speed*
				EB	WB	
1	Spruce Road East of Blake Road	2012	145	21	27	27.4
2	Belmore Lane East of Blake Road	2012	205	20	35	26.7
3	Belmore Lane East of John Street	2012	122	12	11	25.3
4	Maloney Avenue East of Balke Road	2012	273	32	44	26.7
5	Maloney Avenue West of Kresses Circle	2012	25	2	0	22.9

\*85th percentile speed is the speed at which 85% of vehicles measured are travelling at or below.



Engineering Department • Phone 952-826-0371  
Fax 952-826-0392 • www.CityofEdina.com



**Date:** 10/22/2012

**To:** Chad Millner

**cc:**

**From:** Byron Theis

**Re:** Traffic Requests in 2013 Neighborhood Reconstruction

Chad,

I have looked at the neighborhoods that are up for reconstruction in 2013 for any recent traffic safety requests. They are listed below.

-Mendelssohn: One request for parking restrictions in 2009. Request was asked to be removed by requestor.

-Braemar Hills: No Requests

-St. Patrick's Lane: No Requests

-Gleason Circle: No Requests

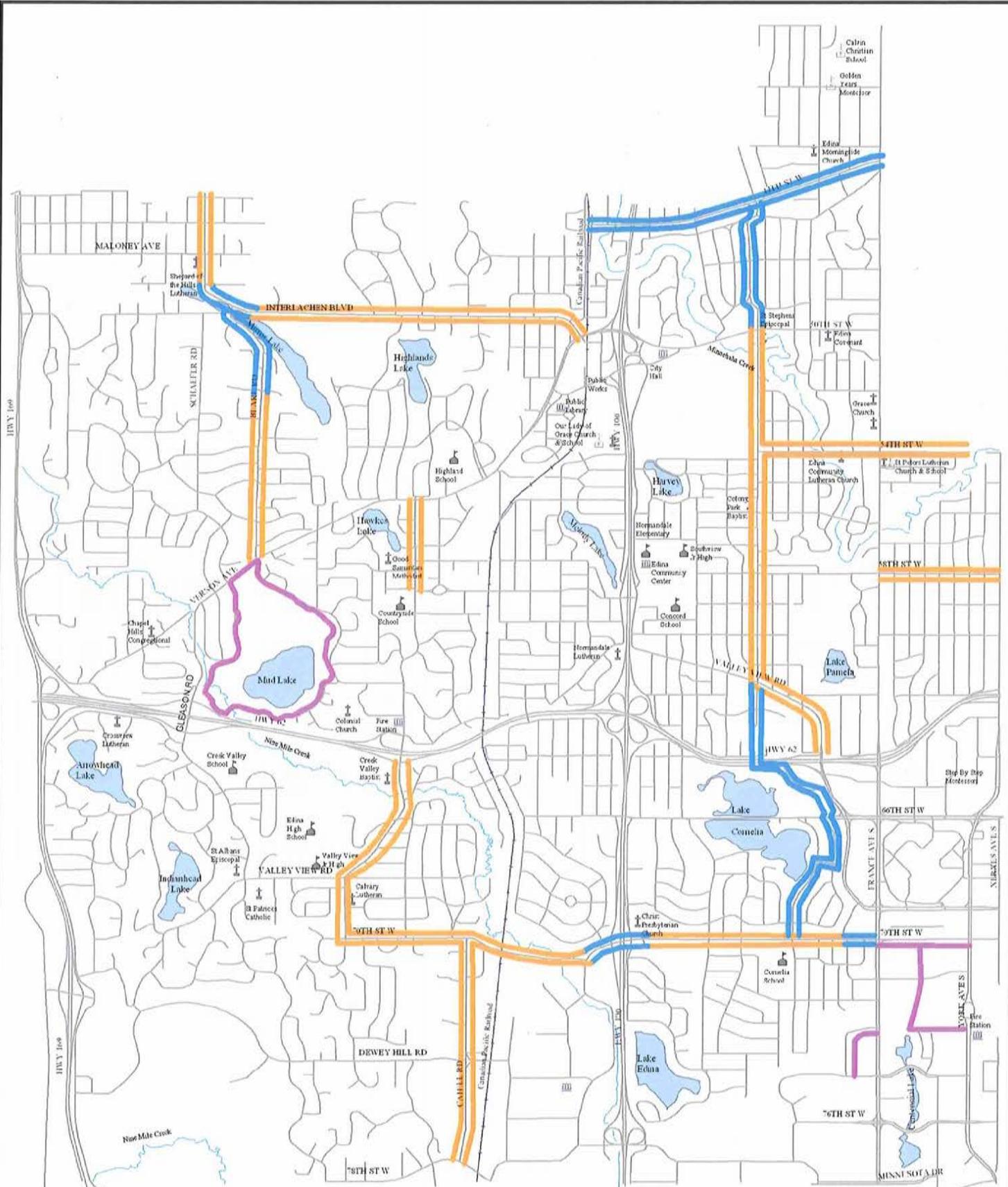
-Normandale: One request in 2009 for parking restrictions on West Shore Drive. Request was denied.

-Lake Edina: Two requests in the same area on Normandale Road between Aspasia Lane and Trillium Lane. Both requests were for speed enforcement in the area in 2009 and 2012. 2009 had no response from requestor. 2012 request was sent to EPD for enforcement after a traffic count was done.

If there are any questions about the requests, please let me know.

Regards,

Byron Theis, Traffic safety Coordinator

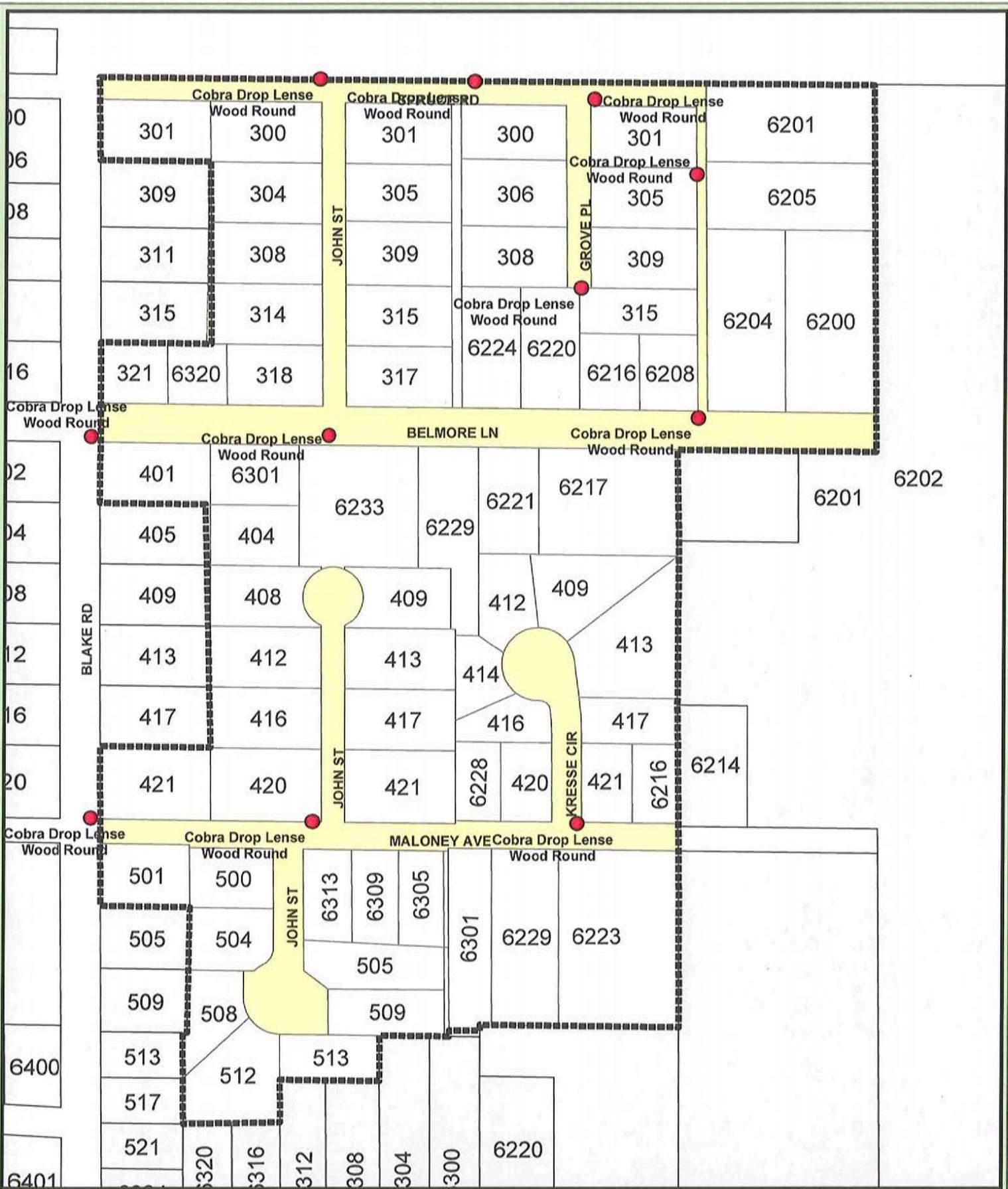


**Bicycle Facilities**

- Bike Lanes
- Bike Paths
- Share the Road



Engineering Dept  
October, 2012



# Street Lights

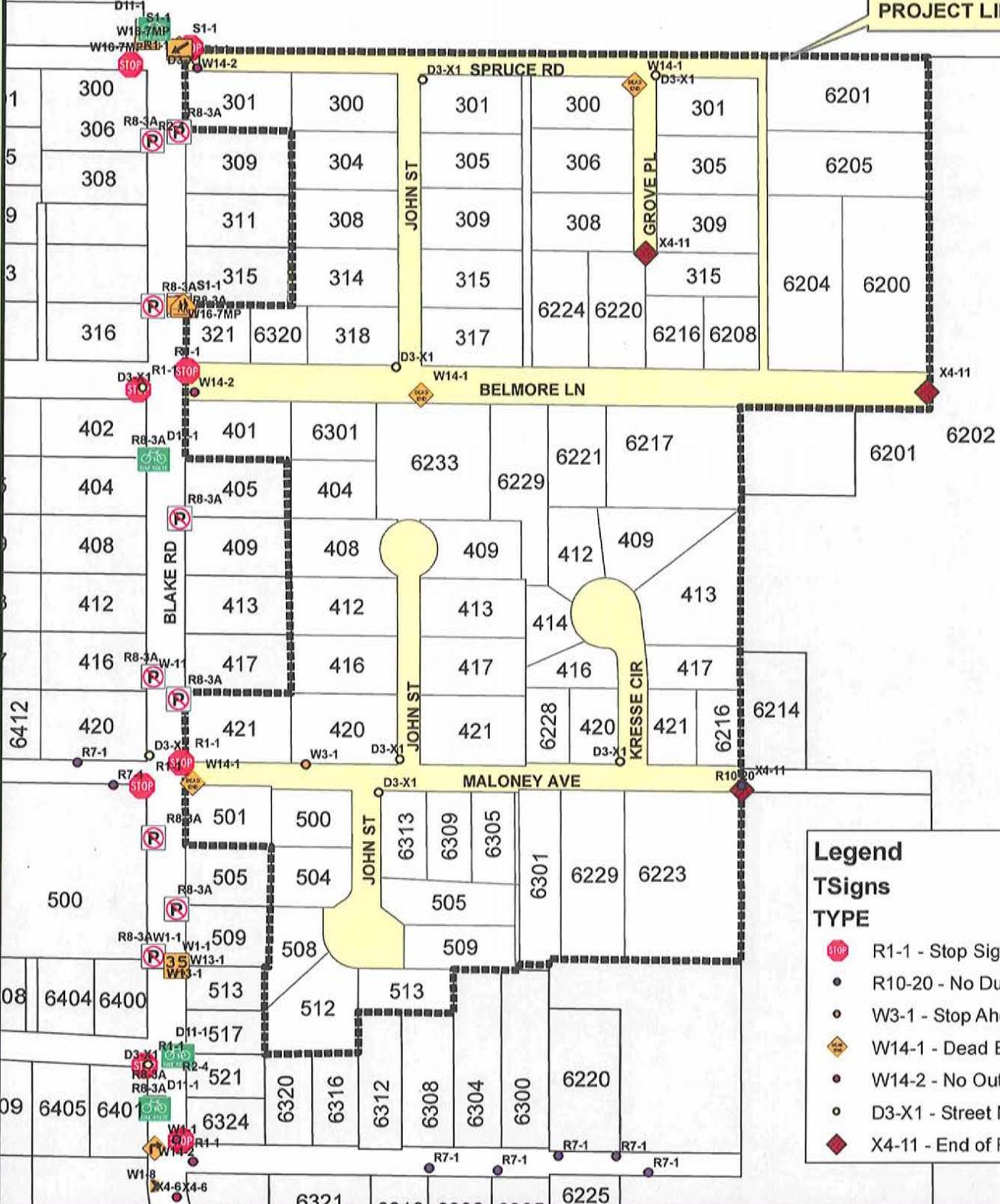
## Mendelssohn A Street Reconstruction

### Improvement No: BA-393



Engineering Dept  
October, 2012

**PROJECT LIMITS**



**Legend**

**TSigns**

**TYPE**

- R1-1 - Stop Sign
- R10-20 - No Dumping Allowed
- W3-1 - Stop Ahead
- W14-1 - Dead End
- W14-2 - No Outlet
- D3-X1 - Street Name
- X4-11 - End of Roadway

**Signs**

**Mendelssohn A Neighborhood  
Roadway Reconstruction  
Improvement No: BA-393**



Engineering Dept  
October, 2012

**APPENDIX L**

**Resident Correspondence**

## Wayne Houle

---

**To:** volk239@gmail.com  
**Cc:** Scott Neal; Chad Millner; Deb Mangan  
**Subject:** FW: Petition regarding tonight's Council Meeting Agenda Item IV C

Ted:

The Mendelssohn A Neighborhood Roadway reconstruction has been on our schedule to reconstruct since 2007. The previous update of the local neighborhood reconstruction plans had it scheduled:

<u>Plan</u>	<u>Year</u>	<u>Plan Shown or Released</u>
2007-2016	2015	Fall 2006
2009-2018	2015	Fall 2008
2010-2019	2014	Fall 2009
2011-2019	2014	Fall 2010
2012-2016	2013	Fall 2011
2013-2019	2013	Fall 2012

These previous schedules we were "locking in" projects about two years out - meaning for projects that were being reconstructed in 2012 we would invite the 2012 and 2013 neighborhoods to an open house in the fall of 2011. Then also host an informational meeting the fall of 2011 for 2012 projects.

This past fall we invited projects in for 2013, 2014 and 2015. The 2013 project informational meetings were held individually in August. The 2014 and 2015 were held recently and explained the reconstruction process.

The prioritizing of the neighborhoods prior to the 2014 projects were based on pavement condition index and intuitive knowledge of the utility system along with knowledge of constant disturbance from reconstruction projects. Therefore, we cannot place the Mendelssohn A project in this spreadsheet and expect a reprioritization of the projects for 2013.

Hopefully this explanation helps out.

Wayne Houle, Director of Engineering  
952-826-0443 | Fax 952-826-0392  
[WHoule@EdinaMN.gov](mailto:WHoule@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
...For Living, Learning, Raising Families & Doing Business

-----Original Message-----

From: Ted Volk [mailto:volk239@gmail.com]  
Sent: Monday, November 05, 2012 8:27 AM  
To: Deb Mangan; swensonann1@gmail.com; joshsprague@edinarealty.com; jonibennett12@comcast.net; Edina Mail; James Hovland  
Subject: Petition regarding tonight's Council Meeting Agenda Item IV C

Dear Ms. Mangan, Mayor Hovland, and Council Members:

Please consider my petition asking Mayor and Council Members to move Item IV C (Resolution No. 2012-145 "Setting Public Improvement...") out of consent section and them modify it, due to a serious error. I am attaching the signed

petition as a .pdf file, as well as two supporting documents (one is available on the City Web site, another has been sent to me by Engineering). The involved staff has been informed as soon as the project in question's boundary has been settled by Engineering.

The petition has been authored upon learning about Agenda which is posted 24 hours before the Meeting. Please let me know if you want me to clarify anything.

Thank you,  
Ted Volk  
6301 Belmore Lane

November 4, 2012

Dear Edina Mayor and Council Members,

The Consent Agenda for the November 5, 2012, Council Meeting includes Item IV C Resolution No. 2012-145 "Setting Public Improvement Hearings To Be Held On December 11, 2012". The first project in Resolution 2012-145 is Mendelssohn A (Improvement BA-393). A serious error was made in that project selection process, as explained below. Thus, please remove Item IV C from the Consent Agenda. Further, please remove Mendelssohn A (Improvement BA-393) from the list of projects, subject to the December 11, 2012, Public Hearing.

The Engineering Department provided the attached Road Metrics Analysis 2012 matrix, asserting that it was the means to rank the neighborhoods for selecting the 2013 projects. The matrix explains that two parameters have been used in calculation: Pavement Condition Index (PCI) and Water Main Breaks per 500 ft. (WM).

For Mendelssohn A (Row 2 of the spreadsheet), their values are: PCI = 26, WM = 0.096. However, as shown on the attached map, water main breaks occurred on the streets not included in the project area. Therefore, the Mendelssohn A's correct WM value is zero.

Applying {PCI = 26, WM = 0} would significantly change the resulting project ranking. Those values fall between {PCI = 23, WM = 0} (Hawkes Addition), and {PCI = 27; WM = 0} (Scriver Road and Lake Ridge Road). Those neighborhoods' calculated priorities are 54 and 60. Accordingly, Mendelssohn A overall ranking would be between those two numbers, i.e. far below the threshold for inclusion into the 2013 project list.

Responding to my requests if any other parameters play role in project selection, Engineering never presented any additional factors. I do not dispute the neighborhoods boundaries (designed to achieve "economy of scale") or particular PCI values. I informed Mr. Millner, then Mr. Houle, and, finally, Mr. Neal about my analysis, so they may be already working on improving their selection process quality assurance.

My petition is solely about advancing to public hearing only the projects that have been selected in compliance with the documented consistent process. Weeding out the project that was included based on incorrect data will demonstrate that the Council strives to achieve process integrity and improve the durability of Resolution 2012-145. I look forward to our neighborhood being included in a future reconstruction proposal, based on the data that entirely belongs to the project area.

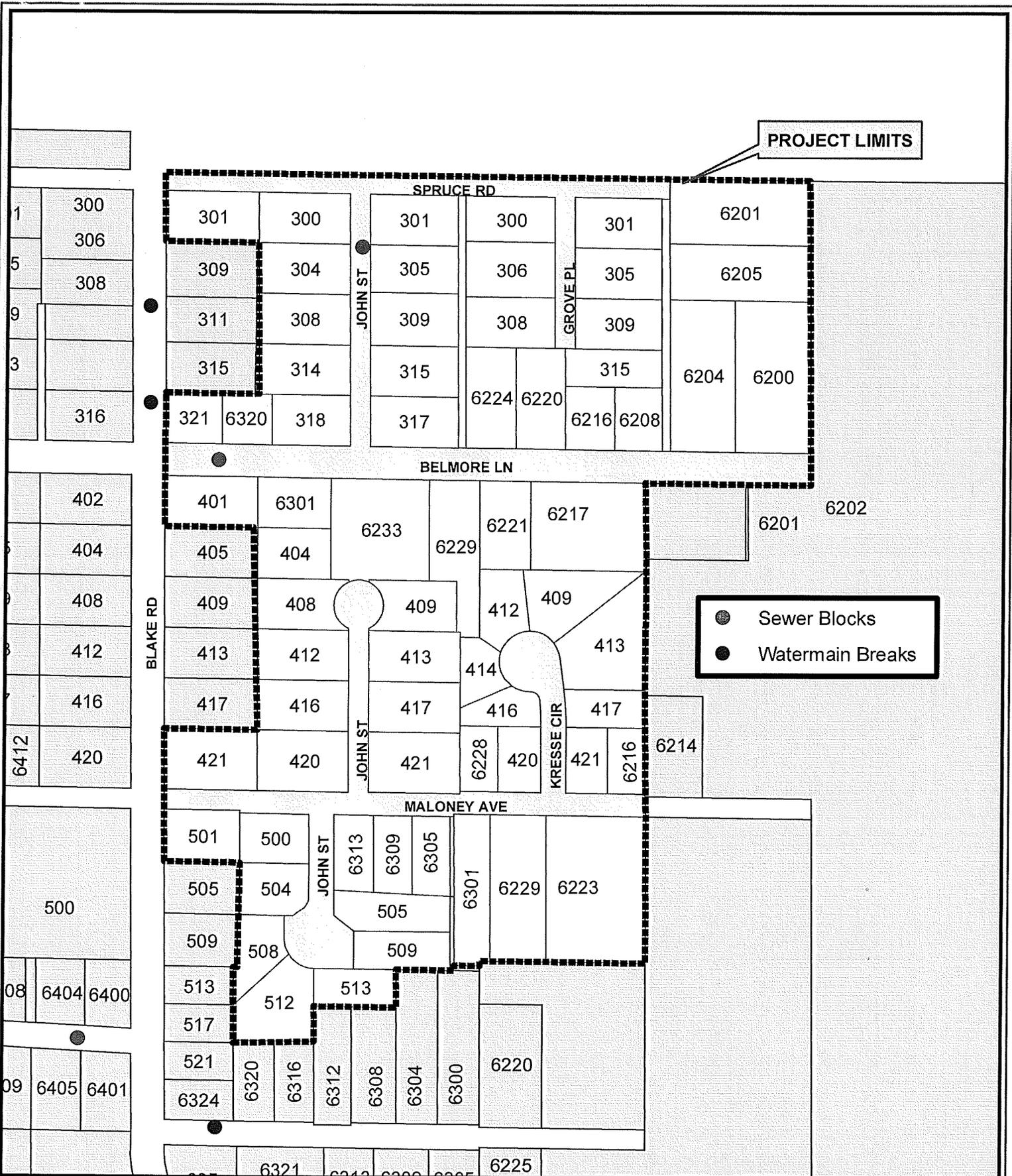
Thank you for your consideration.

Respectfully,



Ted Volk

6301 Belmore Lane  
Edina



**Sewer Blocks and Watermain Breaks  
 Mendelssohn A Neighborhood  
 Roadway Reconstruction  
 Improvement No: BA-393**



PCI WM Value  
Number (Breaks per 500 ft)

Mendelssohn A 26 0.096  
 Normandale 23 1.133  
 Lake Edina A/B 19 0.118  
 Braemar Hills B/C 20 0.147

PCI WM Value  
Number (Breaks per 500 ft)

Neighborhood Name	PCI Number	WM Value (Breaks per 500 ft)	Year WM was Installed	Rank of WM	Sum of Ranks (WM + PCI)	Rank of Sum (WM + PCI)	Rank of Year Installed	Sum of Ranks (WM + PCI + Year)	Rank of Sum (WM + PCI + Year)
69th Street West	91	0.00	1990	106.5	113	220	121	325	121
Berkeley Heights	36	0.83	1970	27	39	66	16	81	32
Berleien Addition	74	0.55	1960	45	99	144	81	188	66
Birchcrest Addition	11	0.44	1950	54	58	58	13	71	9
Blake Ridge Estates	33	0.35	1970	62	32	94	33	81	174
Blanche Addition	59	0.15	1960	76	75	151	45	195.5	72
Brimwood Estates	37	0.00	1975	106.5	42	148	88	240	95
Brookside	67	0.39	1950	59.5	87	146	13	159	39
Brookside Heights	79	0.67	1990	36	105	141	76	246.5	97
Brookview Avenue	31	3.69	1960	1	25	26	45	70.5	8
Brookview Heights A	72	1.29	1960	20	95	115	53	159.5	40.5
Brookview Heights B	72	0.50	1960	49	95	144	82	188.5	67
Bush Lake Industrial	52	0.12	1960	82	66	148	85	192	69
Cascade Falls	75	0.00	1960	106.5	101	208	115	252	100.5
Chapel Hill	71	0.48	1960	51	92	143	79	187	64.5
Clover Lane Addition	24	0.42	1950	55	12	67	17	79.5	11
Colonial Court	21	0.00	1980	106.5	47	61	15	81	81
Coventry Way	39	1.57	1970	14	47	61	15	141	25
Creek Valley Road	44	0.69	1960	34	54	88	27	132	22
Dewey Hill A	44	0.60	1970	40	94	94	33	174	53.5
Dewey Hill B	39	0.62	1970	38	47	85	26	165	46.5
Dewey Hill C	30	2.13	1970	10	21	31	4	111.5	17
Dewey Hill D	16	0.00	1980	106.5	82	112	49	207	79
Eden Prairie Road	63	0.00	1990	106.5	82	189	111	294	116
Edina Bel-air	26	0.68	1950	35	13	48	10	61	6
Edina Country Side	68	1.31	1950	19	88	107	43	120	19
Edina Court	29	1.47	1940	15	19	34	3	36.5	2
Edina Grove	37	0.41	1960	56	42	98	36	142	26.5
Edina Heights	34	0.14	1950	78	34	112	50	125	21
Edina Highlands Lakeside	99	0.61	2000	39	120	159	96	277.5	111
Edina Hills	61	0.36	1990	84	17	101	39	145.5	31
Edina Parkland A	60	0.25	1960	61	81	142	77	247	98
Edina Parkland B	56	0.63	1980	70	79	149	90	245	193
Edina Terrace	32	0.38	1960	37	71	108	45	193	71
Edina Valley Estates A	35	1.46	1960	60	29	89	28	203	75.5
Edina Valley Estates B	71	1.33	1960	16	37	53	11	133.5	23
Elmwood Terrace B	59	2.70	1950	18	92	110	47	154	36
Evanswood Lane	50	0.00	1960	5	75	80	25	98	14
Fairfax A	100	1.13	2010	106.5	63	169	102	213.5	82
Fairfax B	100	1.03	2000	23	123	146	84	270	109.5
Fox Meadow Lane	17	0.29	1970	25	123	148	88	266.5	108
Gallagher Dr. State Aid	6	0.00	1970	66	72	72	22	152.5	35
Glenview Estates B	72	0.31	1960	106.5	109	109	46	189	68
Glasgow Drive	34	0.00	1970	106.5	96	64	96	203.5	77
Glenview Addition	18	2.36	1960	8	34	141	74	221	87
Golf Terrace	23	2.82	1940	3	15	15	5	59.5	5
Grimes Homestead	57	0.00	1970	106.5	72	179	105	259	105.5
Halifax and Grimes	97	1.37	2000	17	118	135	71	253	102
Halifax Avenue	71	2.81	1970	4	92	96	35	176	58
Harold Woods Lane	73	0.00	1990	106.5	97	204	113	309	119
Harrist Manor A	31	0.56	1950	42.5	25	68	19	80.5	12.5
Harrist Manor B	31	0.56	1950	42.5	25	68	19	80.5	12.5
Hawkes Addition	23	0.00	1960	106.5	86	116	54	160.5	43
Heights	66	0.77	1960	29	86	115	53	159.5	40.5
Highview Heights	47	0.00	1960	106.5	48	155	92	245	78
Hilldale	40	0.35	1990	63	57	120	57	199	73
Holands	29	0.23	1965	71	19	90	29	225.5	90.5
Hyde Park	30	0.00	1970	106.5	21	128	62	158	38
Indian Hills A	48	0.12	1960	81	60	141	76	208	80
Indian Hills B	48	0.04	1960	88	60	148	88	236	88
Interlachen Heights	37	0.00	1950	106.5	42	148	88	192.5	70
Interlachen Hills	38	0.08	1995	86	45	131	65	233.5	103
Iroquoii Hills	60	0.11	1960	83	79	162	98	243.5	96
Kenney Place	86	0.00	1970	106.5	111	217	119	336	117
Kenrich Knolls	48	0.55	1960	44	60	104	41	148.5	33
Lakeside Vista	69	0.60	1960	41	89	130	64	174.5	55
Lake Ridge Road	27	0.00	1960	106.5	15	122	60	166	48.5
Melody Knolls	100	0.29	1950	65	123	188	110	311	74
Mendelssohn B	80	0.14	1960	77	107	184	107	291	92
Mendelssohn Lane	76	0.00	1950	106.5	104	210	116	326	88
Mirror Lakes B	75	0.15	1990	75	101	176	104	281.5	113
Morningside	30	0.26	1970	69	21	90	30	170.5	50
Morningside Minnesota A	52	0.41	1970	57	66	123	61	203	75.5
Morningside Minnesota A	56	0.69	1970	33	71	104	40	184	62
Motor Park	0	0.00	0	106.5	108	108	45	153.5	16
Nob Hill Drive	47	0.00	1980	106.5	57	164	100	261.5	105.5
Normandale A	59	1.08	1960	24	75	99	37	143.5	29
Normandale B	76	0.78	1960	28	104	132	68	176	58
Oak Bend Lane	59	0.00	1990	106.5	75	182	106	287	114
Oakview Addition	45	0.17	1950	74	55	129	63	207	88
Parkwood Knolls 27th	95	0.00	2000	106.5	116	223	123	341	123
Parkwood Knolls A	61	0.00	1990	106.5	81	187	109	292.5	115
Parkwood Knolls B	27	0.08	1960	85	15	100	38	144.5	30
Parkwood Knolls C	38	0.07	1960	87	45	132	68	176	58
Parkwood Knolls E	35	0.18	1960	73	37	110	48	154.5	37
Parkwood Knolls F	41	0.27	1960	68	50	118	55	162	44
Payton Court	71	3.21	1960	2	92	94	33	138	24
Peacedale Ave	41	1.18	1970	21	50	71	20	151	34
Philbrook Lane	31	2.35	1960	9	25	34	7	78.5	10
Prescott Circle	7	0.71	1950	31	34	34	7	47	3
Prospect Hills	43	0.00	1950	106.5	52	159	94	259	105.5
Richmond Hills	99	0.29	2000	67	120	187	109	305.5	118
Ridge Rd	31	0.54	1960	46	25	71	21	115.5	18
Rolling Green	35	0.00	1970	106.5	37	144	81	224	89
Schaefer Cir	97	0.00	2000	106.5	118	224	124	342.5	124
School Manor	86	0.48	2000	50	111	161	97	279	112
Scrivner Road	27	0.00	1960	106.5	15	122	60	166	48.5
Skyline	65	0.54	1990	47	85	132	68	237	93
South White Oaks(49 1/2 st)	94	0.00	2000	106.5	115	222	122	340	122
Southdale	65	0.39	1960	58	85	143	79	187	64.5
Southdale Office Park	59	0.69	2000	32	75	107	43	187	64.5
Stows Edgemoor Addition	81	0.98	1960	26	109	135	71	225.5	90.5
The Habitat	54	0.48	1980	53	67	120	57	179	60
The Timbers	47	0.13	1970	79	57	136	73	215.5	86
The Woods	99	2.01	2000	11	120	131	66	249.5	99
Theilens Ave	88	0.00	1960	106.5	112	219	120	283	107
Towns Road	37	2.65	1980	6	42	48	9	143	28
Valley Estates first Addition	32	0.00	1970	106.5	29	136	72	216	85
Valley View Slope	34	1.13	1950	22	34	56	12	69	7
Valley View Terrace	33	1.62	1950	13	32	45	13	57.5	4
Valley Vista	32	0.75	1990	30	29	59	14	164.5	45
Wainut Ridge	24	0.12	1965	80	12	92	31	160	42
Waterman Avenue	92	0.51	1950	48	114	162	99	215	56
West Minneapolis Heights A	74	0.23	1960	72	99	171	103	245	83
West Minneapolis Heights B	80	0.00	1960	106.5	107	213	117	320.5	120
Weston Cir	42	0.00	1970	106.5	51	158	93	238	94
Windsor Ave	64	0.00	1970	106.5	83	190	112	270	109.5
Woodbury Park	50	0.00	1940	106.5	63	169	102	230.5	52
Wooddale Glen	81	1.66	1960	12	64	76	24	120.5	20
Wooddale Lakes Addition	51	0.00	1990	106.5	109	215	118	320.5	120
Wooddale Lane	55	2.55	1990	7	69	76	23	181	61
Woodland Road	55	0.48	1960	52	69	121	58	165	46.5
York Hill	75	0.00	1960	106.5	101	208	115	252	100.5

NOT USED, DATA INCOMPLETE

Equals PCC Number Recently Done