



DRAFT FEASIBILITY STUDY

MORNINGSIDE B NEIGHBORHOOD ROADWAY IMPROVEMENTS

West 42nd Street, Alden Drive, Eton Place,
Morningside Road, Scott Terrace

IMPROVEMENT NO. BA-406

September 13, 2013

**ENGINEERING DEPARTMENT
CITY OF EDINA**

I hereby certify that this feasibility study was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.

Chad A. Millner 43790 _____
Reg. No. Date

Approved _____
Wayne D. Houle, PE Date
Director of Engineering



DRAFT FEASIBILITY STUDY – BA-406

ENGINEERING DEPARTMENT

CITY OF EDINA

MORNINGSIDE B NEIGHBORHOOD ROADWAY IMPROVEMENTS

SEPTEMBER 13, 2013

SUMMARY:

The project involves localized rehabilitation of the sanitary sewer, upgrades to the storm sewer system, curb and gutter spot repairs, watermain lining, upgrades to fire hydrants and gate valves, installation of sidewalks and pathways, and reconstruction of bituminous pavement.

The estimated total project cost is \$2,568,080. Funding for the project will be from a combination of special assessments, utility funds, and Pedestrian and Cyclist Safety (PACS) funds. The estimated roadway construction cost is \$1,243,350 and will be 100 percent funded by special assessments at a rate of \$9,000 per REU. Utility improvements and repairs amount to \$975,100 and will be funded through the respective utility fund. Sidewalk and pathway improvements amount to \$349,631 and will be funded through the PACS fund.

The project can be completed during the 2014 construction season. Staff believes the project is necessary, cost effective and feasible to improve the infrastructure as initiated by the vision of Edina's Vision 20/20 – "Livable Environment" and "A Sound Public Infrastructure".

LOCATION:

The project includes 42nd Street, Alden Drive, Eton Place, Morningside Road, and Scott Terrace. The drawing below is a detailed project location map of the Morningside B Neighborhood Roadway Improvement Project (Figure 1). Staff is also recommending including sidewalk construction along 42nd Street from Grimes to just past Oakdale Avenue to the border with the City of St. Louis Park and along Grimes from 42nd Street to Inglewood Avenue.

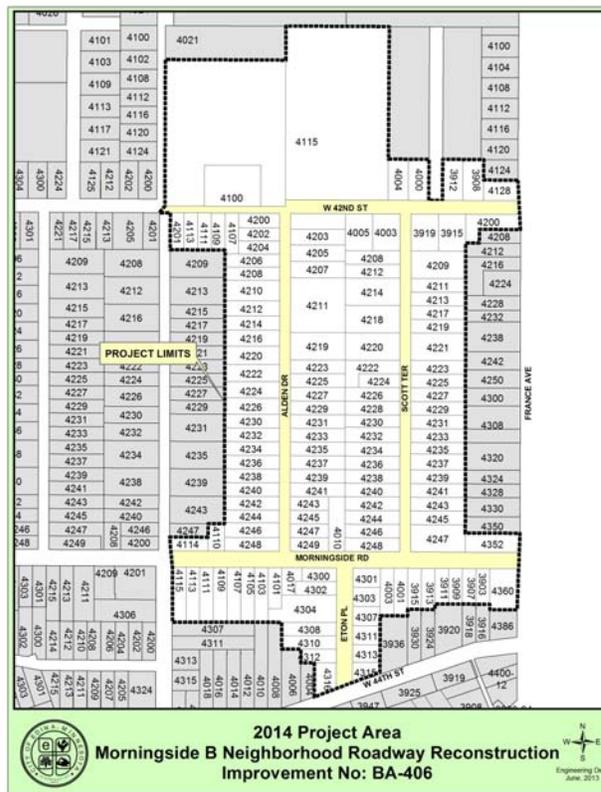


Figure 1. Project Area Map

INITIATION & ISSUES:

The Morningside B Neighborhood Roadway Improvements Project was initiated by the Engineering Department as part of the City’s street reconstruction program and as identified in the Capital Improvement Program. This project addresses updating aging infrastructure issues associated with the pavement condition, storm water, sanitary sewer and watermain systems and pedestrian safety.

All Engineering projects are reviewed for compatibility with the City of Edina 2008 Comprehensive Plan Update, Comprehensive Bicycle Transportation Plan, the Comprehensive Water Resource Management Plan, the Living Streets Policy, and sustainable project evaluation.

City of Edina 2008 Comprehensive Plan Update

Sidewalk Facilities

Chapter 7 of the plan addresses locations of proposed sidewalks facilities within the City. As shown in Figure 7.10 of Appendix F there are existing sidewalks on 42nd Street between Grimes Avenue and Alden Avenue in front of Weber Field and the Golden Years Montessori, Alden Drive, Eton Place, Scott Terrace, and Morningside Road. There are proposed sidewalk facilities along 42nd Street, Alden Drive, and Scott Terrace.

Bicycle Facilities

Chapter 7 of the plan addresses locations of proposed bicycle facilities within the City as part of the Comprehensive Bicycle Transportation Plan. As shown in Figure 7.11 of Appendix F there are no bicycle primary or secondary routes indicated within the project limits.

City of Edina Comprehensive Water Resource Management Plan

The Morningside B Neighborhood project is located within the Minnehaha Creek Watershed district. The Comprehensive Water Resource Management Plan indicates potential a storm water issue in the backyard of 4320 France Avenue and some possible storm sewer manhole surcharging in large storm events.

Living Streets Policy and Sustainability Evaluation

The vision statement of the Living Streets Policy expresses the need to look at projects differently in the future:

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

Although the Living Streets Plan has not been developed, staff has included elements that pertain to residential neighborhoods in the rehabilitation of the infrastructure and replacement of the roadways.

Staff is also including a simple sustainability analysis for this project. We anticipate a more refined analysis after the development of the Living Streets Plan that will include review and input from a sustainability team.

Sustainability in engineering projects means delivering our services in a manner that ensures an appropriate balance between the environment, the community, and funding. This is essentially the “Triple Bottom Line” of sustainability; Equity, Environment, and Economy. We look at sustainability as maximizing our resources, creating lasting environments, improving and shaping both the present and future of our community so that future generations are not burdened by the decisions of today.

The project was evaluated based on the following key indicators to look for strengths, weaknesses, opportunities and risks.

- Equity: How well does the project provide or maintain core city services such as transportation, sanitation, clean water, emergency access, and emergency service? How does the project influence the well-being of the community?

- Environment: How does the project influence the natural environment; such as surface or ground water health, forest canopy, natural resource diversity, wildlife habitat, air quality, noise and others?
- Economy: How does the project influence the local economy, what are the short term and long term costs? Is the continued service worth the price?

The following is a summary of this evaluation:

Equity: The project maintains access to the transportation network. Updates to the fire hydrants provide public safety staff the ease of connection needed during an emergency.

Environment: The project provides homeowners a piping system to discharge ground water into; this will eliminate standing water and/or algae buildup along the street curb lines. Construction operations are required to use the smallest footprint necessary to complete the work thus protecting the existing natural environment. The project also analyzes the sanitary sewer to ensure that inflow and infiltration of clear water is kept out of the sewer system, which minimizes regional wastewater treatment.

Economy: The project is designed to reduce construction costs now and into the future. The proposed roadway section can easily be maintained in the long term with the use of mill and overlays and/or seal coating operations. These maintenance operations will extend the life of the pavement. The project will also use less intense construction methods, such as trenchless technology; i.e., lining the pipes versus removing and replacing them.

This is a simplified analysis of the projects sustainability. In the future we anticipate correlating this analysis to an in-depth scoring system displaying the City's sustainability to the community.

Staff Issues

The following is a list of issues, some generated by resident comments, addressed in this report:

- Storm water drainage
- Poor condition of existing pavement
- Existing landscaping, retaining walls, and driveways.
- Sanitary sewer
- Water quality
- Existing mature trees
- Existing lighting
- Pedestrian access and safety

Resident Input

As part of the Engineering Departments practice of notifying residents 24 - 36 months prior to a potential reconstruction project, the residents were invited

to an Open House on October 8, 2012. Materials from this meeting can be found in Appendix A.

As we continue to educate and communicate with our residents we followed up with a questionnaire to the property owners on June 3, 2013. The questionnaire was completed and returned by 68 of the 130 property owners, a return rate of 52%. The full questionnaire and responses can be found in Appendix B.

The two key issues that were addressed in the questionnaire were the addition of new sidewalks and installation of decorative lighting. The responses to those questions are shown in Table 1.

MORNINGSIDE B IMPROVEMENT PROJECT –
Results from June 3, 2013 Questionnaire Sheet

Questionnaires Sent	Questionnaires Returned	Prefer New Sidewalk		Change Existing Lighting	
		Yes	No	Yes	No
130	68	30	36	28	33
% of Returned Questionnaires	52%	44%*	53%*	41%*	49%*

* Percentages are based on responses of returned questionnaires and may not equal 100% if questions were not answered on questionnaire.

Table 1. Results from Questionnaire

A neighborhood informational meeting was then held on July 29, 2013 to discuss the improvements planned for this neighborhood. The meeting was attended by 17 residents representing 15 properties. Input from this meeting has been included in Appendix C.

Following comments received at the July 29 informational meeting, staff held a meeting with residents along 42nd Street from France Avenue to Oakdale Avenue to discuss the proposed sidewalk. The meeting was attended by 11 residents representing 9 properties. A copy of the sign-in sheet can be found in the Appendix.

EXISTING CONDITIONS: Public Utilities

Sanitary Sewer

Historical records indicate there have been only a few sewer backups or blockages in the area. The majority of the trunk sanitary sewer system has been televised and has been evaluated for areas that will need repair. Root intrusion and minor cracking account for the majority of the issues.

Watermain

The existing watermain system consists of 6", 8", and 12" cast iron pipe (CIP). The system has experienced relatively few breaks since being installed. The water is supplied by the City of Minneapolis. There have been issues with discolored water or red water caused by hard water deposits.

The fire hydrants are original to the neighborhood and lack the STORZ nozzle fittings desired by the Edina Fire Department for quick connection of fire hoses.

Storm Sewer

The storm sewer system is located within the legal boundary of the Minnehaha Creek Watershed. Resident questionnaires commented on a few locations of localized surface drainage issues and backyard ponding during heavy storm events between Alden Drive and Scott Terrace near 42nd Street. This area is located in the FEMA defined 100-year flood plan. Further evaluation will be done by staff regarding drainage issues resulting from the questionnaires.

Private Utilities

Providers of privately owned gas, electric, communications and cable television utilities are present in the neighborhood. The utilities are a combination of overhead and underground facilities located in the backyards or along the boulevard.

Street lighting consists of standard "ladder rack", "cobra", and "coach lantern" lights mounted on wood and fiberglass poles located at intersections and throughout the project area as shown in Appendix H.

Streets

The majority of the roadways in this neighborhood were originally constructed in the early 1960's. The majority of the neighborhood currently has concrete curb and gutter and the roadway widths vary from 20 to 30 feet wide. The pavement condition varies throughout the neighborhood and is in relatively poor condition (Photos 1 & 2).

The average pavement condition index (PCI) for the City of Edina is 51 and the average PCI for Morningside B is 13. Examples of the raveling and alligator cracking can be seen in photos 1 & 2.



Photo 1. Existing Pavement Condition



Photo 2. Existing Pavement Condition

The City of Edina contracts with a consultant to evaluate all bituminous roadways within the City. The streets were graded based on a number of conditions such as sagging, alligator cracking, raveling and potholes. Streets are rated on a scale from 0 to 100; with 0 being extremely poor and 100 representing a brand new road surface. The City evaluates the PCI values of streets to determine a proper maintenance program. Streets with a PCI less than 45 are evaluated for total reconstruction, PCI's between 45 and 65 are evaluated for mill and overlays, and PCI's greater than 65 are considered for seal coats.

Street grades vary throughout the area with some areas that are extremely flat allowing storm runoff to collect along the edges of the roadway causing additional deterioration of the pavement.

The pavement throughout these streets appears to be near the end of its useful life while the costs to maintain and repair the roadways are steadily increasing. Overlaying or seal coating the pavement is no longer feasible.

Sidewalks

Sidewalks exist throughout the neighborhood with some missing segments. Sidewalks are located along both sides of Morningside Road and Eton Place, along the west side of Alden Drive and partially along the east side, along the east side of Scott Terrace and partially along the west side, and along north side of 42nd Street between Grimes Avenue and Alden Avenue in front of Weber Field and the Golden Years Montessori.

Staff is also investigating including sidewalk construction along 42nd Street from Grimes to just past Oakdale Avenue to the border with the City of St. Louis Park and along Grimes from 42nd Street to Inglewood Avenue. The council received a petition for consideration of a sidewalk along the east side of Grimes Avenue from 42nd Street to Inglewood Avenue. A map of the existing and proposed sidewalks is shown in Appendix C.

Landscaping

Some properties have vegetation, hardscapes or other landscaped items within the City right-of-way. Many of these landscape items are located directly behind the curb or around existing fire hydrants. Some of these landscape items will need to be removed in order to complete the necessary reconstruction work.

Traffic and Crash Data

City staff is in the process of measuring traffic volumes and speeds within the neighborhood. Traffic measurements completed in 2005 along 42nd Street from 2005 show average daily traffic volumes ranged from 982 to 989 cars per day with 85th percentile speed ranging from 28.7 to 28.9 mph. The traffic and crash data is shown in Appendix G. New traffic counts are being conducted for this study during September.

**PROPOSED
IMPROVEMENTS:**

The project involves localized rehabilitation of the sanitary sewer, upgrades to the storm sewer system, curb and gutter spot repairs, watermain lining, upgrades to fire hydrants and gate valves, installation of sidewalks and pathways, and reconstruction of bituminous pavement.

The proposed improvements acknowledges many of the comments and concerns raised by residents throughout the information gathering process while still maintaining the desired minimum standards of the engineering and public works staff.

Public Utilities

Sanitary Sewer

The trunk sanitary sewer has been televised and based on our evaluation portions of the trunk sewer will be repaired using a combination of open cut and cured-in-place-pipe (CIPP) methods.

Watermain

To address the discolored water, the City will contract with the City of Minneapolis to clean and line the watermain. During this work, water will be supplied by a temporary, above ground, water system. Additional portions of the Morningside Neighborhood are listed in the CIP for watermain lining during the 2015 and 2016 construction seasons. City owned water service pipes will not be reconstructed as part of this project.

Watermain upgrades also include replacing all the gate valves and upgrading fire hydrants to City standard.

Storm Sewer

Spot repairs will be made to the concrete curb and gutter that are no longer functioning properly.

The storm sewer network will have modifications to improve existing drainage issues at various locations throughout the neighborhood. Some of the existing structures will be removed and replaced due to their poor condition.

Installation of sump drains will be installed where feasible to allow the property owners to connect their sump pump discharges directly into the storm sewer system. This pipe can also be used by the property owners that had backyard ponding concerns.

Private Utilities

Private utility owners have expressed some interest in upgrading some of their networks within the project limits. This work is not part of the City's project but will be coordinated to occur prior to our construction activities.

Streets

The project will reconstruct the streets with a bituminous surface while maintaining the majority of the existing curb and gutter. The existing pavement will be recycled for use in the new roadway.

The proposed improvements acknowledges many of the comments and concerns raised by residents throughout the information gathering process while still maintaining the desired minimum standards of the engineering and public works staff.

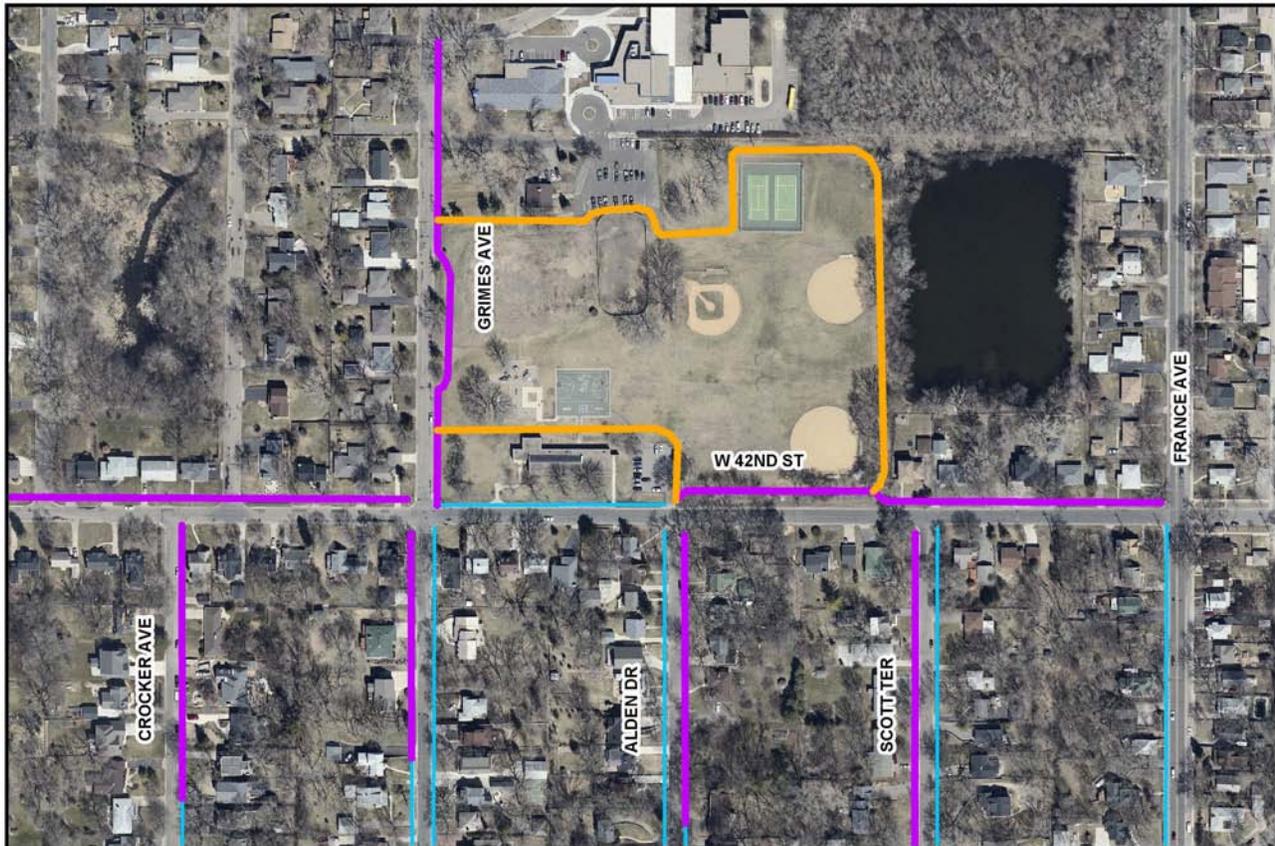
Residential Roadway Lighting

The questionnaire asked if residents wanted to reconstruct the street lights in the project area. The results from Table 1 show that property owners do not want to reconstruct the street lights. The lighting of the neighborhood is sufficient to delineate the intersections. Staff is recommending no revisions to the current street lighting.

Sidewalks

Staff is proposing a combination of 4-foot and 5-foot wide concrete boulevard style sidewalks (Photo 3) and a 6-foot wide bituminous pathway. The 5-foot wide concrete sidewalk will be constructed along the east portion of 42nd Street from France Avenue to the east property line of Weber Field Park.

Staff met with the Park Board and Parks and Recreation Staff to discuss a potential park pathway in Weber Field Park. This idea was well received but not yet included in any Parks Department master plan or budget. As part of the project, staff is recommending building the park pathway along 42nd Street and Grimes Avenue as shown on Figure 2. The 6-foot bituminous pathway will be constructed in Weber Field Park behind the existing line of trees and it will connect to the existing sidewalk along the Golden Years Montessori. Another 6-foot wide pathway would continue along the east side of Grimes along Weber Field from 42nd Street to Inglewood Avenue.



Proposed Sidewalk
Morningside B
Improvement No: BA 406

Existing Concrete Sidewalk Proposed Pathway/Sidewalk Potential Park Pathway

Engineering Dept
September, 2013

Figure 2. Proposed Sidewalk Facilities

The 4-foot wide concrete sidewalks will be constructed along the west portion of 42nd Street from Grimes Avenue to Oakdale Avenue and all missing sidewalk segments south of 42nd Street within the project area.

The grass boulevard that separates the existing curb and gutter from the proposed sidewalk will vary between 4-feet and 6-feet in width depending on existing conditions. The separation from the vehicle traffic creates a more pedestrian friendly environment and allows most of the utility poles to remain in place.

Segments of the existing sidewalk will be replaced where they are structurally deteriorating or are trip hazards (more than a 1/2-inch settlement).

Edina Public Works Department will maintain the 5-foot wide sidewalks and 6-foot wide bituminous pathway, including snow removal. Snow removal on the 4-foot wide sidewalks would be responsibility of the residents.



Photo 3. Boulevard Style Sidewalk

Location of Sidewalk

The north side of West 42nd Street was selected as the preferred alignment based on the amount of potential conflicts along the south side with existing retaining walls, steep slopes, landscaping, and trees and the ability to connect to the existing sidewalk at Weber Field and the Golden Years Montessori School.

**RIGHT-OF-WAY
& EASEMENTS:**

The right-of-way for Alden Drive and Scott Terrace is 40 feet wide. The right-of-way for Morningside Road and Eaton Place is 60 feet. The west part of West 42nd Street has a right-of-way of 25 feet from Grimes Avenue to Alden Terrace. The remainder of West 42nd Street has a right-of-way of 50 feet. All proposed improvements stay within the right-of-way and no additional easement requirements are anticipated.

PROJECT COSTS:

The total estimated project cost is \$2,568,080 (Table 2). The total cost includes direct costs for engineering, clerical and construction finance costs from the start of the project to the final assessment hearing. Funding for the entire project will be from a combination of special assessment and utility funds. The estimated roadway construction cost is \$1,243,350 and will be 100 percent funded by special assessments. Any new or replaced concrete curb and gutter is included under the storm sewer fund, not under the roadway special assessment. Utility improvements and repairs amount to \$349,631 and will be funded through their respective utility fund. Sidewalk improvements, repairs, and additions amount to \$349,631 and will be funded through the PACS fund.

Item	Amount	Total Costs
Roadway:	\$1,243,350	
Roadway Total:		\$ 1,243,350
Utilities:		
Storm Sewer	\$442,801	
Watermain	\$509,992	
Sanitary Sewer	\$ 22,306	
Utilities Total:		\$ 975,100
Sidewalk:	\$349,631	
Sidewalk Total:		\$ 349,631
Total Project:		\$ 2,568,080

Table 2. Estimated Project Costs

ASSESSMENTS:

The assessments are based on the City's Special assessment policy, dated August 21, 2012. Based on the policy there are 138.15 residential equivalent units (REU). The assessments will be levied against the benefiting adjacent properties, see attached preliminary assessment role in the Appendix. The methodologies for calculating the REU's for properties other than one REU are described below:

Residential Corner Lots:

4201 Grimes Ave and 4128, 4200, and 4352 France Ave, 0.33 REU = (1 REU) x (1/3 side yard)

Residential Apartment Corner Lot: Edina Morningside Condominiums

4360 France Ave, 1.34 REU = (0.5 REU's per apartment) x (8 apartments) x (1/3 side yard)

School: Golden Greens LLC

4100 W 42nd St, 1.5 REU's = (7713 sf / 1000 sf) x (0.2 REU's per 1000 sf) / (1 access)

The estimated assessment per REU is \$5,628.05 (Figure 3).

City of Edina: Weber Park

4115 W 42nd Street, 8 REU's = Layout of park property with similar size buildable lots in the neighborhood

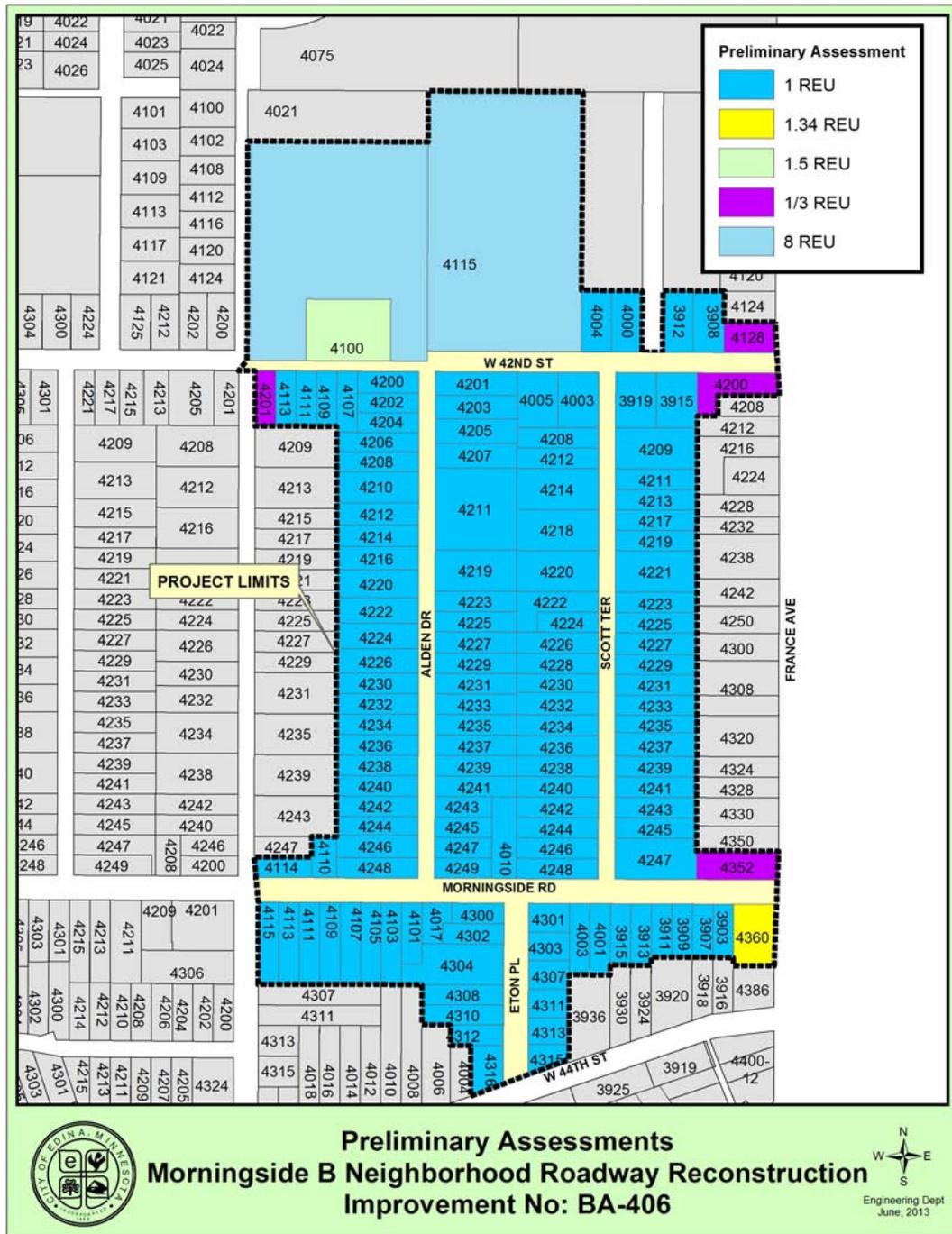


Figure 3. Preliminary Assessment Map

**Draft Feasibility Study
Morningside B Neighborhood Improvements No. BA-406
September 13, 2013**

PROJECT SCHEDULE: The following schedule is feasible from an Engineering standpoint:

Project Open House 2012	October 8, 2012
Neighborhood Informational Meeting	July 29, 2013
ETC Feasibility Study Review	September 19, 2013
Receive Feasibility Report and Public Hearing	December 10, 2013
Bid Opening	March/April 2014
Award Contract	Spring 2014
Begin Construction	Spring 2014
Complete Construction	Fall 2014
Final Assessment Hearing	Fall 2015

FEASIBILITY: Staff believes the construction of this project is necessary, cost effective and feasible to improve the public infrastructure in the Morningside B Neighborhood.

- APPENDIX:**
- A. 2012 Open House Meeting Letter and Presentation
 - B. Property Owners Questionnaire
 - C. 2014 Neighborhood Roadway Reconstruction Informational Meeting
 - D. 42nd Street Sidewalk Informational Meeting
 - E. Preliminary Assessment Roll
 - F. City Comprehensive Plan Update – Sidewalk and Bicycle Facilities
 - G. 2014 Morningside B Traffic and Crash Data
 - H. Existing Street Lights and Signs\
 - I. Living Streets Policy

APPENDIX A

2012 Open House Meeting



September 26, 2012

2014 Neighborhood Roadway Reconstruction

Morningside Neighborhood

Dear Resident:

Some streets in your neighborhood are on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2014. The enclosed map identifies your project area. We will hold an open house Monday, Oct. 8, to provide information about this project and others being considered for 2014 and 2015.

The open house will be held 7 to 9 p.m. at the Public Works & Park Maintenance Facility, 7450 Metro Blvd. We will discuss how projects are prioritized for reconstruction, funding, typical construction timelines, how you will be impacted, and how you can prepare.

Neighborhood roadway reconstruction projects are funded by special assessments and respective City utility funds. We have included with this letter a history of past special assessments in the City.

The City utility funds cover approximately 40 to 50 percent of a typical project; residents pay the remaining portion in a form of special assessment that you will have an option to pay over 15 years. The special assessment typically includes cost of the new roadway. Utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility funds and are not assessed to property owners.

Sidewalks and streetlights are not assessed and are not included with every project. A future questionnaire will help us evaluate the need for sidewalks and streetlights.

If you cannot attend the open house, information presented will be available on the City of Edina's website following the meeting (www.EdinaMN.gov/FutureProjects).

If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Sincerely,

Chad Millner, PE
Assistant City Engineer

Enc: Public Works & Park Maintenance Facility Map, Project Area Map and Special Assessment History

**2014 AND 2015
NEIGHBORHOOD ROADWAY RECONSTRUCTION
OPEN HOUSE
OCTOBER 8, 2012**

	NAME	ADDRESS
1	BYRON ZOTALEY	6101 BIRCHCREST DRIVE
2	Sally O'Brien	
3	Larry & Rosaline O'Connell	6064 Olinger Circle
4	HARTLEY JOHNSON	5129 GORGETTS AVE
5	Christine Ehrlich	5701 Hawkes Drive
6	Kimi Ode	4220 Scott Terrace
7	Roy Burns	5208 WARDEN AVE
8	Jeff Miller	3219 W. 60 th St.
9	Joe & Teresa Christensen	5809 Merold Dr.
10	WAYNE LIMOTTOLI	5024 VALLEY VIEW RD.
11	Anne & John Cronin	7308 Claredon Drive
12	Rosemary Jellin	5221 Minnetonka Blvd.
13	Jim McNulty	6001 BIRNIE BRAE DRIVE
14	STEVE SANDO	5133 JUANITA AVE
15	JIM LUTHER	6078 OLINGER CIR
16	Judd Rietkerk	6109 Tinglydale
17	JOHN HATZUNG	6024 YORK AVE S
18	Marlin Wiener	5129 Juanita Ave
19	Lou Ying	6016 Abbott Ave S.
20	Lisa O'Brien	5333 Minnetonka Blvd.
21	Greg & Lyndy Benson	6120 Wilman Ave
22	Catharine Crane	4300 ETON PLACE
23	STEVE & GINA VOGT	5029 BRUCE PL
24	Michael & Dervic Crespo	5829 Grove St.
25	Matt Youngstrom	5108 W 62 nd St.
26	TOM Ladelle	6137 BIRCHCREST DR
27	DAN RIVKIN	4231 ALDEN DR
28	GARY Schilling	5017 BRUCE AVE
29	Susan Chandler & Bruce McMillan	5709 Hawkes Dr.
30		

**2014 AND 2015
NEIGHBORHOOD ROADWAY RECONSTRUCTION
OPEN HOUSE
OCTOBER 8, 2012**

	NAME	ADDRESS
1	Nancy Tarbox	5128 Juanita Ave Edina 55424
2	John Danicic	4220 Scott Terrace
3	JOHN ZIMMERMAN	4201 ALDEN DRIVE
4	Peter Brusius	5205 Minnehaha Blvd
5	Don + Lori Reiland.	5820 Grove St.
6	DICK BIELKE	6201 WILBYAN AVE
7	Wendy Dowling	63 Minnehaha Ave
8	Lory and Sarah Kudrna	4247 Alden
9	PAK DOWNEY	7501 MYAE PARK DR
10	Kirkland Letscher	7435 Hyde Park Lane
11	George + Joyce Noble	6000 Abbott Ave. So
12	Gouisa Fucault	6020 Abbott Ave So
13	TOM SHAUGHNESSY	5705 WYCLIFFE RD
14	JOHN WHEATON	5109 ARDEN AVE
15	BARB NIELAND	5206 ALDEN PR
16	HOWARD Holz	5115 VALLEY VIEW Rd
17	Bob Hussy	7500 Hyde Park Drive
18	STANLEY B. CARLSON	5225 Minnehaha Blvd.
19	DAVID PASTHUMUS	5100 INDIANOLA AVE
20	Jody Nahlovsky	4236 Alden Drive
21	Kenny McGrain	5229 Minnehaha Blvd
22	Dev Bryant	6016 Birchmont Dr
23	Dan Katant	5101 Juanita Ave
24	Marge + Jerry Fischer	5805 Amy Dr.
25	Fred Golobky	6104 Tinsdale Ave
26	Molly Urbanski	5800 Stuart Avenue
27	Michelle Hobbs	5128 Borges Ave
28	Karel Lasing	5312 Halifax Ave
29	Mary Shaffner	5309 Halifax Ave S.
30		

2014 AND 2015
NEIGHBORHOOD ROADWAY RECONSTRUCTION
OPEN HOUSE
OCTOBER 8, 2012

	NAME	ADDRESS
1	JOHN KING	7300 SCHEY DR.
2	Judith Schmitz	5900 Merold dr
3	KEVIN WAND	5916 Dewey Hill Rd
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Anticipated 2014 & 2015 Neighborhood Roadway Reconstruction Projects

Open House Meeting

October 8, 2012



Agenda

- Introductions
- Timeline
- Project Components
- Funding
- What You Can Expect
- Communication
- How to Prepare
- Q&A



Introductions

Engineering Technicians:

Jamie Cynor

Aaron Kuznia

Jeff Frahm

Jeff Buffie

Eng. Coordinator

Sharon Allison



Environmental Eng.
Ross Bintner



Asst. City Engineer
Chad Millner



Director of Engineering
Wayne Houle



Anticipated 2014 Projects

- Clover Lane Addition
- Edina Terrace
- Hawkes Addition
- Morningside
- Walnut Ridge



Anticipated 2015 Projects

- Edina Highlands Lakeside
- Glen View Addition
- Holands
- Hyde Park



Process





Typical Timeline

August/September	Feasibility report and estimates provided
December/January	Public hearing
January-March	Plan preparation and bidding
April/May	Construction begins
October/November	Construction concludes
Spring	Warranty work
Summer/Fall	Final assessment hearing



Why My Street?

- Streets that meet specific standards are subject to reconstruction.
- Priority is given to streets with the highest need based on watermain breaks, sanitary sewer deficiencies, storm sewer/drainage issues, and Pavement Condition Index.
- Reconstruction is usually more cost-effective in the long-term than patching or seal-coating.
- Streets are grouped together to help maximize the economics of scale for construction.



What is Included?

- Always included:
 - Roadway – replacing the entire roadbed
 - Curb and gutter – all or pieces
 - Utility upgrades
- Sometimes included:
 - Sump pump drainage system
 - Sidewalks
 - Streetlights
 - Traffic management
- Full project scope is based on the condition of the infrastructure and resident questionnaire responses



Typical Utility Improvements

- New fire hydrants and gate valves
- Sanitary sewer spot repairs and replacement
- Storm sewer upgrades
 - Sump pump drain pipe in various locations



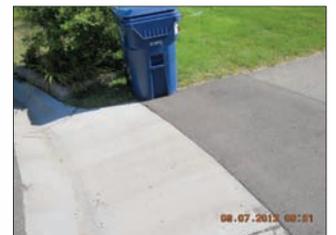
Typical Roadway Improvements

- Curb and gutter
- New roadbed and pavement surface



Typical Roadway Improvements

- Spot driveway end replacement





Funding

- Projects are funded by a combination of special assessments to residents and the City's Utility Fund
- Assessments are assigned to adjacent properties that stand to benefit from construction improvements



Funding

- Special assessments to residents cover 100 percent of roadway costs.
- Sidewalks and streetlights are not included in special assessments.



Funding

- Utility Fund covers 100 percent of:
 - Concrete curb and gutter
 - Sanitary sewer
 - Storm sewer
 - Water main
 - Sump pump pipe
- The Utility Fund is a collection of utility service charges paid to the City



Other Impacts

- Our goal is to streamline projects and minimize neighborhood disturbance.
- The City encourages private utility companies (gas, electric, telephone and cable TV) to upgrade or repair utilities along the project area.



Do Taxes Cover Street Projects?

- Roughly 20 percent of your property taxes go to the City for expenses such as Police, Fire, Parks and Public Works (snowplowing, pothole repairs, sealcoating, and other street maintenance).
- Your taxes do not pay for street reconstruction.



Payment Options

- You will be billed for the assessment one year after project completion
- Assessments are payable over 15 years
- Payment options:
 1. Pay entire amount upon receiving bill to avoid finance charges
 2. Pay 25 percent; balance rolls to property taxes
 3. Roll entire amount to property taxes
 4. Defer payment if 65 years old or older



What You Can Expect

- We will keep you informed.
- You will have opportunities to provide input.
- Private utility work is to be completed before City work.
- We will do our best to minimize inconveniences, but construction does not come without pain points.



What You Can Expect

- Dust, noise and mud.
- Localized ponding during rainfall.
- Timelines sometimes delayed due to weather.
- You may be asked to limit water use.
- Your home may be connected to a temporary water line.



What You Can Expect

- Your driveway may be inaccessible for up to seven days.
- Roadways to your home may be periodically inaccessible.
- The contractor will accommodate special access needs.
- Irrigation and pet containment systems may be damaged.



Property Impacts

- Items located within the City's right-of-way may be damaged
 - Private utilities will be repaired if you notify us of them.
 - You can remove plantings and other landscape features before the project.
 - The City will seed or sod in the right-of-way after the project is complete.



Providing Input

- Public hearings and questionnaire mailed to your home
- Weigh in on:
 - Sump pump drainage options
 - Are there traffic issues in your neighborhood?
 - Are there drainage issues in your neighborhood?
 - Pet fences and irrigation systems
 - Any other concerns?



Communication Tools

- Become a neighborhood captain to help facilitate project communication.
 - Let us know of someone in your neighborhood who might fit this role.
- You will be notified of all meetings, hearings, schedules and questionnaires via regular mail.
- Public hearing notices are also published in *Edina Sun-Current*.
- Door hangers are hung when there is time-sensitive information.
- Final assessment notices are mailed one year after construction.



City Extra

“City Extra” emails are the best way to receive regular updates once construction begins. These are free weekly email updates about your project.

- Sign up on City of Edina website, www.EdinaMN.gov.
 - Check the box next to your project name.
- If you cannot receive email, we will mail you City Extra updates upon request.



How to Prepare

- Begin financial planning
- Complete questionnaire
- Coordinate home and yard improvement projects around the street construction timeline
- Ask questions; stay informed



Contact Us

Email: mail@edinamn.gov
Call: 952-826-0371
Visit: Engineering Department
7450 Metro Blvd.



Thanks for your time!

Questions?



2014 and 2015 Neighborhood Roadway Reconstruction - 72 People Attended
 Question and Answer Session from the Oct 8, 2012 Open House Meeting
 Held at Public Works and Parks Maintenance Facility from 7 to 9 pm

Number	Question	Answer
1	What is the estimated interest rate used as a finance charge for the assessments?	At last Monday's City Council meeting, the assessment policy was amended. Residents are now charged 1% over the interest rate the City can borrow money at. Last year the residents paid a rate of 4.3%.
2	How do you handle residents that are handicapped during construction?	The Contractor is required to accommodate access to handicapped residents at all times. They are also required to allow medical deliveries to occur as scheduled. If this is the case, please provide staff a name and contact information so we can coordinate with the contractor.
3	Considering the heavy equipment used for tear down/rebuilds, shouldn't there be a surcharge for road wear and tear?	Contractors for those type of projects are required to acquire permits from the City. Those permits fees are a revenue source for City operations. City streets are designed to handle the vehicle loads expected over the life of the pavement and vehicles are only allowed to carry a certain amount of weight depending on the type of roadway. Approximately 97% of the loads are generated by garbage trucks. During the spring there are load restrictions that limit the weight a truck can haul. The City has also developed a Construction Management Plan that requires builders and contractors to adhere to specific rules during construction.
4	Explain how roads are chosen for reconstruction.	The City evaluates the watermain break history, sanitary sewer blockages, storm sewer issues, and pavement condition index to rank neighborhoods by need. The rankings are balanced based on size and location to determine what areas the City can complete in a given year.
5	Would like to see the PCI and explanation.	Residents can contact the engineering department to discuss specific project details such as the pavement condition index.
6	Concern about Elm's that have been cared for with substantial investment.	The City has very strict requirements put in place to protect trees during construction. The Contractor is required to follow those rules or monies will be held from the contractor. The City makes every effort to save trees located in the City's right-of-way. It is a rare case when a tree needs to be removed and that would only be a last resort for improvements.
7	Is there a warrantee period for trees?	The City has very strict requirements put in place to protect trees during construction. The Contractor is required to follow those rules or monies will be held from the contractor. The City makes every effort to save trees located in the City's right-of-way. It is a rare case when a tree needs to be removed and that would only be a last resort for improvements.
8	How are alleys and unimproved areas treated that are within the project area?	This has not been determined at this time.
9	Explain the financing.	The project is financed by the City until the final assessment hearing. At the final assessment hearing, residents are responsible to the roadway costs and financing costs. The residents pay interest 1% above the rate the City can borrow money at. The assessment can be paid right away without finance charges or up to 15-yrs with finance charges.
10	Explain how the final assessment changes from the original.	The feasibility study is an estimated assessment based on previous project costs, quantities, and financing. The final assessment is calculated after the project with the actual costs, quantities, and finance costs.
11	How are corner lots assessed?	Per the assessment policy, corner lots are assessed a total of 1 REU. Depending on the address, the property may get a 1/3, 2/3, or 1 REU value for the current project. Past projects may have already charged the property a partial REU with that project. All properties will be reviewed for REU calculations during the feasibility study phase of the project.
12	There is high bus traffic from school and church. How are they held accountable?	Schools, churches, and City properties are assessed for projects based on access to the streets or square footage of building along the streets being reconstructed. REU calculations for undeveloped properties are done based on the number of potential properties that could occupy the area.
13	How long does a reconstructed road last?	A reconstructed roadway is expected to last 30 to 50-years depending on maintenance, traffic volumes and weights, weather, etc. Many of the utility upgrades have a life expectancy of 80 to 100-years.
14	How are you handling roads that are currently concrete?	The City does not currently have a plan for concrete streets. This winter the City is hoping to develop a plan for the concrete streets. There are a few concrete streets included with the 2014/2015 projects. We intend to construct those with concrete curb and gutter with bituminous pavement.
15	How are parks assessed if they are within the project area?	Schools, churches, and City properties are assessed for projects based on access to the streets or square footage of building along the streets being reconstructed. REU calculations for undeveloped properties are done based on the number of potential properties that could occupy the area.
16	How do you match special driveways?	The City replaces driveway pavement whether it is bituminous or concrete to pre-existing material type (pavers, concrete or bit), color, and finish. The City does not replace Hage or other lifetime warranty driveways to their same structural properties. Typical concrete construction places 6-inches of gravel under 6-inches of concrete for driveways. These structure properties last 30-50 years. The City cannot afford to replace driveways that can be multiple times the cost of typical construction practice. If the homeowner wants driveway pavement constructed to Hage standards, the City will pay the homeowners contractor the value of the driveway at bid unit prices. The homeowner will be responsible for the additional cost to go above typical construction practices. If we know about the driveway prior to construction, we will attempt to protect that driveway so no replacement will be needed. We will begin to determine those construction limits during the plan production phase of the project.
17	How do you assess 1 house on 2 lots?	In this case the assessment would be 1 REU for the 1 single family unit.
18	What design of curb is used?	If there is existing curb in the neighborhood and the project is trying to protect that curb, we will match what is there. If there is no curb or the curb is being removed, the City installs B618 curb and gutter. This keeps cars off lawns, it improves storm water drainage, and it keeps snow plows in the roadway.
19	Explain the process if there is currently no curb.	If there is no curb, the City recommends installing B618 curb and gutter. This keeps cars off lawns, it improves storm water drainage, and it keeps snow plows in the roadway.
20	Explain the difference between primary and secondary bike routes.	Primary bike routes are a network of routes to access the city's schools and major recreational centers. They connect to regional assets and convenient travel points outside Edina. Secondary routes work in concert with Primary routes to establish a finer-grained network and are most useful as means for reaching Primary routes and for some local trips.
21	Since you claim this construction will increase property values, will the city assessor raise our values as well?	Per State Statute Chapter 429, assessments are levied against properties that benefit from a project. Although each property is assessed a value, the assessing department does not raise the property values at the same time. Property values are determined by averaging properties sold in the area so typically values increase gradually over time after the project is completed.
22	Concrete versus asphalt?	Concrete is typically more expensive to construct and maintain. Our staff normally recommends bituminous streets.
23	Will Morningside watermain be replaced? Services?	The extent of utility reconstruction will be determined during the feasibility stage of the project. At this time we understand there are some issues with the watermain system in the Morningside Neighborhood. We anticipate some work on the watermain as part of the project.
24	Considering this years projects, is the impact on residents typical?	Major construction operations for a neighborhood project typically last 8-10 weeks. This includes the first layer of paving and restoration of the lawns. Typically the last layer of paving occurs after the entire project is complete. Tracy Avenue had a few other factors associated with it therefore it is taking more than the 8-10 weeks. All major items on the Tracy Ave project will be completed by the end of the month.
25	Are sanitary services added to the assessment?	Typically No.

APPENDIX B

Property Owners
Questionnaire



June 3, 2013

2014 Neighborhood Roadway Reconstruction

Morningside B Neighborhood

Dear Resident:

Some streets in your neighborhood are on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2014. See the attached map identifying your project area. On April 16, the City Council adopted neighborhood names and boundaries as part of the Name Your Neighborhood Project. Please note that your neighborhood name associated with the roadway reconstruction and utility improvements may have changed. Some neighborhood names stayed the same.

Please save the date of **Monday, July 29** to attend an informational meeting from 6 to 8 p.m. to learn information about how projects are funded, a typical construction timeline, how you will be impacted and how you can prepare. A meeting reminder will be mailed to you approximately two weeks prior.

Meantime, we'd like to hear from you. The City would like your input regarding key components of the project via the attached questionnaire. Please read the instructions, fill out the questionnaire and return it to us in the enclosed envelope by June 14.

How the City will use your input:

- Your responses help us design the project. Components of a project vary and are based on both the condition of the infrastructure and questionnaire responses.
- Residents pay a portion of the overall project cost in the form of a special assessment. The estimated special assessment for your neighborhood will not be determined until information is gathered from the questionnaires and a feasibility report is completed in early September. You will not be billed for the special assessment until fall 2015. The special assessment is payable over 15 years.
- The special assessment is for the cost of the new roadway. Sidewalks and streetlights are funded through the Pedestrian and Cyclist Safety Fund. However, sidewalks and streetlights are not included with every project. The questionnaire helps us evaluate the need for these items. Other utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility fund and are not assessed to property owners.

After we review questionnaire responses, we will continue the project planning process. We will present the feasibility report at the public hearing in December. Construction will begin in spring/early summer and end in late fall of 2014.

If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Sincerely,

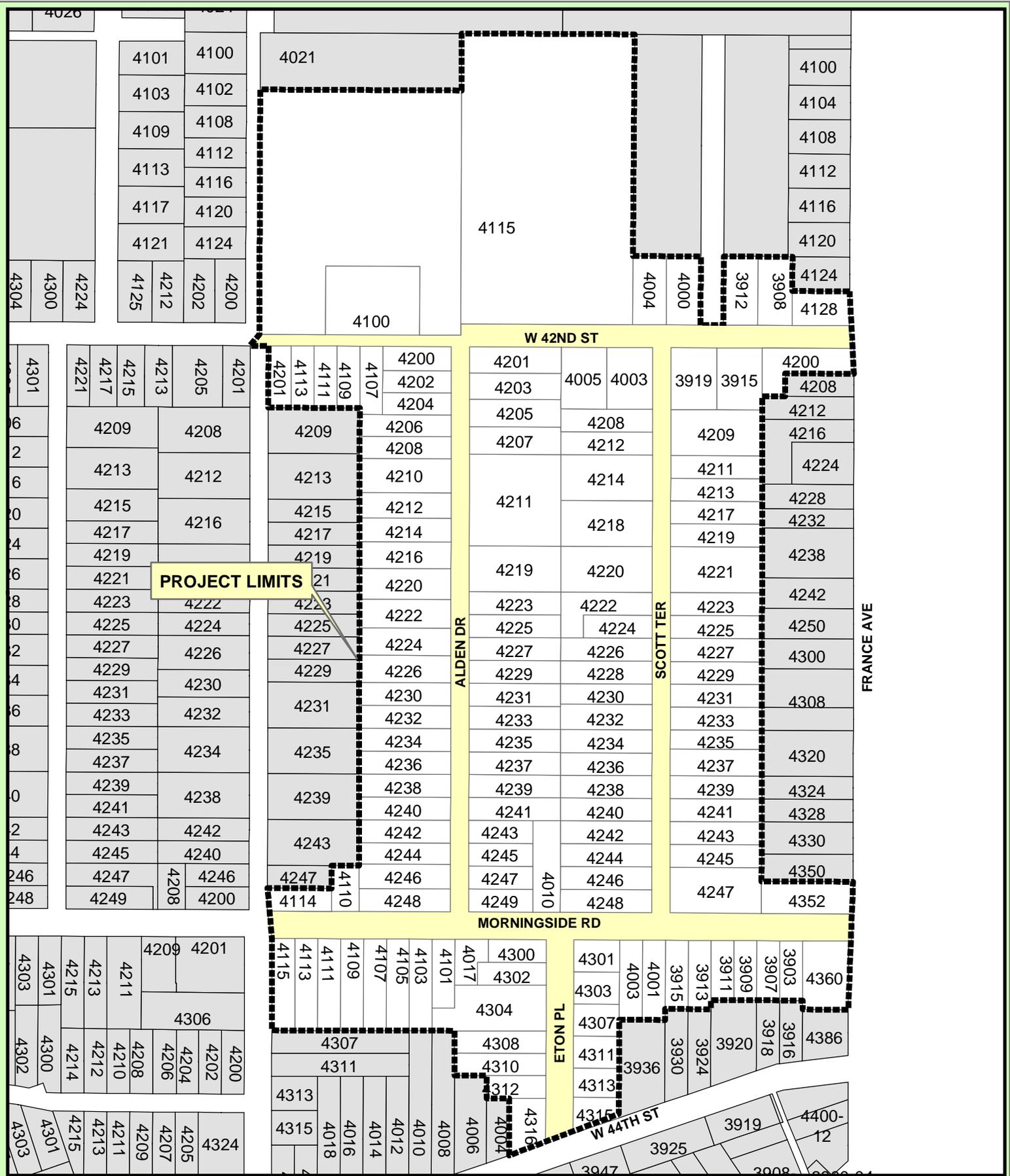
A handwritten signature in black ink, appearing to read "Chad Millner".

Chad Millner, PE
Assistant City Engineer

Enc: Project Map, Questionnaire Instructions, Questionnaire, Return Envelope

ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392



2014 Project Area

Morningside B Neighborhood Roadway Reconstruction

Improvement No: BA-406





Resident Questionnaire Instructions

2014 Neighborhood Roadway Reconstruction

Thank you for your time. Your responses to the attached questionnaire will help us design your neighborhood's project. Here is background information that will aid you in filling out the questionnaire. Each numeral relates to the corresponding survey question.

I. Drainage Service Connection

A typical sump pump discharges onto a homeowner's lawn. There are several sump pump drainage issues to look for. First, if your lawn drains back to your house, sump pump discharges can cause problems with your lawn, your neighbor's lawn or your basement. If the sump pump discharge runs down the gutter line, it can promote algae growth in the street. Finally, discharging the sump pump into the sanitary sewer system using floor drains or laundry tubs is against the law, both by City Ordinance and State Statute.

To prevent the issues mentioned above, your street reconstruction project could include a City sump drain system along the roadway to collect groundwater, storm water runoff, and discharges from private sump pumps, roof drains or any other runoff from private property. If the topography and final street designs favor a sump drain system, you could connect to it. That is why survey questions I.C. and I.D. ask about your sump pump preferences. Keep in mind that installation of the pipe from your house to the City sump drain system would be your responsibility, including plumbing modifications connection. However, the City sump drain system is funded through the storm sewer utility fund.

II. Local Drainage Problems

As part of the storm sewer and sump drain design process, we would like to know if storm water run-off stands in the street or sidewalk in front of your house. If this or similar situations are occurring in your area, please describe it in this section of the questionnaire. We will review for possible corrective action.

III. Private Underground Utilities

It is very important that you fill out this section. Some residents install private underground utilities in the roadway right-of-way (the area from the edge of the roadway to your property line). The most common private utilities include lawn irrigation and pet containment systems. Utility and roadway reconstruction can damage these utilities. If they are damaged during the street reconstruction project, they will be repaired. Additionally, if the contractor knows the location of these private utilities, crews can attempt to avoid damaging them during construction.

IV. Residential Streetlights

As part of all reconstruction projects, staff typically asks if residents favor upgrading their streetlight system. In some cases, the streetlight system is at the end of its useful life and requires upgrading. We do not know yet the condition of your specific streetlight system; an evaluation will be done later. Funding for streetlights is through the Pedestrian and Cyclist Safety Fund (PACS).

In the residential streetlight option section of the questionnaire are examples of the different styles of street lighting that could be installed in your neighborhood. Please rank your style preferences. Please note that ranking your style preferences does not mean you are in favor of streetlights.

V. Pedestrian Issues

As part of all reconstruction projects, staff typically asks if residents see a need to add sidewalks in the neighborhood. Sidewalks are funded through PACS.

Please note if you know of any pedestrian issues such as a missing segment of sidewalk or an inadequate pedestrian crossing.

VI. Traffic Management

We would like to know if you feel that your roadway has any traffic issues.

VII. Email Updates

One of the primary tools for communicating with you during construction is the City Extra email notification service. The City Extra service is free and allows you to sign up to receive email messages from the City regarding this project.

By signing up for City Extra email notification service, you will receive project updates as they occur. The updates will include information such as when access to your driveway might be limited, when your water may be shut off for water main replacement and when to have your contractor repair your irrigation system if it was damaged during construction.

If you do not have email access, please indicate “no” on the questionnaire and we will mail you updates that are sent out via City Extra.

To receive email updates, sign up online at www.EdinaMN.gov. Enter your email address and a password (new user will need to create a password). Click on **email subscriptions**. Scroll down the page until you see your neighborhood project name (**Morningside B Neighborhood Roadway Reconstruction**). Place a check mark in the box next to it. Click the “**update**” button at the bottom right hand corner of the webpage.

Need Help?

If you have any questions about how to fill out the questionnaire, please contact Assistant City Engineer Chad Millner at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.



Resident Questionnaire

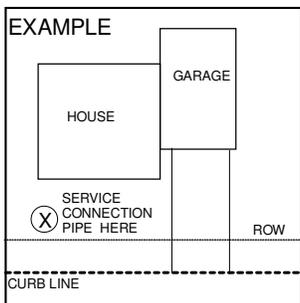
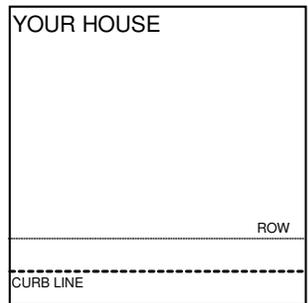
Morningside B Neighborhood Roadway Reconstruction

Thank you in advance for your time. Your input is important to us. Please read the Questionnaire Instructions before completing this questionnaire.

I. Drainage Service Connection:

- A. Does your home have a drain tile/footing drain? Yes No Unknown
- B. Does your home have a sump pump? Yes No Unknown
- C. Would you be willing to connect your sump pump up to a City drain if provided (at your own cost)? Yes No
- D. Would you be willing to connect your roof drains up to a City drain if provided (at your own cost)? Yes No

Please sketch in the space to the right: your house, garage, driveway, sump pump discharge location and approximately where along the right-of-way (ROW) line you would like the service connection pipe located.



II. Local Drainage Problems

Please describe specific surface water drainage problems in your neighborhood:

III. Private Underground Utilities

- A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' to 15' behind the roadway.)
 Yes No
- B. Do you have an underground electric pet containment system in the City's right-of-way?
 Yes No

IV. Residential Streetlights:

A. Do you favor upgrading your streetlights?

- Yes No

B. If the streetlights are upgraded, which style do you prefer? Please rank all the styles from 1 to 5, with 5 being most liked. Please rank even if you answered “No” to IV. A.

Acorn:

Style can be viewed along Concord Ave from Valley View Rd to South View Ln, Edina.



Dislike Like
1 2 3 4 5

Coach:

Style can be viewed in the Sunnyslope neighborhood, just north of Edina City Hall, Edina.



Dislike Like
1 2 3 4 5

Arlington Lantern:

Style can be viewed in the Country Club neighborhood, just north of W. 50th St along Wooddale Ave, Edina.



Dislike Like
1 2 3 4 5

Round Lantern:

Style can be viewed at County Road 101 and W. 78th St North, Maple Grove.



Dislike Like
1 2 3 4 5

V. Pedestrian Issues:

A. Do you see a need to add sidewalks in your neighborhood?

Yes

No

B. If yes, where? _____

C. Please describe specific neighborhood pedestrian issues below.

VI. Traffic Management

A. Do you feel your neighborhood or roadway has any traffic issues?

Yes

No

B. If yes, what is it and where does it occur?

VII. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?

Yes

No

Thank you for completing the questionnaire. Please return it to the City in the enclosed envelope **by June 14.**

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Morningside B Neighborhood Roadway Reconstruction Resident Questionnaire Summary as of 8/29/13

Surveys sent: **130**

Surveys returned: **68**

Return rate: **52%**

I. Drainage Service Connection

A. Does your home have a drain tile/footing drain?

Yes: **12** No: **29** Unknown: **25**

B. Does your home have a sump pump?

Yes: **15** No: **46** Unknown: **4**

C. Would you be willing to connect your sump pump to a City drain if provided (at your own cost)?

Yes: **4** No: **36**

D. Would you be willing to connect your roof drains to a City drain if provided (at your own cost)?

Yes: **9** No: **45**

II. Private Underground Utilities

A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' to 15' behind the roadway.)

Yes: **12** No: **55**

B. Do you have an underground electric pet containment system in the City's right-of-way?

Yes: **1** No: **66**

III. Residential Streetlights

A. Do you favor upgrading your streetlights?

Yes: **28** No: **33**

IV. Pedestrian Issues

A. Do you see a need to add sidewalks in your neighborhood?

Yes: **30** No: **36**

V. Traffic Management

A. Do you feel your neighborhood or roadway has any traffic issues?

Yes: **35** No: **27**

VI. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?

Yes: **48** No: **13**

**MORNINGSIDE B NEIGHBORHOOD RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
IMPROVEMENT NO. BA-406**

Data Entered By: _____
 Last Date Data Entered: August 29, 2013
 Due Date: June 14, 2013
 Questionnaires Sent Out: 130
 Questionnaires Returned: 68
 Percent Returned: 52%

House #	Street Name	Returned Survey	Sump Pump Discharge Service Line						Drainage		Private Underground Utilities				Residential Roadway Lighting Option					Pedestrian Issues				Traffic Management		Email Access												
			Draintile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain	Willing to Connect Roof Drains	Local Drainage Problems		Irrigation sys. in blvd.	Pet containment system	Favors Upgrading Street Lights		Preferred Styles			Sidewalk Need	Construct new sidewalks where?	Specific N'hood Pedestrian Comments	Yes	No	If yes, where?	Yes	No											
			Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Yes	No	Yes	No	Acorn	Coach	Arlington Lantern	Round Lantern								Yes	No									
4312	Eton Pl	1		1			1			Corner of Eton Pl & Morningside ponding water	1				1		5	1	1	1		1					1				1							
4248	Scott Terr	1		1						Morningside Rd - water pools on sidewalks		1		1		1		5					1				1					1						
4220	Scott Terr	1			1		1			We are on a hillside		1		1		1	1	1	1	1		1			Along baseball field at Weber Park on 42nd St north side						1							
4224	Alden Dr	1			1		1			Unknown		1		1		1	1	5	5	1		1			Where there are none.	Typically ladies dropping off their children at Weber.	1					1						
4222	Scott Terr	1			1		1		1	Not aware of any.		1		1		1	1	1	1	1		1			Scott Terr on Westside from 4222 no. to 42nd St; 42nd St from France west to Grimes. 42nd St is potentially difficult for peds)													
4200	France	1			1		1		1			1		1		1	3	5	3	1		1											1					
4231	Alden Dr	1	1				1		1	Home has a 4' overhanging roof on the first floor. We have a place for a sump pump but never needed it. Our back yard is the low spot betw our n'bers. N'bers to the south drains downspout onto our yard.		1		1		1	5	4	4	1	1				Eastside of Alden Dr from 4219 north to 42nd St from France westbound.									1				
4204	Alden Dr	1			1		1		1	None that we are aware of.		1		1		1	3	2	4	2	1				Along 42nd St-many pedestrians on it; sidewalk would be much safer.	We really need a crosswalk at Alden & 42nd; cars are constantly speeding and running the stop sign at this intersection; many children cross her to go the Weber Park and Golden Years.							1					
4235	Scott Terr	1			1		1		1			1		1								1											1					
4207	Alden Dr	1			1		1			None known.		1		1		5	3	1	4		1													1				
4233	Scott Terr	1			1		1		1	Water sits at end of driveway-street side; water ponds at south end of Scott Terr at Morningside.		1		1		1					1				Westside to 42nd Street	Difficult to cross France at Morningside. Difficult to cross France at 44th. Suggest no turn on right from 44th to France; arrow at France to turn east on 44th.								1				
4301	Eton Pl	1			1		1			Surface water creates a large pool in the road at Eton Pl & Morningside intersection; causes traffic to swerve.		1		1		4	1	3	5	1					Along 42nd & along Grimes, north of 42nd.	Dangerous to be a walker along the sections mentioned due to lack of sidewalks.								1				
4205	Alden Dr	1			1		1		1	None.		1		1		1	5	1	4	1					North edge of 42nd from school to France; could just extend current walk;	Weber Park is heavily used (great!) resulting in cars parked on both sides of 42nd while significant pedestrian & bike use create dangerous conditions.								1				
4230	Alden Dr	1			1		1		1			1		1		2	4	5			1													1				
4128	France	1					1		1	No problem.		1		1		1						1													1			
4227	Alden Dr	1			1		1		1			1		1		1	1	1	5		1														1			
3911	Morningside Rd	1			1		1		1	NE corner of Morningside & Scott Terr (elem.bus stop) ponds water and needs to be corrected.		1		1		1					1				Both sides of 42nd St so we can get to the park and rink with our kids.	Crossing France at 44th is dangerous - no left turns on red would help.									1			
4212	Scott Terr	1			1		1		1	When it rains hard the drain at the SW corner of our driveway backs up and then flows over to our neighbor's yard to the north of us.		1		1		1						1														1		
4220	Alden Dr	1			1		1			None known.		1		1		2	5	4	3		1															1		
3908	42nd St	1			1		1			No real problem but the Weber drainage pond needs to be cleaned out and redug. When the pond was dug the City was to maintain it.		1		1		1	4	1	1		1																1	
3913	Morningside Rd	1			1		1			No surface water drainage problems currently affect this property.		1		1		1	1	1	5	1					Along 42nd St on the north side from France to Grimes (connect to the school) and then north on Grimes to Calvin Christian.												1	

**MORNINGSIDE B NEIGHBORHOOD RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
IMPROVEMENT NO. BA-406**

ADDRESS	Returned Survey	Sump Pump Discharge Service Line										Drainage		Private Underground Utilities				Residential Roadway Lighting Option				Pedestrian Issues				Traffic Management		Email Access																				
		Drain tile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems Explain	Irrigation sys. in blvd.		Pet containment system		Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need		Construct new sidewalks where?	Specific N'hood Pedestrian Comments	Yes	No	If yes, where?	Yes	No																	
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No		Yes	No	Yes	No	Yes	No	Acorn	Coach	Arlington Lantern	Round Lantern	Yes	No																								
4209	Scott Terr	1		1	1				1	1								3	5	3	3	1		Adjacent to Weber Park, 42nd St.	Families and kids often walk in the street on 42nd, between France and Quentin. With cars parked, and Golden Years traffic, baseball/sports traffic, it's an accident waiting to happen.				1																			
4315	Eton Pl	1			1	1				1	1							5	1	5	1	1		Morningside Dr from Oakdale to Wooddale (very much needed).					1																			
4208	Alden Dr	1	1		1					1	1							1	5	3	2	1		42nd St from Alden to France.	No pedestrian issues on our street; would be good to have a sidewalk from Alden east to France on 42nd St.	1					Alden is heavily used from 8:50-9:10 a.m. M-F for delivering kids to Golden Years. Alden, 42nd and Grimes are heavily parked on during Weber field ball game events.																	
4233	Alden Dr	1	1		1					1	1												1																									
4243	Scott Terr	1	1							1	1							2	1	5	3	1		Where there are none. West side of lower part of Scott Terr.								1																
5017	Skyline Dr	1			1	1					1							5	4	3	2	1		Along 42nd St from Alden to France.	There is no sidewalk from Alden to France which causes kids and adults to walk in the road. Especially dangerous for young students at Golden Years.							1																
3919	42nd St	1	1		1						1							1	1	5	5	1		Along Weber Park on the Southside.	People walk in the street when there are no sidewalk.							1		Daily traffic to the private school. Mondays are horrible with speeding garbage trucks. Need speed trap on 42nd for the garbage trucks rattle the houses. No enough parking for games at Weber park, the streets are jammed.														
4242	Alden Dr	1		1	1					1	1							1	4	5	2		1																									
4005	42nd St	1			1					1	1							2	3	2	4		1												1													
4235	Alden Dr	1		1		1													4	3	4	1			Northeast half of Alden Dr.										1		Parents speed down Alden to 42nd to drop kids off at school - very dangerous. Will need traffic calming and/or policy ticketing at bottom of hill.											
4236	Alden Dr	1		1		1				1	1							2	5	4	5	1			Eastside of Alden and 42nd.	Intersection at 42nd and Alden needs better marking so pedestrians, esp. children, can safely walk to Weber Park.	1								1		See previous answer about Alden and 42nd intersection.											
4226	Alden Dr	1		1		1				1	1																																					
13976	Indian Beach Rd	1			1					1	1												1														1											
4109	42nd St	1		1		1												1	5	3	2		1														1		Way too much traffic on West 42nd Street! Cement-mixing trucks, sand-loaded trucks, large federal express trucks, long-bed timber carrying trucks lumber and bounce along 42nd St. They come from France ave, turn West onto 42nd St. on there way to Excelsior Blvd. It's a "cut across" for them evidently. Make pot-holes, danger for young school children, and "non-residential" environment.									
3915	Morningside Rd	1		1		1												4	2	2	3	1			42nd Street	42nd needs sidewalks, especially in the spring/summer with all the traffic at Weber Park.	1											1		Excessive speed - between Grimes and France ave on Morningside Road.								
4201	Alden Rd	1		1							1	1						3	5	3	3		1		If the city intends to put a sidewalk on the weber field Blvd. along 42nd street, I request that engineers maintain the integrity of the wind break - trees and shrubs - along the south side of weber field.	Weber Field has become a magnet for pedestrians and motorists who use the park for a variety of scheduled and unscheduled purposes all day - and into the night - all year. Sometimes 42nd st between Alden drive and Scott terrace looks like a pedestrian mall. At the same time there is more reckless driving on 42nd St. I suggest closing 42nd st between Alden drive and Scott terrace to vehicle traffic. By upgrading street lights, I mean turning up the lighting capacity so the intersection as well as the weber field parking lot is illuminated at night. The street lamp on 42nd st between Alden dr and Scott terrace should be brighter at night.	1																			1		The biggest problem is steady, increasing volume of traffic on 42nd st, some traffic comes off excelsior Blvd. to France ave. Some is the result of excessive signage on streets north of 42nd St. Some streets have a stop sign on every block. There are "no turn" signs on France ave north of 42nd St. Many more motorists are choosing 42nd st instead of filtering through streets in st Louis park.
4248	Alden Rd	1		1							1	1											1																1									
4234	Alden Dr	1			1	1												2	5	3	4	1			Along 42nd Street - both sides of street would be great.	Sidewalks are nice are we could use some on 42nd street - which is busy. It is very dark on Alden Drive. We need more street lights.													1									

**MORNINGSIDE B NEIGHBORHOOD RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
IMPROVEMENT NO. BA-406**

ADDRESS	Returned Survey	Sump Pump Discharge Service Line										Drainage		Private Underground Utilities				Residential Roadway Lighting Option				Pedestrian Issues				Traffic Management		Email Access																					
		Draintile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems Explain	Irrigation sys. in blvd.		Pet containment system		Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need		Construct new sidewalks where?	Specific N'hood Pedestrian Comments	Yes	No	If yes, where?	Yes	No																		
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No		Yes	No	Yes	No	Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No																									
4101	Morningside Rd	1		1			1							1		1			4	3	5	4		1				1			1		Need stop sign at Alden and Morningside, Crocker and Morningside, and Lynn and Morningside.	1															
4242	Scott Terr	1	1			1			1				1		1				4	4	2	2		1						1				1															
4245	Alden Dr	1		1			1			1			1		1				4	4	1	4		1						1			1		On my street and neighboring ones, extra traffic & congestion due to home construction and remodeling.		1												
4249	Alden Dr	1				1			1	1		1		1					4	4	1	4		1						1			1		Excess speed on Morningside road between France and Grimes ave.		1												
4229	Scott Terr	1	1			1				1			1		1				1	3	3	5		1							1			1		1) sidewalks need to be replaced. Can they be widened? They are very narrow!! 2) More lighting		1											
4213	Scott Terr	1		1			1								1				1					1											1		Not on Scott Terrace. One side is enough. In front of Weber park to Montessori school, needs to be one sided parking. During June-on, Dangerous, narrow - 42nd St. Always worried about young children coming out of park. Need sidewalk on park side plus parking on one side only.		1										
4216	Alden Dr	1		1			1						1		1				5	2	1	3		1											1		East side of Alden Dr, and along W 42nd. We need a sidewalk on west 42nd street. Lots of pedestrian use, no sidewalk.		1		Pot holes and broken road on Morningside Rd. currently slows down traffic - may need traffic calming if road is "fixed"		1						
4208	Scott Terr	1			1	1							1		1									1												1		In heavy rain, water runs down the street (going north) end flows up my driveway apron and into my yard (and n'bors yards). Serious drainage problems in backyard.		1		42nd St has a fair amount of car traffic and with cars going in both directions when cars are parking on both sides there is no where safe to walk (e.g. by Weber Park).		1					
4218	Scott Terr	1		1										1					4	5	1	1		1												1													
4239	Alden Dr	1			1	1								1					1	5	1	1		1													1		Traffic going fast on M'side Rd does not slow down when turning onto Alden on the way to the school on 42nd.		1								
4240	Alden Dr	1	1			1				1	1				1				1	4	5	3	1														1		Surface water accumulates in the Southside of our lawn and some run off from n'bors driveway which was put in slightly higher then our lawn on that side. We get water in our basement. Repaired drain tile this spring along that side only because the rest of house supposedly has it but put in wrong.		1		Along 42nd st between France and Quentin. Many people walk with children around the n'hood. When walking along 42nd we have to walk in the street and it is very busy.		1		Many cars drive on Alden when going to drop off or pick up at Golden Years. They tend to drive too fast and we have a lot of children on our street.		1
4227	Scott Terr	1		1			1							1					1	4	3	5		1													1												
4352	France	1		1		1								1										1															1		Parking on M'side causes issues trying to get down to France.		1						
4226	Scott Terr	1	1			1								1					1	4	3	4	1															1		There is a large hill on Scott Terr which creates a blind spot for cars traveling north on Scott. There is no sidewalk on Westside from 4226 to 42nd. Little kids have to ride bikes on street approaching blind spot created by hill.		1		There is a lot of thru traffic from Wooddale to France via M'side Rd. 42nd is extremely congested during drop off/pick up for school @ 4100 42nd St. Also a lot of thru traffic at pick up and drop off on Scott Terr.		1			
4203	Alden Dr	1		1			1							1										1															1		N/A		1	Drivers ignore stop sign at 42nd & Alden.		1			
4115	Morningside Rd	1	1			1									1				1	5	2	2		1															1		There are very fast drivers on M'side Rd. I worry about our kids.		1						
4244	Scott Terr	1	1			1								1					1	5	2	3		1																1		Only issue exist in between 4244 & 4242 as we cannot currently install drain tile into sewer system.		1		Already exist		1	
4003	Morningside Rd	1		1			1							1										1																1		Morningside has gotten quite busy - speeding occurs.		1					
4000	42nd St	1				1								1						1	4	5	3																	1		If installed by my house, I would prefer its on the opposite side of the street (not in my yard). Sidewalk not consistent; they randomly end one block and start on another block; sometimes they end on one side of the street and start on the opposite side of the street.		1		Speeding traffic cutting thru on 42nd; would like a stop sign at 42nd & Scott Terr.		1	
4230	Scott Terr	1		1			1							1					3	4	1	5		1																	1		Too fast with school at end!		1				
4313	Eton Pl	1				1								1					1	1	1	1		1																		1		Too many garbage, beer, etc. trucks.		1			
4105	Morningside Rd	1				1								1					1	5	1	2	4		1																	1		None I know of.		1	Construction parking when big trucks with trailers park on both sides of street right across from each other.		1

**MORNINGSIDE B NEIGHBORHOOD RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
IMPROVEMENT NO. BA-406**

ADDRESS	Returned Survey	Sump Pump Discharge Service Line										Drainage	Private Underground Utilities				Residential Roadway Lighting Option				Pedestrian Issues				Traffic Management		Email Access								
		Drain tile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems Explain	Irrigation sys. in blvd.		Pet containment system		Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need		Construct new sidewalks where?	Specific N'hood Pedestrian Comments	Yes	No	If yes, where?	Yes	No				
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No		Yes	No	Yes	No	Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No											
4237	Scott Terr	1		1			1			1				1		1		3	1	5	4	1		On both sides of street.			1								
3912	42nd St	1			1	1				1				1		1		1	5	4	2	1		42nd St, France to Alden	Weber Park activities create parking on both sides of 42nd - only room for one car to pass. Peds make this very dangerous.			1			1				
4111	Morningside Rd	1		1		1				1				1		1						1										1			
4103	Morningside Rd	1		1		1				1				1		1		1	3	5	4	1		42nd St	Some sidewalk sections have been raised by tree roots creating a ped hazard: 4017 & 4001 Morningside; 4213 Scott Terr; 4238 Alden, across street from 4107 Morningside Rd. Grimes east of church - tree root up heave.	Stop signs at top of cross trees to Morningside Rd, please. Speed on Morningside Rd; drop off traffic in AM/PM pick up on Morningside Rd between Grimes & Alden is excessive due to traffic to Golden Years preschool. I'm sure residents on Alden have concerns as well since it is a narrow street. Suggest AM drop offs come from France and go west on 42nd.	1					1			
4202	Alden Dr	1			1	1								1		1		5	1	1	1	1		Only if trees are not destroyed.			1						Monday is a freeway for 40 ton garbage trucks. There must be a better way to manage collection without destroying the roadway and passing on the repair costs to the n'bers. Secondly, there is too much scraping and rebuilding going on. This, again, results in increased road repair and resident anger/dissatisfaction at the people/procedures that allow it. Perhaps a fixed fee of \$20K-\$50K per each construction project would make some of these builders/investors/mayors thing again.		
3915	42nd St	1	1			1								1		1		1	3	3	3	1						1						1	
4232	Scott Terr	1			1					1				1		1		1	5	3	4	1		Scott Terr, W. 42nd St	Not safe to walk (or use a stroller) along 42nd St.										
		68	12	29	25	15	46	4	4	36	9	45		12	55	1	66	28	33	124	174	145	154	30	36			35	27			48	13		

Surveys Sent	130	52%	9%	22%	19%	12%	35%	3%	3%	28%	7%	35%		9%	42%	1%	51%	22%	25%						23%	28%			27%	21%			37%	10%
Surveys Returned	68	100%	18%	43%	37%	22%	68%	6%	6%	53%	13%	66%		18%	81%	1%	97%	41%	49%						44%	53%			51%	40%			71%	19%

APPENDIX C

**2014 Neighborhood
Roadway Reconstruction
Informational Meeting**



City of Edina
Engineering Department
7450 Metro Blvd
Edina, MN 55439

Resident Address Label

2014 Neighborhood Roadway Reconstruction *Morningside B Neighborhood*

What: Roadway Reconstruction Informational Meeting

When: July 29, 6:00 p.m.

Where: Public Works and Park Maintenance
7450 Metro Blvd, Edina

Please attend to learn how the project will be funded, typical construction timeline, how you will be impacted, how you can prepare, etc.



2014 Neighborhood Roadway Reconstruction Informational Meeting

July 29, 2013



2014 Projects

- Morningside B – 133 Properties
- Countryside F – 32 Properties
- Bredesen Park D – 77 Properties
- Birchcrest B – 135 Properties
- Strachauer Park B – 91 Properties

Note: Neighborhood Names



Agenda

- Introductions
- Timeline
- Project Components
- Funding
- What You Can Expect
- Communication
- How to Prepare
- Q&A



Introductions

Engineering Technicians:

Jamie Cynor

Aaron Kuznia

Jeff Frahm

Eng. Coordinator

Sharon Allison



Environmental Engineer
Ross Bintner

Transportation Planner
Mark Nolan

Assistant City Engineer
Chad Millner

Director of Engineering
Wayne Houle



Process



Typical Timeline

- | | |
|------------------|---|
| July - September | Feasibility report and estimates provided |
| December/January | Public hearing |
| January-March | Plan preparation and bidding |
| April/May | Construction begins |
| October/November | Construction concludes |
| Spring | Warranty work |
| Fall 2015 | Final assessment hearing |



Project Details – Morningside B Neighborhood

- 133 Properties
- 1.1 miles of roads
- 15,100 square yards of street pavement
- 10 fire hydrants
- 17 sanitary manholes



Project Details – Countryside F Neighborhood

- 32 Properties
- 0.3 mile of roads
- 5,600 square yards of street pavement
- 2 fire hydrants
- 9 sanitary manholes



Project Details – Bredesen Park D Neighborhood

- 77 Properties
- 0.8 mile of roads
- 12,900 square yards of street pavement
- 9 fire hydrants
- 16 sanitary manholes



Project Details – Birchcrest B Neighborhood

- 135 Properties
- 2.0 mile of roads
- 32,100 square yards of street pavement
- 13 fire hydrants
- 50 sanitary manholes



Project Details – Strachauer Park B Neighborhood

- 91 Properties
- 0.9 mile of roads
- 13,500 square yards of street pavement
- 6 fire hydrants
- 13 sanitary manholes



Existing Roadway Details

- Majority of streets have curb and gutter





Existing Roadway Details

- Storm water drainage issues
- Landscaping placed in the right-of-way
- Irrigation systems & pet containment fences in the right-of-way



Existing Roadway Details

- Varied driveway materials.



Why My Street?

- Streets that meet specific standards are subject to reconstruction.
- Priority is given to streets with the highest need based on watermain breaks, sanitary sewer deficiencies, storm sewer/drainage issues, and Pavement Condition Index.
- Reconstruction is usually more cost-effective in the long-term than patching or seal-coating.
- Streets are grouped together to help prolong pavement life and maximize the economics of scale for construction.



What is Included?

- Always included:
 - Roadway – replacing the entire roadbed
 - Curb and gutter – all or pieces
 - Utility upgrades
- Sometimes included:
 - Sump pump drainage system
 - Sidewalks
 - Streetlights
 - Traffic management
- Full project scope is based on the condition of the infrastructure and resident questionnaire responses



Questionnaire Results

Neighborhood	% of Questionnaires Returned
Morningside B	52% (68/130)
Countryside F	61% (19/31)
Bredesen Park D	60% (46/77)
Birchcrest B	61% (84/138)
Strachauer Park B	51% (46/91)

Questionnaire results are available.



Proposed Utility Improvements

- New fire hydrants and gate valves
 - Morningside – watermain lining
- Sanitary sewer spot repairs and replacement
- Storm sewer upgrades
 - Sump pump drain pipe in various locations



Proposed Roadway Improvements

- Spot replacement of curb and gutter
 - Bredezen Park D – new curb & gutter
- New roadbed and pavement surface
 - Birchcrest B – remove concrete streets



Proposed Roadway Improvements

- Spot driveway end replacement



Proposed Roadway Improvements

- Sidewalks
 - Morningside
 - Scott Ter & Alden Dr – complete existing
 - 42nd from France to City of St. Louis Park
 - Grimes – from 42nd to Ingleswood
 - Birchcrest B
 - Normandale Rd & Valley View Rd
 - Schachauer Park B
 - 62nd Street along the park.



Funding

- Projects are funded by a combination of special assessments to residents and the City's Utility Fund
- Assessments are assigned to adjacent properties that stand to benefit from construction improvements



Funding

- Special assessments to residents cover 100 percent of roadway costs.
- Sidewalks are not included in special assessments.



Funding

- Utility Fund covers 100 percent of:
 - Concrete curb and gutter
 - Sanitary sewer
 - Storm sewer
 - Water main
 - Sump pump pipe
- The Utility Fund is a collection of utility service charges paid to the City



Other Impacts

- Our goal is to streamline projects and minimize neighborhood disturbance.
- The City encourages private utility companies (gas, electric, telephone and cable TV) to upgrade or repair utilities along the project area.



Do Taxes Cover Street Projects?

- Roughly 20 percent of your property taxes go to the City for expenses such as Police, Fire, Parks and Public Works (snowplowing, pothole repairs, sealcoating, and other street maintenance).
- Your taxes do not pay for street reconstruction.



Preliminary Assessments

Neighborhood	Estimated Assessment Range per REU	# of REU's	SQ Yards of Paving	SQ Yards Paving per REU
Morningside B	\$6,000 - \$9,000	138.15	15,100	109
Countryside F - Hawkes	\$10,000 - \$13,000	22.00	4,100	186
Countryside F - Warden	\$9,000 - \$12,000	8.20	1,500	183
Bredesen Park D	\$10,500 - \$13,500	77.10	12,900	167
Birchcrest B	\$11,000 - \$14,000	139.00	32,100	231
Strachauer Park B	\$7,500 - \$10,500	90.00	13,500	150



Payment Options

- You will be billed for the assessment one year after project completion
- Assessments are payable over 15 years
- Payment options:
 1. Pay entire amount upon receiving bill to avoid finance charges
 2. Pay 25 percent; balance rolls to property taxes
 3. Roll entire amount to property taxes
 4. Defer payment if 65 years old or older



What You Can Expect

- We will keep you informed.
- You will have opportunities to provide input.
- Private utility work is to be completed before City work.
- We will do our best to minimize inconveniences, but construction does not come without pain points.



What You Can Expect

- Dust, noise, vibrations, and mud.
- Localized flooding during rainfall.
- Timelines sometimes delayed due to weather.
- You may be asked to limit water use.
- Your home may be connected to a temporary water line.





What You Can Expect

- Your driveway may be inaccessible for 3-5 days.
- Roadways to your home may be periodically inaccessible.
- The contractor will accommodate special access needs.
- Irrigation and pet containment systems mostly likely will be damaged.



www.EdinaMN.gov



Property Impacts

- Items located within the City's right-of-way may be damaged
 - Irrigation and pet containment systems will be repaired.
 - You can remove plantings and other landscape features before the project.
 - The City will seed in the right-of-way after the project is complete.

www.EdinaMN.gov



Providing Input

- Public hearings and questionnaire mailed to your home
- Weigh in on:
 - Sump pump drainage options
 - Are there traffic or drainage issues in your neighborhood?

www.EdinaMN.gov



Communication Tools

- Become a neighborhood captain to help facilitate project communication.
 - Let us know of someone in your neighborhood who might fit this role.
- You will be notified of all meetings, hearings, schedules and questionnaires via regular mail.
- Public hearing notices are also published in *Edina Sun-Current*.
- Door hangers are hung when there time-sensitive information.
- Final assessment notices are mailed one year after construction.

www.EdinaMN.gov



City Extra

“City Extra” emails are the best way to receive regular updates once construction begins. These are free weekly email updates about your project.

- Sign up on City of Edina website, www.EdinaMN.gov.
 - Check the box next to your project name.
- If you cannot receive email, we will mail you City Extra updates upon request.
- It's the best way to stay informed.

www.EdinaMN.gov



How to Prepare

- Sign up for City Extra
- Begin financial planning
- Complete questionnaire
- Coordinate home and yard improvement projects around the street construction timeline
- Ask questions; stay informed

www.EdinaMN.gov



Contact Us

Email: mail@edinamn.gov
Call: 952-826-0371
Visit: Engineering Department
7450 Metro Blvd.



Thanks for your time!

Questions?

2014 Neighborhood Roadway Reconstruction
 Informational Meeting
 July 29, 2013 6-8pm

	NAME	ADDRESS
1	Joe Davis	6008 Walnut Rd. 2d.
2	Doug Johnson	5119 Valley View Rd.
3	KARIN Johnson	"
4	Robert Schobrich	4219 Scott Terrace
5	Steve & Claudia Pries	6100 Abbott
6	Chris Lee	6101 Code Ave
7	Judd Rottkerk	6109 Tingle
8	Elaine Hanson	6108 Zenith Dr S.
9	Heslie Nodge	5123 Valley View Rd
10	John A. Palmer	5101 Grand St W
11	DAN RIVKIN	4231 ALDEN DR
12	JOHN MURPHY	4202 ALDEN DRIVE
13	Roy Bues	5708 WARDEN AV.
14	ELZANTER IRENE WHELAN	5916 TAMARAC AVE
15	LAURA ANDERSON	6004 ABBOTT AVE
16	Pzt Falkner	4208 Scott Terrace
17	Kim Wand	6116 BIRCHCREST DR.
18	Allison Puchateau	6009 TINGDALE AVE.
19	John Hamilton	6125 Board Ave S -
20	Rick Courtney	4313 ETON PLACE
21	Rick Treese/Douglas Cur	6425 Aspen Rd. B
22	Laurie Chapman	6420 Aspen Rd
23	Peter + Cindy Hill	5200 Valley View Rd
24	Bruce Kirking	4212 Scott Terrace
25	Bob Sodsh	5024 CLOVER RIDGE

**2014 Neighborhood Roadway Reconstruction
Informational Meeting
July 29, 2013 6-8pm**

	NAME	ADDRESS
1	James Holland	5601 Hawkes Drive
2	Constance Holland	5601 Hawkes Drive
3	STEVEN LANGRISH	6008 WALNUT DRIVE
4	Don Wray	4211 ALDEN DRIVE
5	Sam (Pietler) Judd	6109 Tingdale Av.
6	Susan Smith	6116 TINGDALE AVE
7	Bob + Lois Riep	6009 Birchcrest Dr.
8	Wayne & Sue Bach	5909 TAMARAC LN
9	Gerry + Mike Sjoberg	5016 VV Rd
10	Greg Goodlund	6121 - Birchcrest Dr.
11	Al + Mary Kilian	5112 Roberts Pl.
12	Betsy Wray	4243 Scotten.
13	NORM KNUDSEN	3907 MORNINGSIDE RD
14	MARY M ZETZNER	6112 TINGDALE AVE
15	Bob Elmore	6001 BIRCHCREST
16	Terry Rochford	5604 Hawkes Drive
17	Quincy Lee	5108 Roberts Pl.
18	Kenneth Lee	" " "
19	Marilyn Barty	6125 CODE AVE.
20	Chuck + Cookie Abranson	6005 Tingdale Ave.
21	Jayce + Margaret + George North	6000 ABBOTT AVE. S.
22	Shawn + Jill Deitering	5779 Hawkes Dr.
23	Carol Lundquist	6025 Abbott Ave - So.
24	Roger Carpenter	6105 Tingdale Av
25	Bruce + Ann Bruderson	6000 TAMARAC AV

2014 Neighborhood Roadway Reconstruction
 Informational Meeting
 July 29, 2013 6-8pm

	NAME	ADDRESS
1	Ed Barnett	5729 Valley View
2	Greg Pruyn	5033 Valley View
3	Shirley Rasmussen	6109 Lakeside
4	Heidi Rieken	5020 Clover Ridge
5	Beth McArthur	6411 Aspen Rd.
6	Pete + Laura Soderby	5124 Valley View Rd.
7	Gay + Jeanann Lyne	5984 Walnut Dr.
8	Kirsten + Ross Baker	5704 Hawkes Dr
9	J. Freese c/o D. Freese	6012 Tamarac Ave
10	Crystal Sorensen	6116 Abbott Ave. S.
11	MAX KRAUSE	6121 TENTH AVE S
12	Paul Diesser	5144 Valley View Road
13	Lyle Anderson	6109 Wilryan
14	Ronate Stone	5721 Hawkes Dr
15	Erin Schwind	6001 Code Ave.
16	Dan Sjoberg	5016 Valley View Rd
17	Michael Kummel	5717 Hawkes Dr
18	Bonnie LeRoy	6100 Tingle
19	Bob Miller	6117 Zenith Ave S
20	MICHAEL TULLY MULLOCH	4502 ETOW PLACE 55724
21	Deb Lardy	6012 Zenith S.
22	John LeRoy	6100 Tingle Ave
23	Tom Lavette	6137 Birchcroft
24	Theresa Proulx	6020 Abbott Ave So
25		

2014 Neighborhood Roadway Reconstruction
 Informational Meeting
 July 29, 2013 6-8pm

	NAME	ADDRESS
1	Helen Burke	4246 Grimes Ave So.
2	DIUK BIECKE	6201 WILSON AVE
3	Howard Hob	5115 Valley View Rd
4	FRED FRISWOLD	5925 TAMARAC AVE
5	Kathy Woodley	6117 Abbott Ave S
6	Wm Westendahl	5912 Walnut Dr.
7	Eddy & Karen Christenson	4208 Aiden Drive
8	Peter Lefebvre	6412 Aspen Rd
9	Dwight Johnson	4103 Morningside Rd
10	Margaret Metzdrft	5116 W. 60th St.
11	Alisan & Ben Pence	5904 Tamarac Ln
12	Rosalie Goldberg	6104 Tindale Ave
13	Joe Kasnussen	5112 Valley View Rd
14	J Zimmerman	4201 Aiden
15	Paula Roth	6025 Zenith Ave S
16	James Hill	" " "
17	Marian & Jack Crocraft	4227 Aiden Drive
18	Frank & Lois Casarelle	6125 Wilson Ave
19	JEFF & AMY SPROUT	6108 YORK AVE.
20		
21		
22		
23		
24		
25		

QUESTION / COMMENT CARD

When putting in new sidewalks, it only takes the slightest incline to have water drain off. Some sidewalks have enough incline to make walking uncomfortable. I would like you to avoid this.

Name Marian Coacraft

PLEASE PRINT

Address 4227 Aiden Drive

PLEASE PRINT

952-922-6623

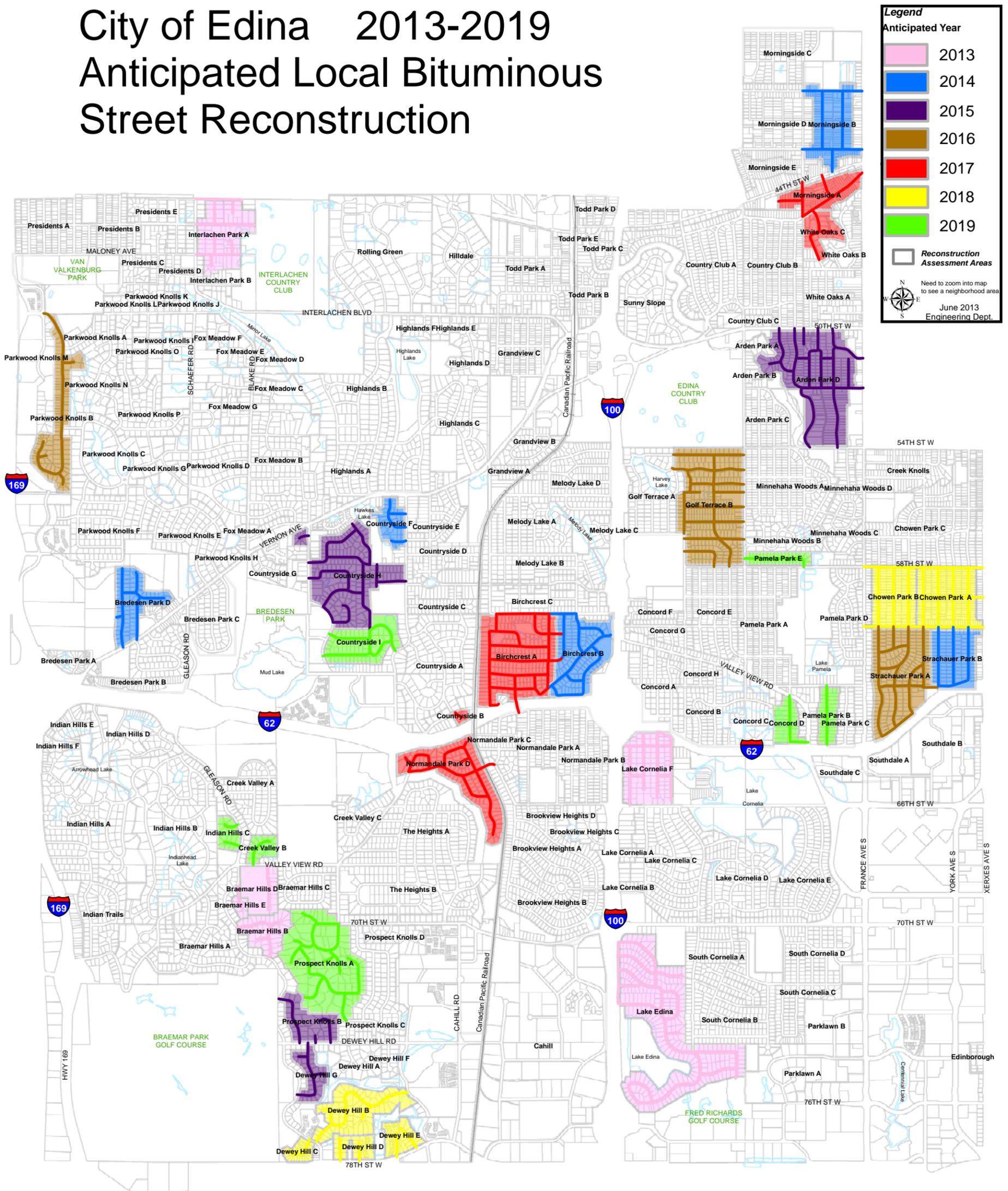


2014 Neighborhood Roadway Improvement Projects
 Question and Answer Session from the July 29, 2013 Informational Meeting
 Held at Public Works and Parks Maintenance Facility from 6 to 8 pm

Number	Question	Answer
1	If someone lives in a cul-de-sac and has handicap issues, how will they get access to their house during construction?	During construction the contractor will make accommodations for all special needs and disabilities.
2	Have you experienced any issues with mail delivery?	In the past, mail delivery hasn't been a big problem. Typically the mail boxes can stay in place during construction if temporary mail boxes are needed we would coordinate with the postal service.
3	Has the city considered putting in locking mail boxes for the temporary mail boxes?	We typically coordinate with the postal service for location and types of temporary mailboxes. In the future we can take that into consideration.
4	What is the estimated interest rate used as a finance charge for the assessments?	Residents are now charged 1% over the interest rate the City can borrow money at. It is normally between 3% and 5%.
5	Do you move fire hydrants?	If there has been an ongoing issue with a fire hydrant, such as cars hitting them, we would consider relocating and typically we would relocate to a common property line.
6	Is it true that some streets will be narrowed such as valley view by Normandale church in order to put in a sidewalk? People park by Normandale Church, narrowing the street would be bad.	If we would narrow a roadway we typically would be 28-ft back of curb to back of curb.
7	How far into the property will construction go?	Most construction will stay within the city right-of-way. The City right-of-way is typically about 10-15-ft behind the edge of roadway or back of curb. Although the exact distance depends on the curb replacement, utility repairs such as fire hydrants, and other factors, construction is normally go 5 to 10 feet into your yard.
8	Does the assessment get assigned to the property or the property owner?	The assessment gets assigned to the property or the PID number.
9	What happens to the assessment if I plan to sell my house?	Following the public improvement hearing tentatively scheduled for December, if the council awards the project, each property would have a pending assessment. If you choose to sell your home, as part of the negotiation process the buyer and seller would determine who is responsible for the pending assessment.
10	I was looking at past projects and I noticed that on some driveways, only half the apron was replaced. I think it looks tacky. Would you consider replacing the whole apron?	Typically when we remove and replace aprons we replace the entire apron. In your situation it sounds like the work was done by a private utility company like Centerpoint or Comcast.
11	I have noticed that not every house on past projects got new aprons? How do you decide which aprons get replaced?	We look for cracks, settlement and any bird baths in the apron. If the apron is in good shape and structurally sound we wouldn't replace the apron. We try to stay consistent between our projects when replacing aprons. There are other situations where a utility needs to get upgraded a driveway then might get impacted.
12	On part of Birchcrest Drive, there is no curb, will you be putting in new curb and new concrete aprons on every driveway?	Yes, we will be putting in all new concrete curb and gutter with all new aprons.
13	Do you pave all the streets at once or do you break it up?	Depending on the size of the neighborhood. If it's a fairly good size neighborhood we would stage the project.
14	During construction where does all the equipment go? I have noticed on current projects they will put it in public property like a park, but what if a neighborhood doesn't have a park?	The contractor is responsible for storing their equipment in and at a safe place within the construction project. Sometimes if we have space we designate a bone yard for the materials and equipment.
15	Has there been any thought on having the above ground utilities moved to below grade?	That is up to the utility companies but we will consider that.
16	On Valley View Road there is a speed problem. With the new pavement I think that will encourage people to drive faster? Do you have any plans on controlling speeds on Valley View Road after construction.	Based on questionnaires and feedback staff has looked at a couple of options and at this time were looking at constructing bump outs at certain intersections.
17	How does assessment work if I have no one living across from me, such as a park? How does the assessment affect a city property?	We look at the layout of the park property and see how many similar size buildable lots in the neighborhood could fit along the road. The city parks are then assessed for that number of lots, the same as all other properties.
18	You said that 5 to 10 feet of the property is affected by construction. If a sidewalk is installed how much of the property will be affected by construction?	When we construct a sidewalk we typically like to construct a boulevard style sidewalk which would be a 5-ft boulevard with a 5-ft sidewalk. For sidewalk construction we would typically disturb an additional 6-ft behind the proposed sidewalk.
19	Are assessments based off of how much of your property is on the street?	No, assessments are based off of REU's Residential Equivalent Units. One single family home is 1 REU. All single family homes are assessed the same amount because they will receive the same about of benefit. If lots are larger in one neighborhood than another, then the assessment will normally be larger in that neighborhood.
20	If the sidewalk is put in my property will I be assessed more or will everyone be assessed for the sidewalk?	Sidewalks are not assessed, they would be funded through the Pedestrian and Cyclist Safety (PACS).
21	How is the city handling lighting improvements?	Typically for lighting improvements we have used the questionnaire and the frequency of maintenance of the system.
22	I live on Birchcrest and only one side of my house is on a street being reconstructed. I am only being assessed for part of the project now. Do you know how much my assessment will be when the other side of my house will be reconstructed.	We currently don't have a cost for that project but in the table that we provided you can use that as a rough number.
23	On parts of the Birchcrest neighborhood there are concrete streets. If we want to keep the concrete streets and there is less wear on concrete streets than bituminous streets why would we replace them if they would last longer?	Typically concrete streets are more costly to construct and maintain. Existing concrete streets are wider and this gives us an opportunity to narrow the roadway which will help traffic speeds and less cost.
24	What is your stance with all the garbage trucks driving on the roads.	The roads are designed to with stand the weight of the trucks.
25	Is there no finance charge if you defer the assessment onto your property taxes?	No, the only way to avoid finance charges is if you pay it all at once. By putting the assessment onto your property taxes you are not making it part of your taxes, it will just show up on your tax statement. When deferring an assessment, if eligible based on age and income, the assessment goes on your property tax statement with interest charges until the property is sold. At that time the buyer and seller will negotiate an agreement for the assessment amount associated with that property.



City of Edina 2013-2019 Anticipated Local Bituminous Street Reconstruction



Note/Disclaimer

The dates shown on the map represent the anticipated years of construction and are subject to change based on budgetary issues, adjacent projects, resident input and other factors. Not all bituminous roadways within the City are shown. If a road is not highlighted then the potential reconstruction date is beyond the City's long term planning process.

The City of Edina's street improvement policy is to assess residents for a portion of the roadway reconstruction costs. Public utility improvements are paid for from the City's utility fund.

Extensive evaluation regarding the condition of the bituminous pavement, sanitary sewer, storm sewer and water main were used to set the priority of roadway improvements.

This map only addresses local bituminous streets and does not address State-Aid routes or concrete streets within the City.



City of Edina Neighborhood Roadway Reconstruction Pavement Condition Index and Watermain Break History

Legend

Anticipated Year

2014 2014

Example

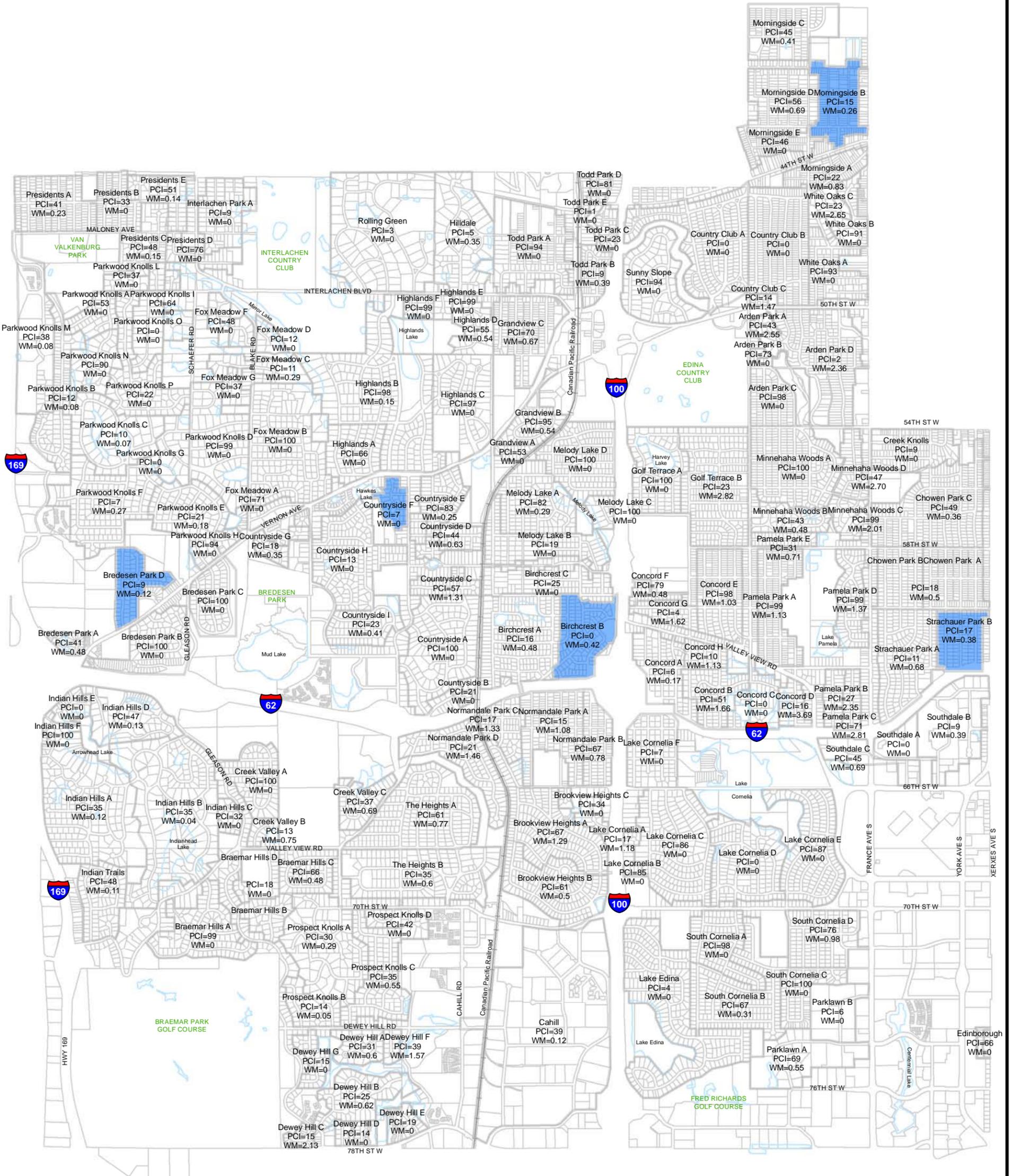
Neighborhood Name
PCI = 0 - 100
WM = Breaks per 500 ft.

Notes

Thin Overlay (PCI= 45 - 65)
Seal Coat (PCI= 66 - 85)
WM Replacement (WM > 1)



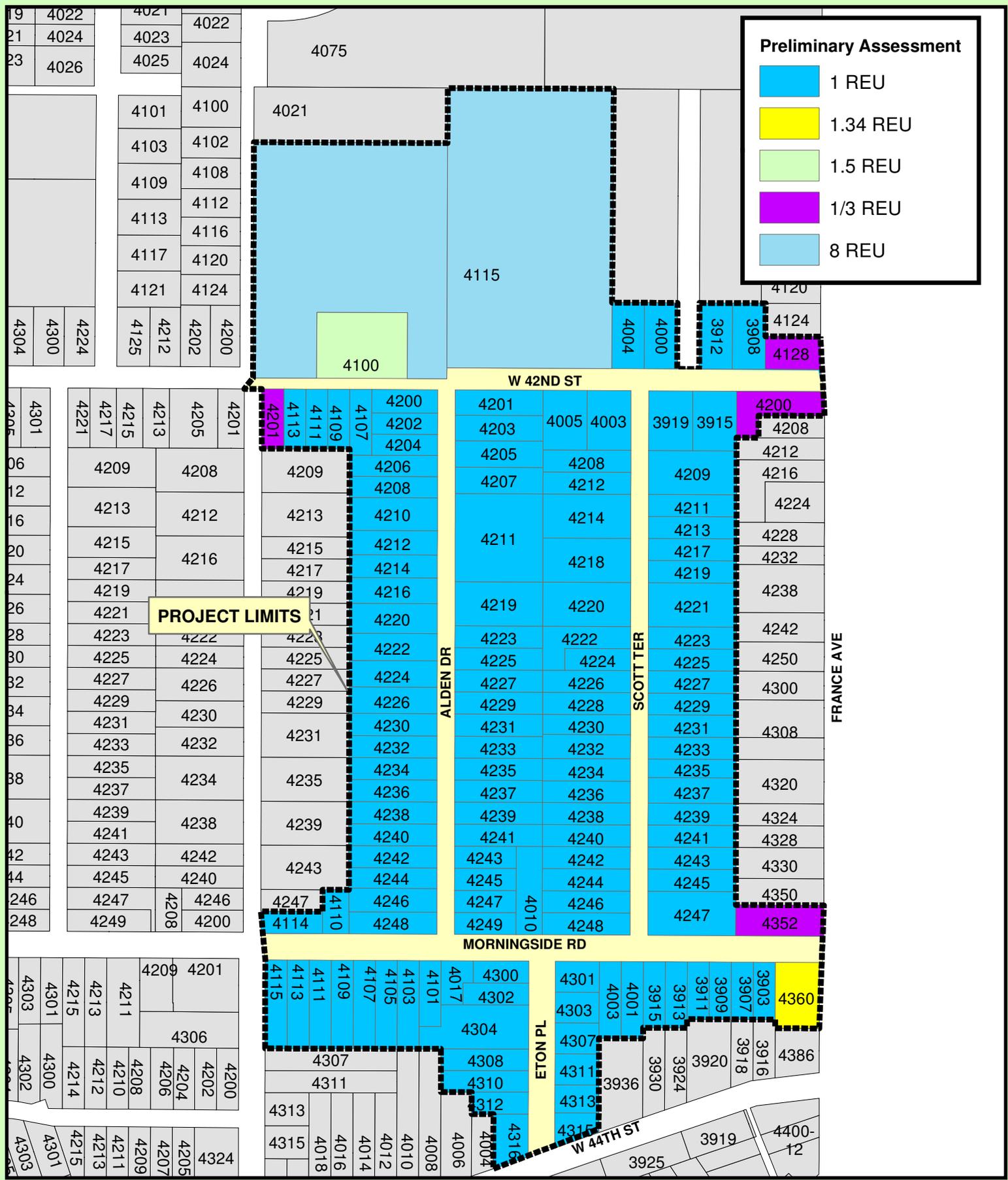
Engineering Dept.
July, 2013



Notes

Extensive evaluation regarding the condition of the bituminous pavement, sanitary sewer, storm sewer and water main were used to set the priority of roadway improvements.

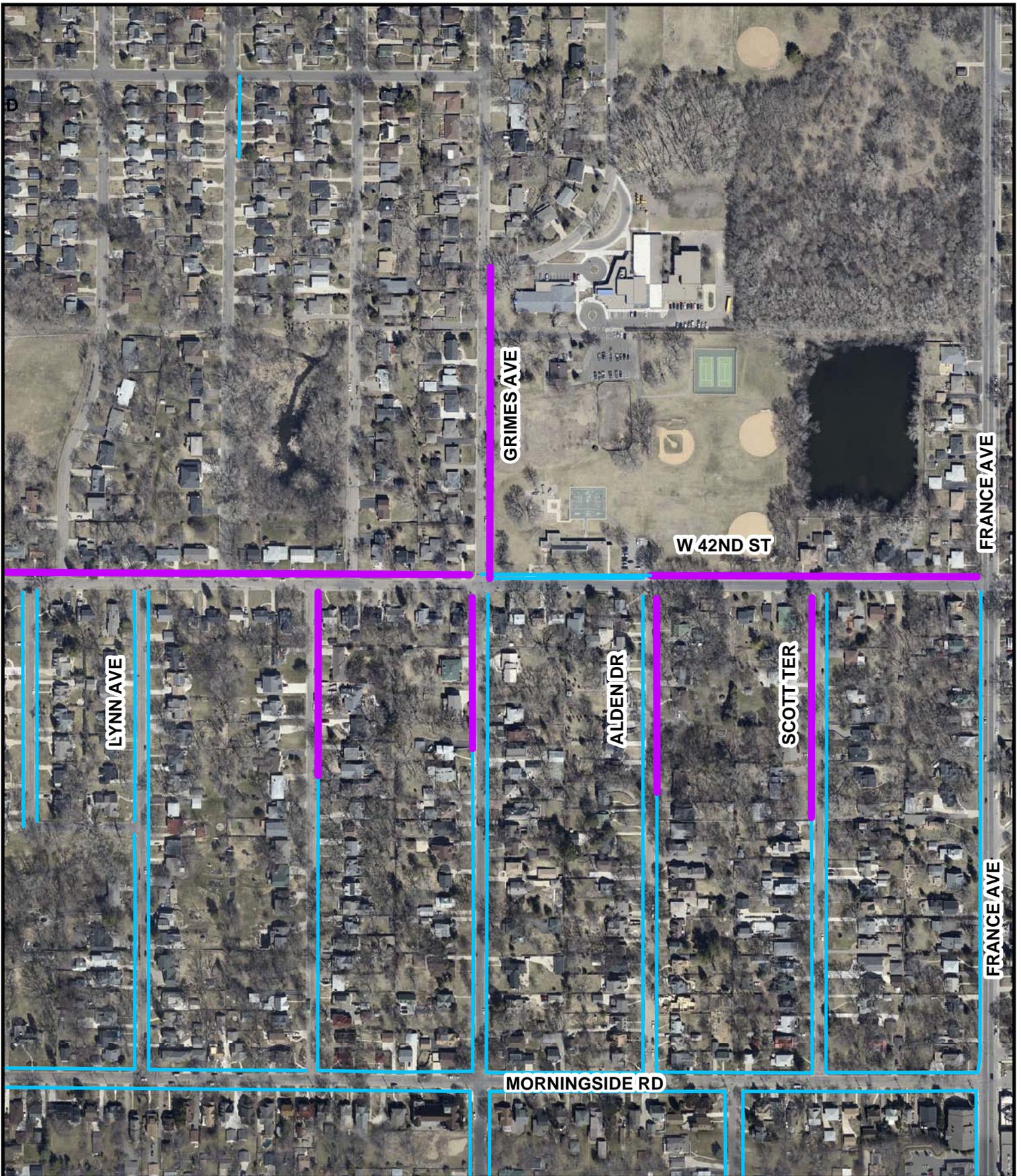
This map only addresses local bituminous streets and does not address State-Aid routes or concrete streets within the City.



Preliminary Assessments

Morningside B Neighborhood Roadway Reconstruction

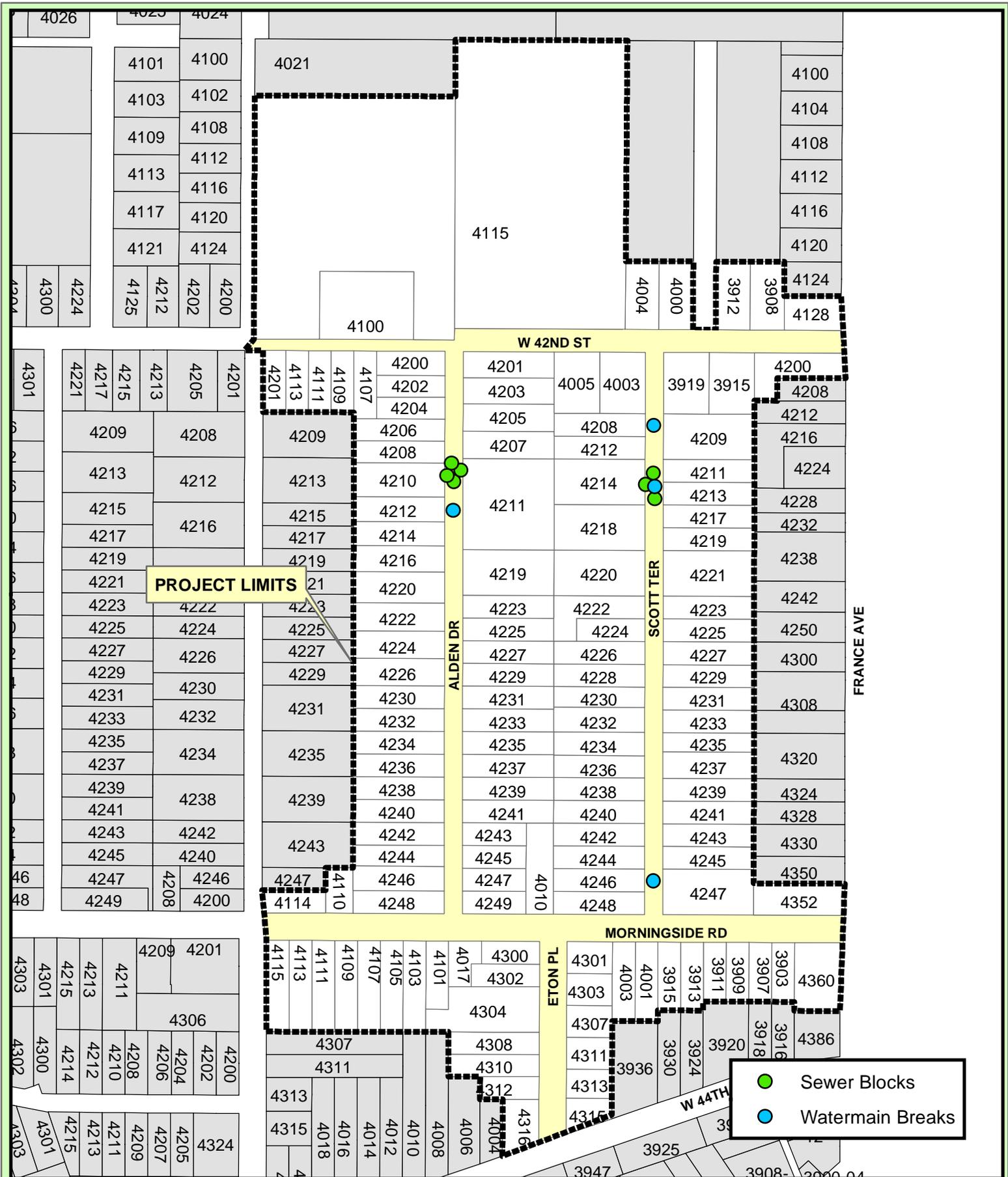
Improvement No: BA-406



**Proposed Sidewalk
Morningside B
Improvement No: BA 406**

- Existing Concrete Sidewalk
- Proposed Concrete Sidewalk





Sewer Blocks and Watermain Breaks

Morningside B Neighborhood Roadway Reconstruction

Improvement No: BA-406

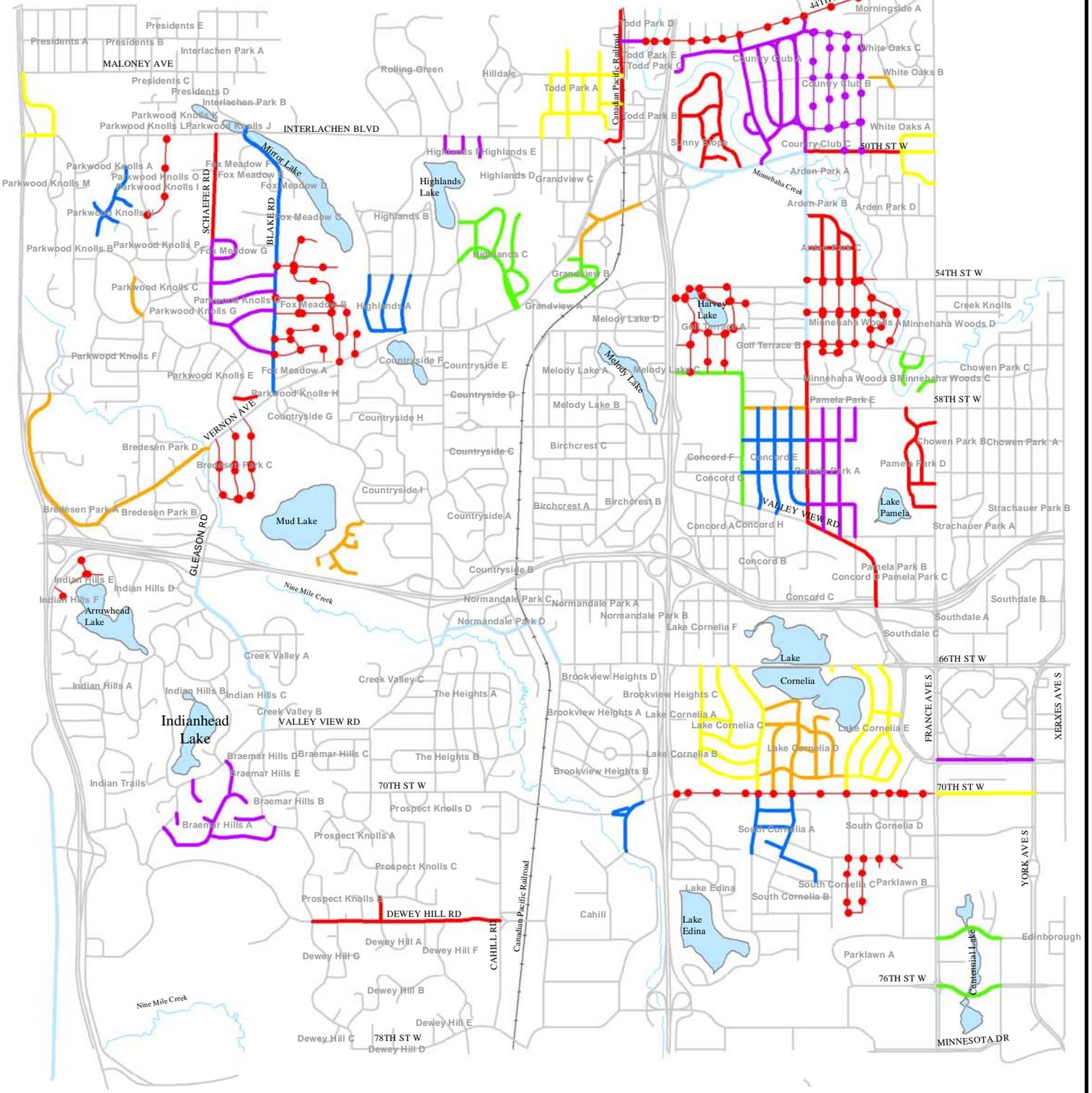


City of Edina Street Reconstruction Assessment History

PH = Public Hearing
F = Final



- 2004 (light blue line)
- 2005 (red line)
- 2006 (orange line)
- 2007 (yellow line)
- 2008 (green line)
- 2009 (blue line)
- 2010 (purple line)
- 2010 (pink line)
- 2011 (red line with dots)



2006			2007			2008			2009			2010			2011		
Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final
58th Street - State Aid	\$68/ft	\$68/ft	Southdale	\$9,300.00	\$8,465.24	Concord Ave - State Aid	\$4,400.00	\$3,548.57	Country Club	\$22,900.00	\$20,389.70	Braemar Hills A	\$9,150.82	\$6,724.13	Carson Hills	\$9,316.77	\$7,743.20
Bridge Ln & Towns Rd	\$9,727.27	\$9,775.17	Todd Park	\$10,312.07	\$6,355.20	Edina Highlands	\$15,210.55	\$11,787.89	Country Club Fairway	\$18,210.00	\$16,174.14	Bror Road	\$9,077.04	\$4,833.11	Golf Terrace	\$12,417.58	\$12,379.40
Creston Hills	\$9,735.29	\$9,513.71	Woodhill	\$9,300.00	\$8,315.59	Richmond Hills	\$10,234.00	\$6,294.87	Fairfax B	\$9,300.00	\$6,477.53	Interlachen Bluff	\$11,349.01	\$9,361.52	Killarney Shores	\$9,740.26	\$5,757.38
Nine Mile Village	\$3,500.00	\$3,465.14				Wood End Dr	\$10,000.00	\$9,335.04	Garden Estates A	\$8,931.15	\$5,423.80	Interlachen Circle	\$9,074.24	\$7,561.46	McCauley Heights	\$7,000.00	\$6,476.46
						Woodland Ln & Circle	\$14,347.22	\$13,491.99	Mirror Lakes A	\$9,375.16	\$6,088.99	Moccasin Valley Road	\$11,222.27	\$6,643.85	Minnehaha Woods	\$16,300.00	\$10,363.41
												Pamela Park	\$9,000.00	\$5,343.65	Oscar Roberts	\$5,200.00	\$4,429.11
												Parkwood Knolls	\$13,314.55	\$10,800.08	Ridge Rd	\$11,000.00	\$10,930.82

**City of Edina Street
Reconstruction Assessment History**

	Neighborhood	Public Hearing Assessment	Final Assessment
2006	Bridge Ln & Townes Rd	\$9,727.27	\$9,775.17
	Creston Hills	\$9,735.29	\$9,513.71
	Nine Mile Village	\$3,500.00	\$3,465.14

	Neighborhood	Public Hearing Assessment	Final Assessment
2007	Southdale	\$9,300.00	\$8,465.24
	Todd Park	\$10,312.07	\$6,355.20
	Woodhill	\$9,300.00	\$8,315.59

	Neighborhood	Public Hearing Assessment	Final Assessment
2008	Concord Ave- State Aid	\$4,400.00	\$3,548.57
	Edina Highlands	\$15,210.55	\$11,787.89
	Richmond Hills	\$10,234.00	\$6,294.87
	Wood End Dr	\$10,000.00	\$9,335.04
	Woodland Ln & Circle	\$14,347.22	\$13,491.99

	Neighborhood	Public Hearing Assessment	Final Assessment
2009	Country Club	\$22,900.00	\$20,389.70
	Country Club Fairway	\$18,210.00	\$16,174.14
	St Johns Park	\$9,300.00	\$6,477.53
	South Garden Estates	\$8,931.15	\$5,423.80
	Mirror Lakes	\$9,375.16	\$6,088.99

	Neighborhood	Public Hearing Assessment	Final Assessment
2010	Braemar Hills	\$9,150.82	\$6,724.13
	Bror Road	\$9,077.04	\$4,833.11
	Interlachen Bluff	\$11,349.01	\$9,361.52
	Interlachen Circle	\$9,074.24	\$7,561.46
	Moccasin Valley Road	\$11,222.27	\$6,643.85
	Pamela Park	\$9,000.00	\$5,343.65
	Parkwood Knolls	\$13,314.55	\$10,800.08

	Neighborhood	Public Hearing Assessment	Final Assessment
2011	Minnehaha Woods	\$11,800.00	\$10,363.41
	Golf Terrace	\$12,417.58	\$12,379.40
	W 70th St	\$3,795.70	\$3,706.54
	Carson's Hills	\$9,316.77	\$7,743.20
	Killarney Shores	\$9,740.26	\$5,757.38
	Mccauley Heights	\$7,000.00	\$6,476.46
	Oscar Roberts	\$5,200.00	\$4,429.11
	W 44th St	\$2,138.24	\$2,031.94
	Ridge Road	\$11,000.00	\$10,930.82

NOTE: COST ARE PER RESIDENTIAL EQUIVALENT UNIT (REU). PLEASE REFER TO THE SPECIAL ASSESSMENT POLICY
<http://edinamn.gov/index.php?section=special-assessments-policy>

APPENDIX D

42nd Street sidewalk Informational Meeting

Morningside B Neighborhood Roadway Reconstruction

August 7, 2013

Dear Resident:

Please plan to attend an informal meeting to discuss sidewalks, parking and traffic between 7:00 and 9:00 a.m. Wednesday, August 21, at the Weber Park warming house located at 4115 Grimes Avenue South.

As we discussed at our 2014 Neighborhood Roadway Reconstruction Informational Meeting on July 29, we are considering the installation of a sidewalk along the north side of West 42nd Street from Oakdale Avenue to Grimes Avenue and Alden Trail to France Avenue. At that meeting we heard concerns from residents regarding the sidewalk, parking and traffic along this stretch of W. 42nd Street, and are inviting you to share these and other related concerns with us.

Please recall that sidewalks are no longer special assessed and is now funded by the Pedestrian Cyclist and Safety (PACS) Fund.

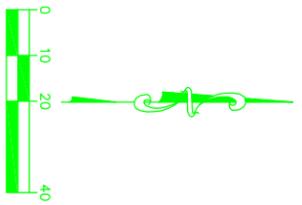
If you have any questions, please contact me at 952-826-0322 or mnolan@EdinaMN.gov.

Sincerely,

Mark Nolan, AICP
Transportation Planner

**42ND STREET SIDEWALK
INFORMATIONAL MEETING
WEDNESDAY, AUGUST 21, 2013, 7AM-9AM**

	NAME	ADDRESS
1	Julia Koster	4304 W 42nd St
2	Burt Boonstra	4308 W 42nd St.
3	Jeff Steele	4404 W 42nd St
4	Alinda Berberoglio	4330 W 42nd St
5	Phyllis Campbell	4324 W. 42nd St
6	Joe McAuliff	4224 W. 42nd St.
7	Bob Cossack	3912 W. 42nd St.
8	Jen Cossack	3912 W 42nd St.
9	Julie Steele	4404 W 42nd St.
10	Allison Nielsen	4408 W 42 ST
11	Aladdin	4200 PARKWAY
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GENERAL NOTES:

LIMITS OF CONSTRUCTION SHALL BE AS DETERMINED AND MARKED IN THE FIELD BY THE ENGINEER.

THE EXACT LOCATION OF THE UNDERGROUND UTILITIES ARE UNKNOWN. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANY BEFORE COMMENCING UNDERGROUND EXCAVATION AND VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION.

REMOVE/RECONSTRUCT DRIVEWAYS, WALKS & STEPS NECESSARY TO MATCH PROPOSED CONSTRUCTION.(EXCEPT WHERE DIRECTED BY ENGINEER)

EROSION CONTROL NOTES:

INLET PROTECTION SHALL BE USED ON ALL GB'S, MH'S AND D'S FOR THE DURATION OF THE PROJECT BEFORE EXCAVATION IN ACCORDANCE WITH MNDOT SPEC. 257J.

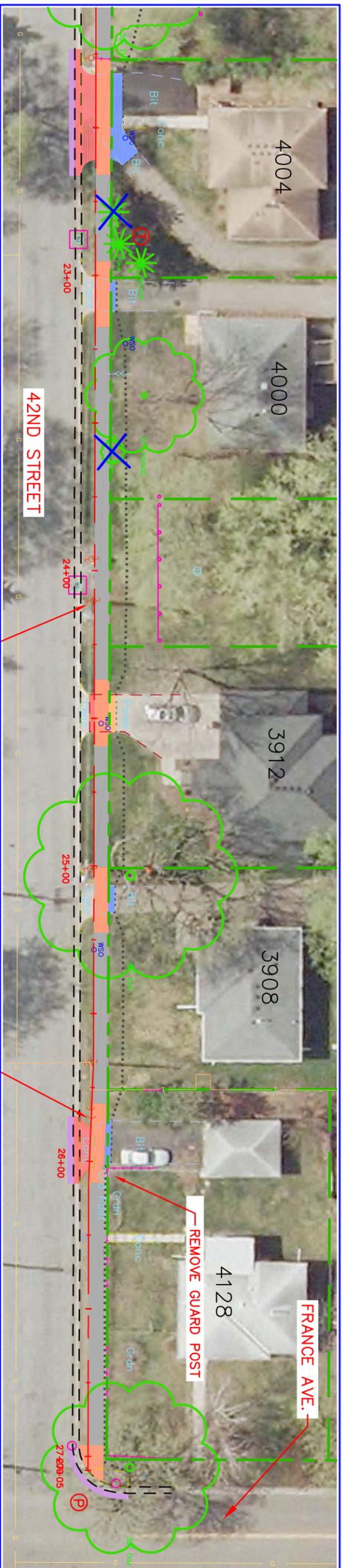
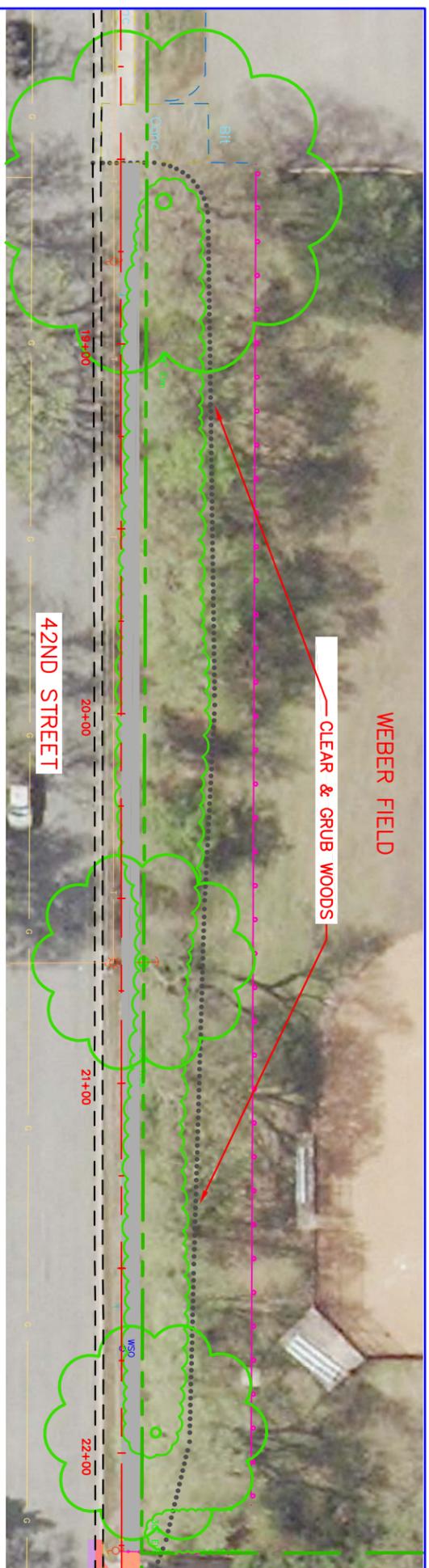
ALL SILT FENCE SHALL BE INSTALLED ACCORDING TO ENGINEER IN THE FIELD.

ALL AREAS DISTURBED BY CONSTRUCTION SHALL RECEIVE 6" OF TOPSOIL AND BE SODED WITHIN 14 DAYS OF COMPLETING THE WORK NECESSARY TO PROCEED WITH FINISH GRADING.

- Ⓟ PEDESTRIAN CURB RAMP
- Ⓡ TREE TRIMMING

- RIGHT OF WAY
- CONSTRUCTION LIMITS
- SILT FENCE
- INLET PROTECTION
- ⊗ CLEAR & GRUB TREE

- PROPOSED BIT DRIVE
- PROPOSED BIT PWMT
- INSTALL BRICK\STONE PAVERS
- PROPOSED CONC WALK
- PROPOSED 6" CONC
- PROPOSED CONC DRIVE



NO	DATE	BY	REMARKS

**PLAN
WEBER FIELD -
FRANCE AVE**



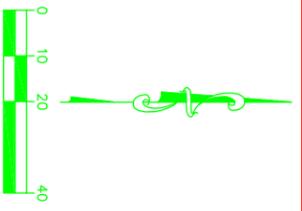
CITY OF EDINA
7450 METRO BOULEVARD
EDINA, MN 55439-3037
Ph: 952-826-0371
Fax: 952-826-0392

**42nd STREET
SIDEWALK
IMPROVEMENT**

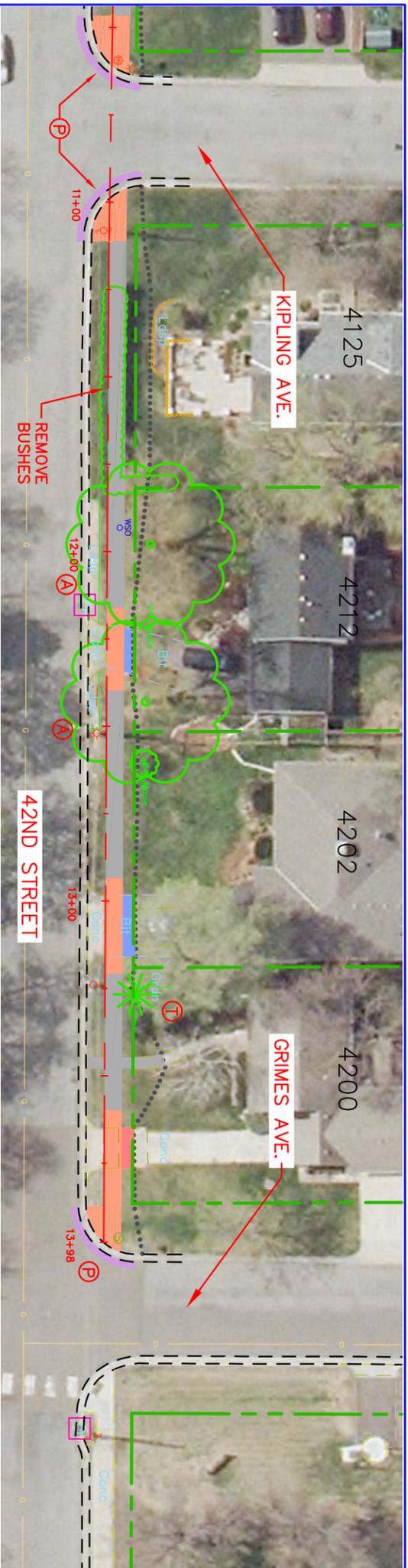
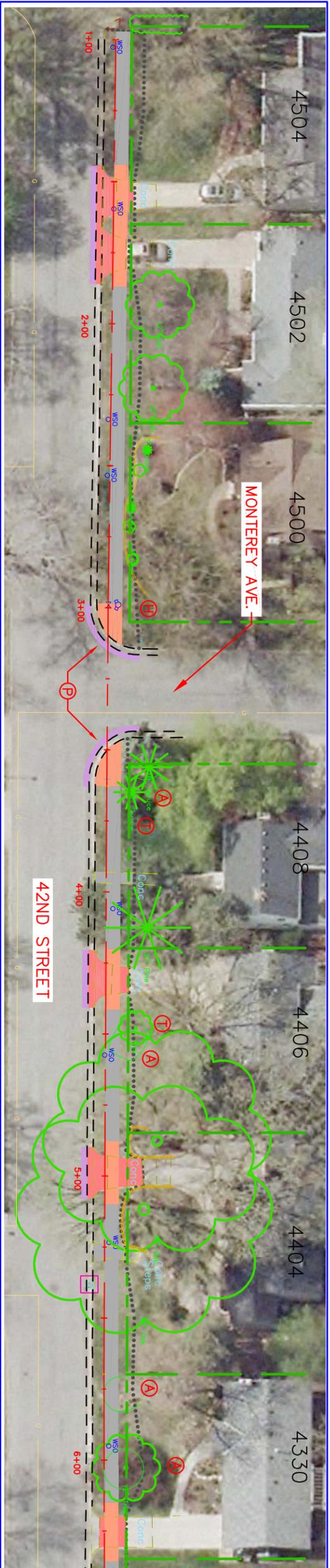
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

DATE: _____ LIC. NO. 43970

DRAWN: _____
CHECKED: _____
APPROVED: _____
DATE: 3/7/2012
IMP.# S-47
CONTR.# ENG-12-X
SHEET X OF XX



- (A) LANDSCAPE MATERIAL (SPECIAL)
- (H) SALVAGE HYDRANT-RELOCATE
- (P) PEDESTRIAN CURB RAMP
- (T) TREE TRIMMING
- RIGHT OF WAY
- CONSTRUCTION LIMITS
- INLET PROTECTION
- PROPOSED BIT DRIVE
- PROPOSED BIT PWMT
- PROPOSED 4" CONC WALK
- PROPOSED 6" CONC WALK
- PROPOSED CONC DRIVE



GENERAL NOTES:

LIMITS OF CONSTRUCTION SHALL BE AS DETERMINED AND MARKED IN THE FIELD BY THE ENGINEER.

THE EXACT LOCATION OF THE UNDERGROUND UTILITIES ARE UNKNOWN. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANY BEFORE COMMENCING UNDERGROUND EXCAVATION AND VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION.

REMOVE /RECONSTRUCT DRIVEWAYS, WALKS & STEPS NECESSARY TO MATCH PROPOSED CONSTRUCTION.(EXCEPT WHERE DIRECTED BY ENGINEER)

EROSION CONTROL NOTES:

INLET PROTECTION SHALL BE USED ON ALL CBS, MH'S AND DITS FOR THE DURATION OF THE PROJECT BEFORE EXCAVATION IN ACCORDANCE WITH MNDOT SPEC. 2573.

ALL SILT FENCE SHALL BE INSTALLED ACCORDING TO ENGINEER IN THE FIELD.

ALL AREAS DISTURBED BY CONSTRUCTION SHALL RECEIVE 6" OF TOPSOIL AND BE SODDED WITHIN 14 DAYS OF COMPLETING THE WORK NECESSARY TO PROCEED WITH FINISH GRADING.

**42nd STREET
SIDEWALK
IMPROVEMENT**



CITY OF EDINA
7450 METRO BOULEVARD
EDINA, MN 55439-3037
Ph: 952-826-0371
Fax: 952-826-0392

**PLAN
MONTEREY - GRIMES**

NO	DATE	BY	REMARKS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

DATE: 3/7/2012
LIC. NO. 43970

DRAWN: JOB
CHECKED: CAM
APPROVED: WDH
DATE: 3/7/2012
IMP# S-47
CONTR# ENG-12-X
SHEET X OF XX

APPENDIX E

Preliminary Assessment Role

Pending Assessment Roll
Morningside B BA-406

Street	PID	Lot	Block	House No.	Owner	Owner's Address (if different)	Assessable REU	Assessment Amount
France Ave								
1	702824140034			4128	Hong & Do Huu Nguyen		0.33	\$2,970
2	702824410001			4200	Patricia Drake		0.33	\$2,970
3	702824410019			4352	Bonita & Michael Phillips		0.33	\$2,970
4	702824440152			4360 #1	Miriam Olson	Edina Morningside Condominiums	0.17	\$1,500
5	702824440153			4360 #2	Karen Jennings	Edina Morningside Condominiums	0.17	\$1,500
6	702824440154			4360 #3	Denise Balderson	Edina Morningside Condominiums	0.17	\$1,500
7	702824440155			4360 #4	Linda Matter	Edina Morningside Condominiums	0.17	\$1,500
8	702824440156			4360 #5	Kathryn Wehr	Edina Morningside Condominiums	0.17	\$1,500
9	702824440157			4360 #6	David & Barbaara Ingham	Edina Morningside Condominiums	0.17	\$1,500
10	702824440158			4360 #7	Richard Cook	Edina Morningside Condominiums	0.17	\$1,500
11	702824440159			4360 #8	June Garrison	Edina Morningside Condominiums	0.17	\$1,500
W 42nd St								
12	702824140008			3908	Florence Nelson		1	\$9,000
13	702824140007			3912	Robert & Jennifer Cossack		1	\$9,000
14	702824410131			3915	Shari & Bruce Douglas		1	\$9,000
15	702824410130			3919	Pamela Dopko		1	\$9,000
16	702824140006			4000	Richard & Karrie Recker		1	\$9,000
17	702824410129			4003	Kathy & John Simon		1	\$9,000
18	702824140005			4004	Robert & Jaci Smolund		1	\$9,000
19	702824410128			4005	Marion Nordstrom		1	\$9,000
20	702824140038			4100	Golden Green LLC	101 Muirfield Dr, Ponte Vedra, FL 32082	1.5	\$13,500
21	702824410084			4107	Paul Westerberg		1	\$9,000
22	702824410124			4109	Nancy Keith		1	\$9,000
23	702824410125			4111	Lisa Mork		1	\$9,000
24	702824410126			4113	Patrick Goliwas & Molly Sussman		1	\$9,000
25								
Scott Terrace								
26	702824410043			4208	Patricia Faulkner		1	\$9,000
27	702824410038			4209	Stephen & Pamela Diedrich		1	\$9,000
28	702824410037			4211	Haley & Daniel Armstrong		1	\$9,000
29	702824410044			4212	Diance Kirking		1	\$9,000
30	702824410036			4213	Deborah & David Lantz		1	\$9,000
31	702824410045			4214	4214 Scott Terr Prop LLC	4220 Crocker Ave, Edina, MN 55416	1	\$9,000
32	702824410034			4217	Leo Iheanacho	PO Box 582115, Mpls, MN 55458	1	\$9,000
33	702824410046			4218	Robert & Marianne Schoenecker		1	\$9,000
34	702824410035			4219	Paul & Patricia Heinrich	13976 Indian Beach Rd, Spicer, MN 5628	1	\$9,000
35	702824410047			4220	Kim Ode & John Danicic		1	\$9,000
36	702824410033			4221	Peter & Ellen Kaiser	5017 Skyline Dr, Edina, MN 55436	1	\$9,000
37	702824410048			4222	John Here & Jody Ann Copp		1	\$9,000
38	702824410031			4223	Mary & David Tyler		1	\$9,000
39	702824410049			4224	Patrick & Julia Boyle		1	\$9,000
40	702824410032			4225	Gina Miller		1	\$9,000
41	702824410050			4226	Sandra Conroy & Mark Jezierski		1	\$9,000
42	702824410030			4227	Jill Yanish		1	\$9,000
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Alden Drive								
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66	702824410085			4202	John Murphy		1	\$9,000
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75	702824410090			4212	Mark Gittleman & Debra Oberman		1	\$9,000

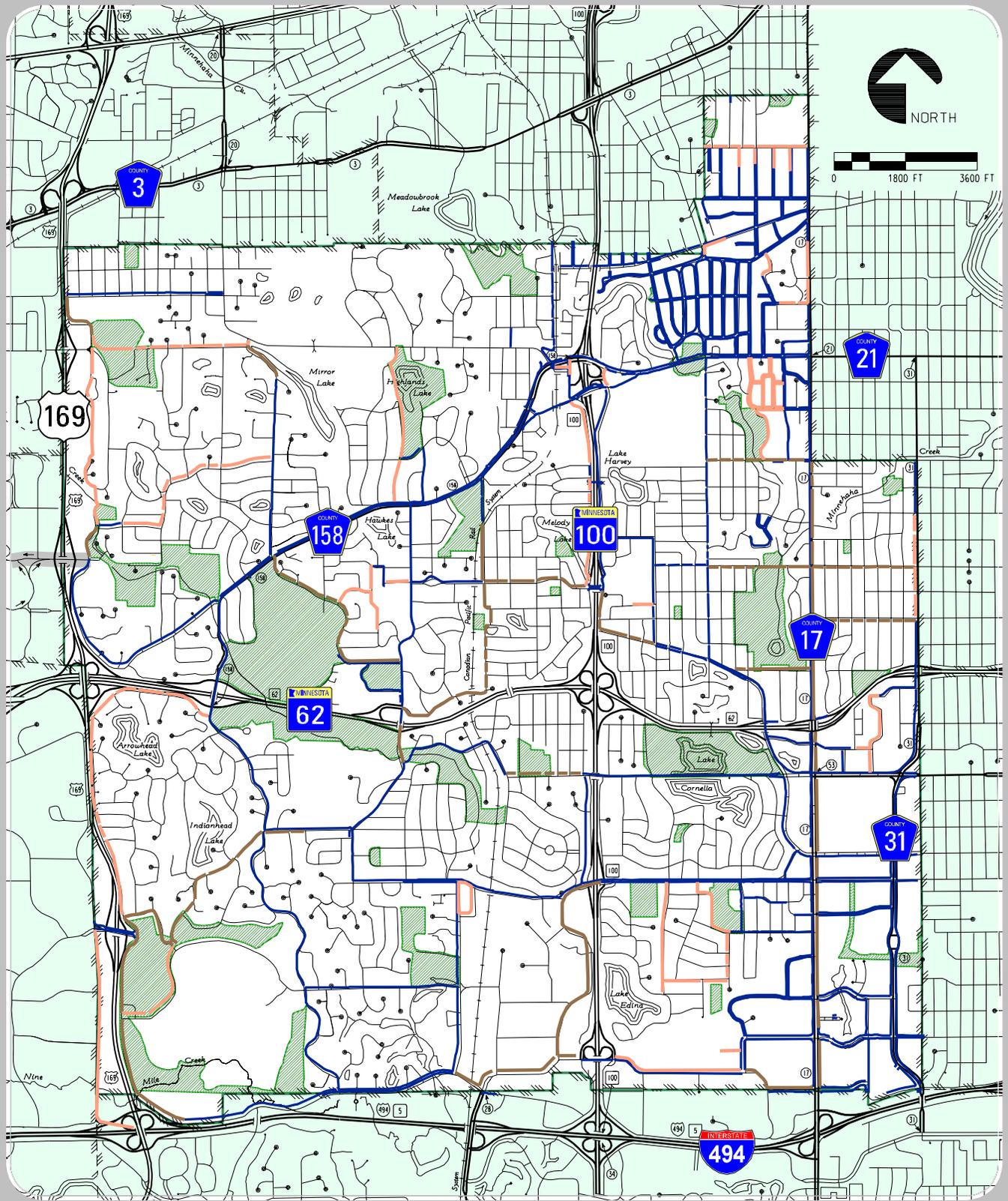
Pending Assessment Roll
Morningside B BA-406

75	702824410091		4214	William & Susan Huff		1	\$9,000
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77	702824410077		4219	4219 Alden Prop LLC	4220 Crocker Ave, Edina, MN 55416	1	\$9,000
78	702824410093		4220	Diannah Shurtleff		1	\$9,000
79	702824410094		4222	Jennelle & Andrew Zumbusch		1	\$9,000
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82	702824410076		4225	Brian Peterson		1	\$9,000
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106							
	Morningside Road						
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107	702824440074		3907	Norman Knudsen		1	\$9,000
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	Grimes Avenue						
126	702824140037		4115	City of Edina		8	\$71,998
127	702824140004		4115	City of Edina			
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	Eton Place						
	702824440096		4300	Michael & Catherine Holden		1	\$9,000
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141	702824440101		4316	Jeffrey & Ingrid Lemunyon		1	\$9,000

Preliminary Assessable Cost \$1,243,350
Total Assessment REU 138.15
Average Cost Per REU \$9,000

APPENDIX F

City Comprehensive Plan Update – Sidewalk and Bicycle Facilities



LEGEND:

- Existing Sidewalk
- Proposed School / Business Sidewalk
- Proposed State-Aid Sidewalk

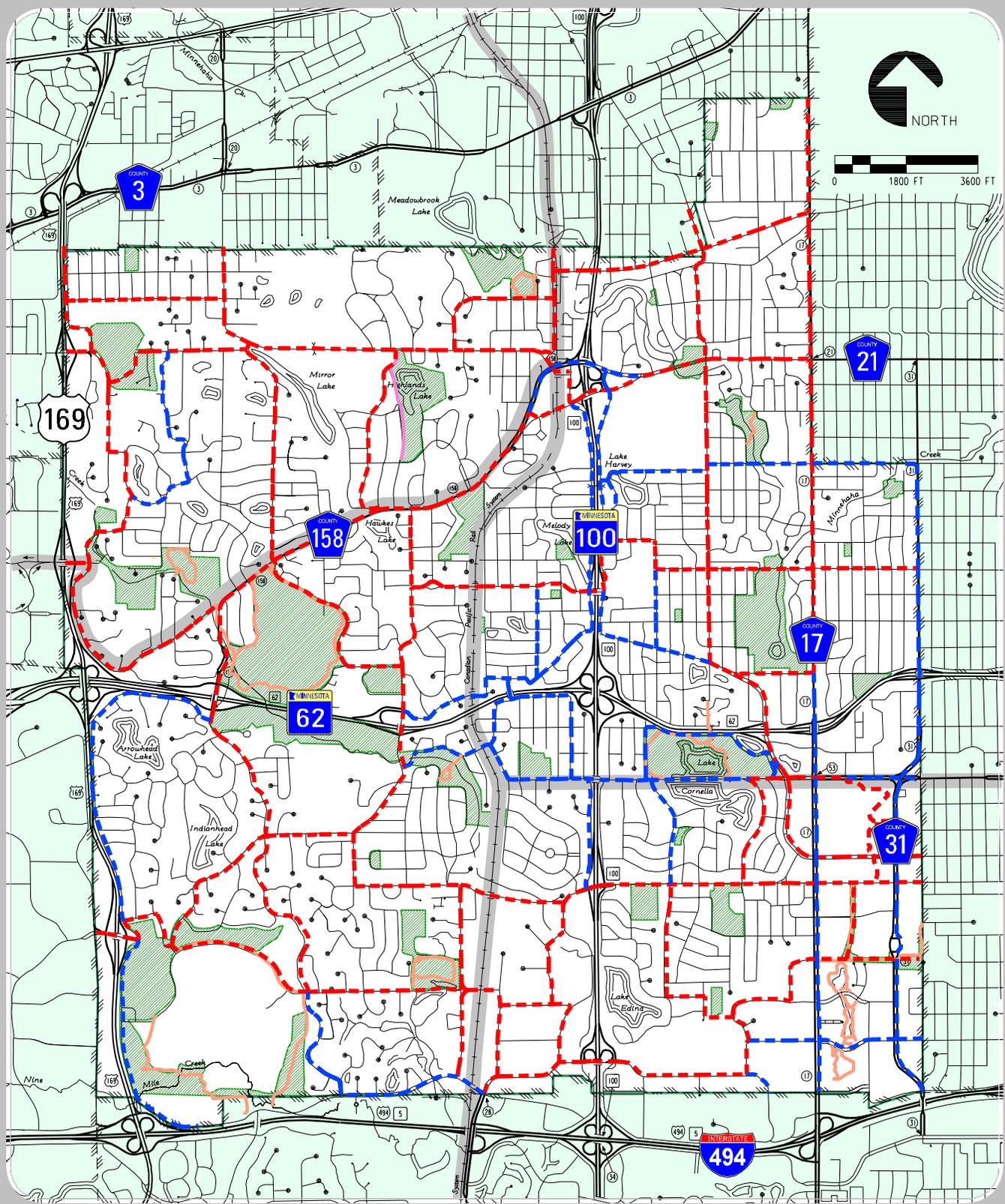
Note: Park Pathways are included on Figure 7.11



**City of Edina
2008 Comprehensive Plan Update**

Sidewalk Facilities

Figure 7.10



LEGEND: Existing Park Pathway Existing Hennepin County Corridors Proposed Park Pathway From the 2007 Edina Comprehensive Bicycle Transportation Plan
 - - - Primary Route - - - Secondary Route

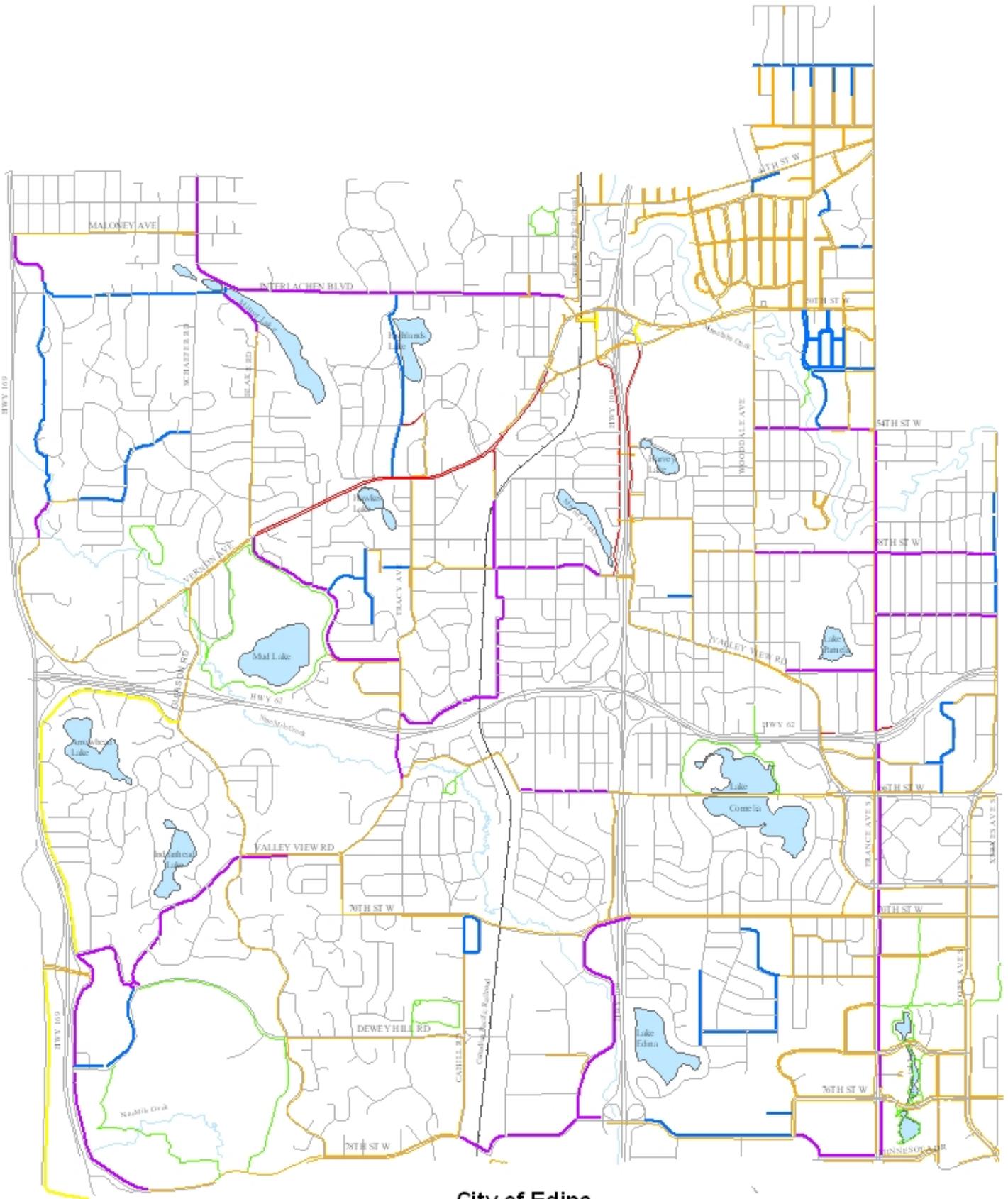


**City of Edina
 2008 Comprehensive Plan Update**

Bicycle Facilities

Figure 7.11

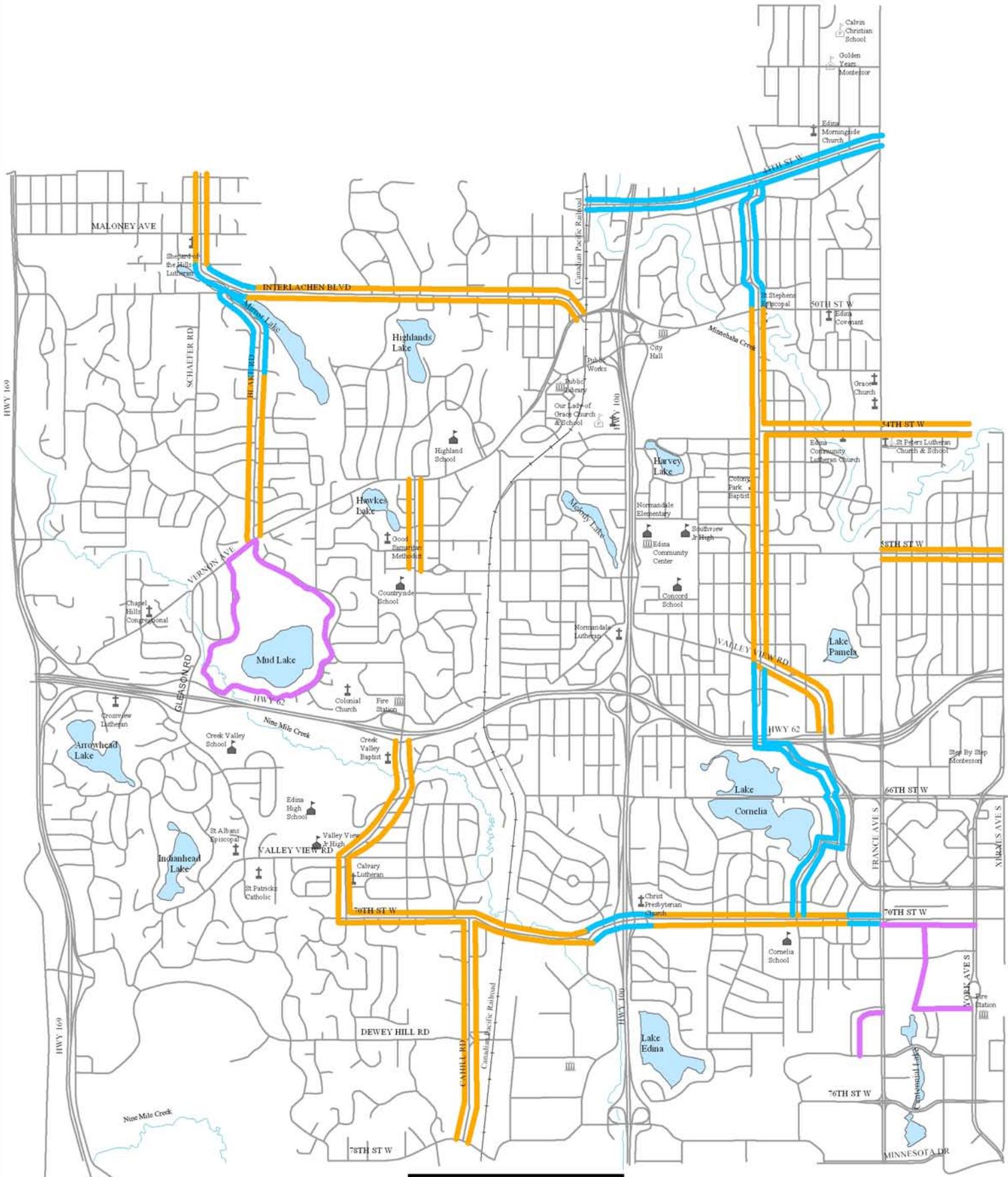
Date Printed: 10/22/2008
 MSB Filename: K:\0686-03\Cad\Plan\Fig-7-11.dgn



**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





I-494

Bicycle Facilities

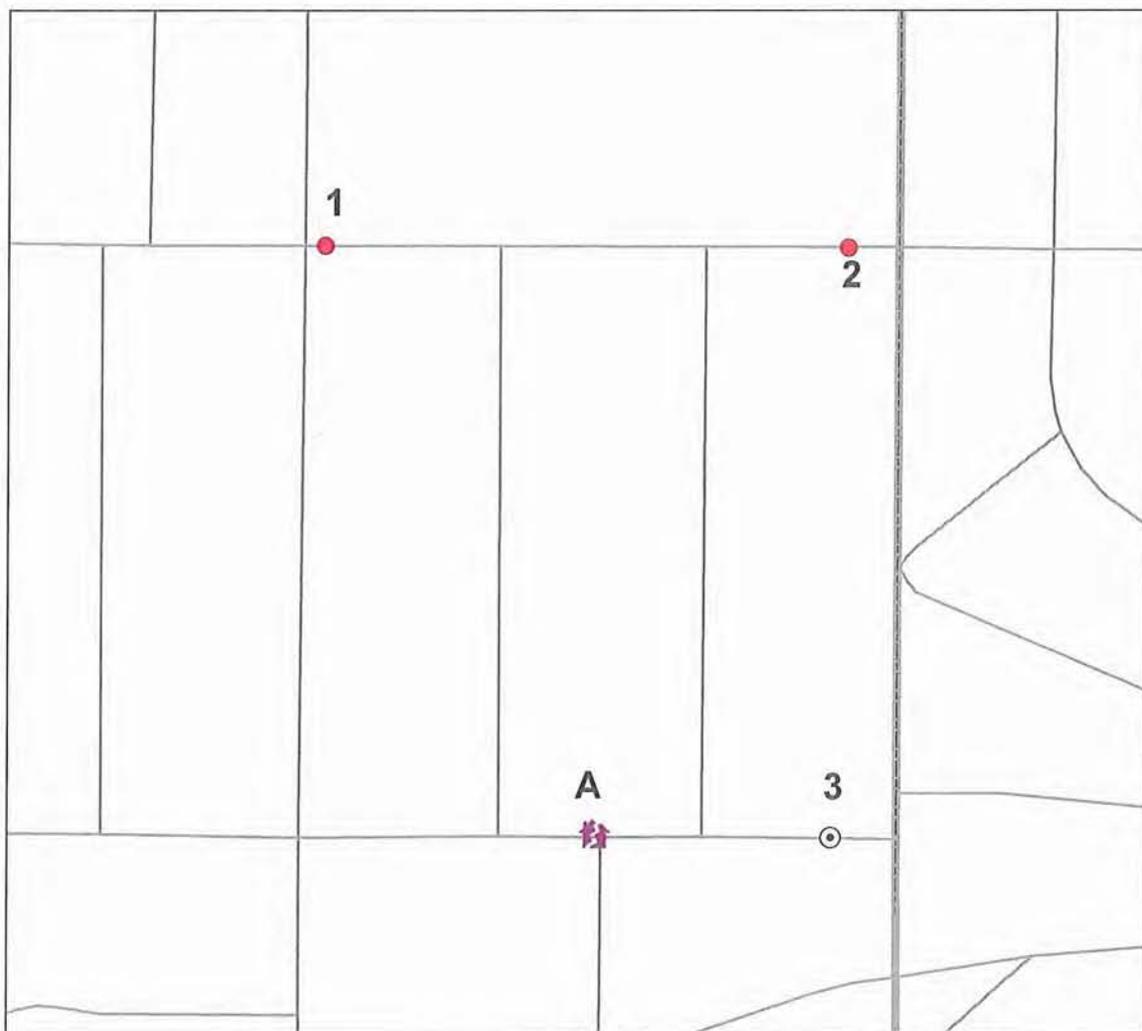
- Bike Lanes
- Bike Paths
- Share the Road



APPENDIX G

2014 Morningside B Traffic and Crash Data

2014 Morningside B Traffic and Crash Data



Traffic Data				
Location	Description	Year	Average Daily Traffic	85th Speed, MPH
1	42nd Street West	2005	989	28.7
2	42nd Street West	2005	982	28.9
3	Morningside Road	2003	1859	37.9

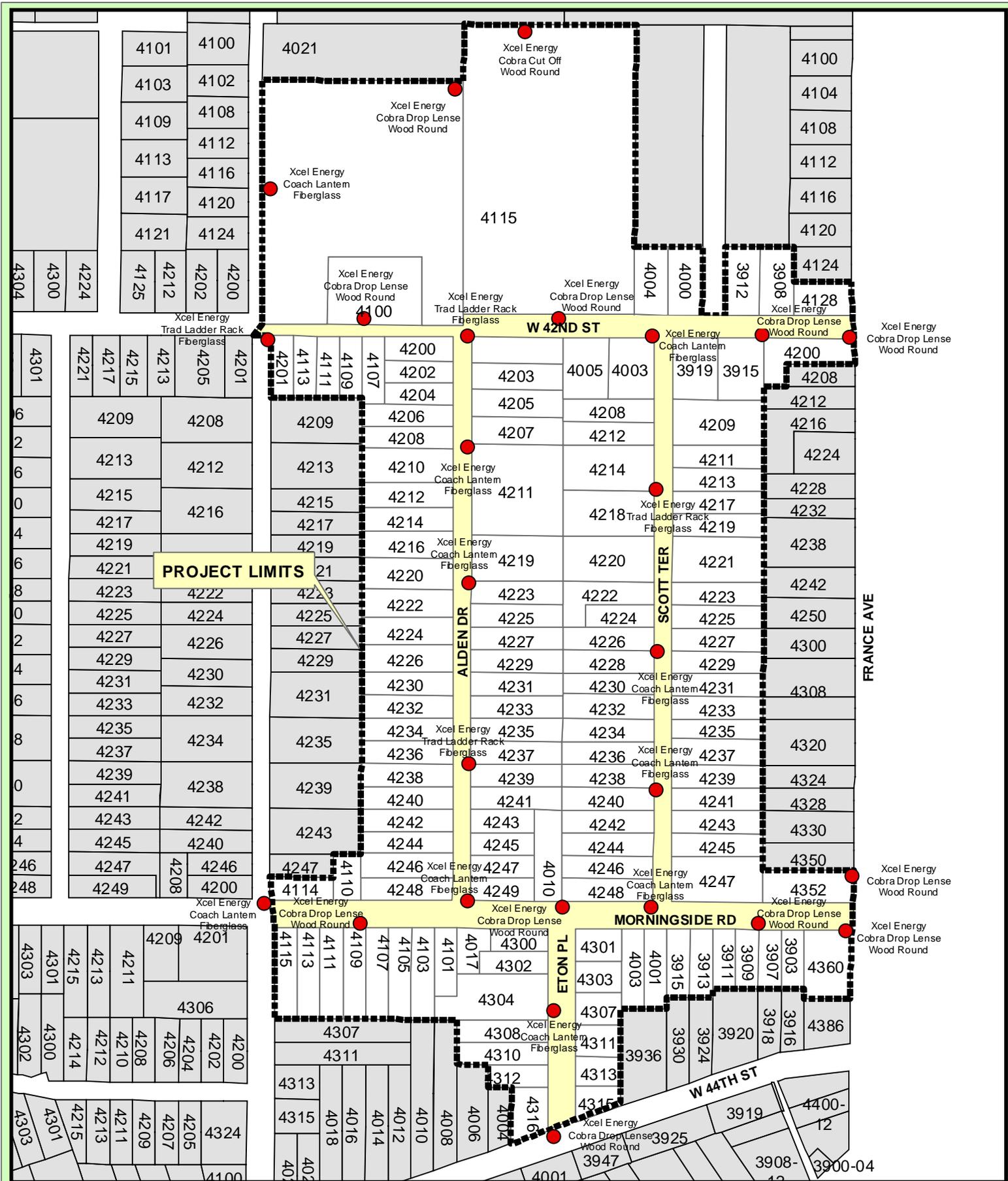
Crash Data				
Location	Severity	Year	Month	Time
A	Property Damage - No Apparent Injury	2007	Mar.	810



Engineering Dept
August, 2013

APPENDIX H

Existing Street Lights and Signs

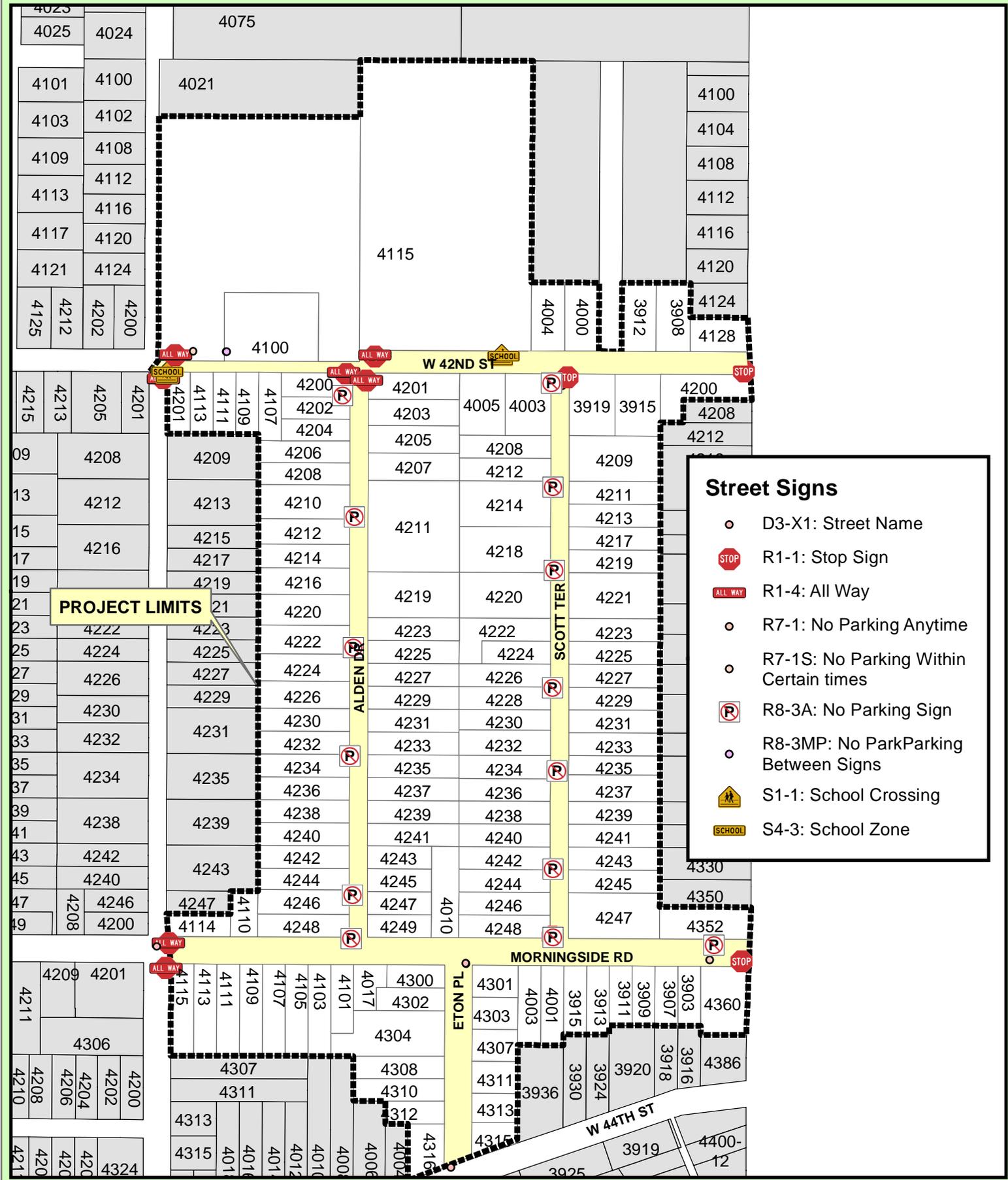


Street Lights

Morningside B Neighborhood Roadway Reconstruction

Improvement No: BA-406





Street Signs

-  D3-X1: Street Name
-  R1-1: Stop Sign
-  R1-4: All Way
-  R7-1: No Parking Anytime
-  R7-1S: No Parking Within Certain times
-  R8-3A: No Parking Sign
-  R8-3MP: No ParkParking Between Signs
-  S1-1: School Crossing
-  S4-3: School Zone



Signs

Morningside B Neighborhood Roadway Reconstruction

Improvement No: BA-406



APPENDIX I

Living Streets Policy



To: City Council

Agenda Item #: VIII. A.

From: Karen M. Kurt
Assistant City Manager

Action

Discussion

Date: August 20, 2013

Information

Subject: Approve Living Streets Policy

Action Requested:

Approve Living Streets Policy

Information / Background:

In May 2011, the City Council adopted a resolution in support of Living Streets and directed the Edina Transportation Commission to work with staff to develop a Living Streets Policy. Key steps in the development of the policy are outlined below:

- ETC formed a Living Streets Working Group. Members Paul Nelson, Jennifer Janovy and Michael Thompson played a critical role in policy development.
- The City received a \$15,000 grant from the Bloomington Health Department. These funds were used to hire a consultant to review current city policies and to provide a framework for moving forward.
- Blue Cross and Blue Shield sponsored a workshop on February 15, 2012 led by representatives from the National Complete Streets Coalition. Key community stakeholders attended and participated in a brainstorming session about Edina's vision for future streets.
- The ETC Working Group and staff prepared a draft Living Streets Policy which was reviewed with the Transportation Commission, Planning Commission, Human Rights and Relations Commission, Park Board, Energy and Environment Commission and Bike Edina Task Force. Feedback is collected for incorporation into the Living Streets Policy and future Living Streets Plan.
- The Living Streets Policy draft is reviewed during a joint work session with ETC and City Council.

Upon policy adoption, Mark Nolan, Transportation Planner, will begin working with internal and external advisory groups to draft content for the Living Streets Plan. The Living Streets Plan will address how the Policy will be implemented by providing more detailed information on street design, traffic calming, bike facilities, landscaping and lighting, as well best practices for community engagement during the design process.

Confirmed members of the external advisory group are:

- Arnie Bigbee, Human Rights and Relations Commission
- Claudia Carr, Planning Commission
- Jennifer Janovy, Transportation Commission
- Ellen Jones, Park Board
- Bill McCabe, Arts and Culture Commission
- Paul Nelson, Transportation Commission
- Paul Thompson, Energy and Environment Commission
- Courtney Whited, Transportation Commission

Staff is waiting for confirmation from additional representatives from the Planning Commission, Energy and Environment Commission and Community Health Committee. Additional community expertise will be sought as needed throughout the process.

Members of the internal advisory team are:

- Ross Bintner, Environmental Engineer
- Jeff Elasky, Police Lieutenant
- Susan Faus, Assistant Parks and Recreation Director
- Cindy Larson, Redevelopment Coordinator
- Chad Millner, Assistant City Engineer
- Bob Pestrud, Parks Foreman
- John Scheerer, Street Supervisor
- Jeff Siems, Fire Marshal

Additional staff expertise will be sought as needed throughout the process. Staff is also in the process of securing a \$5,000 grant from Bloomington Public Health that will be used to develop a community education and outreach plan for Living Streets.

Attachments:

Proposed Living Streets Policy



Living Streets Policy

Introduction

Living streets balance the needs of motorists, bicyclists, pedestrians and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health. The Living Streets Policy defines Edina’s vision for Living Streets and the principles and plans that will guide implementation.

The Living Street Policy ties directly to key community goals outlined in the City’s 2008 Comprehensive Plan. Those goals include safe walking, bicycling and driving, reduced storm water runoff, reduced energy consumption, and promoting health. The Living Streets Policy also compliments voluntary City initiatives such the “do.town” effort related to community health, and the Tree City USA and the Green Step Cities programs related to sustainability. In other cases, the Living Street Policy will assist the City in meeting mandatory requirements set by other agencies. For example, the Living Streets Policy will support the City’s Storm Water Pollution Prevention Plan which addresses mandates established under the Clean Water Act.

The Living Streets Policy provides the framework for a Living Streets Plan. The Living Streets Plan will address how the Policy will be implemented by providing more detailed information on street design, traffic calming, bike facilities, landscaping and lighting, as well as best practices for community engagement during the design process. Lastly, existing and future supporting plans such as the Bicycle Plan, Active Routes to Schools, Sidewalk Priority Plan and the Capital Improvement Plan will help to identify which projects are priorities with respect to this Policy.

Living Streets Vision

Edina is a place where...

- Transportation utilizing all modes is equally safe and accessible;
- Residents and families regularly choose to walk or bike;
- Streets enhance neighborhood character and community identity;
- Streets are inviting places that encourage human interaction and physical activity;
- Public policy strives to promote sustainability through balanced infrastructure investments;
- Environmental stewardship and reduced energy consumption are pursued in public and private sectors alike; and
- Streets support vibrant commerce and add to the value of adjacent land uses.

Living Streets Principles

The following principles will guide implementation of the Living Streets Policy. The City will incorporate these principles when planning for and designing the local transportation network and when making public and private land use decisions.

All Users and All Modes

The City will plan, design, and build high quality transportation facilities that meet the needs of the most vulnerable users (pedestrians, cyclists, children, elderly, and disabled) while enhancing safety and convenience for all users, and providing access and mobility for all modes.

Connectivity

- The City will design, operate, and maintain a transportation system that provides a highly connected network of streets that accommodate all modes of travel.
- The City will seek opportunities to overcome barriers to active transportation. This includes preserving and repurposing existing rights-of-way, and adding new rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.
- The City will prioritize non-motorized improvements to key destinations such as public facilities, public transit, the regional transportation network and commercial areas.
- The City will require new developments to provide interconnected street and sidewalk networks that connect to existing or planned streets or sidewalks on the perimeter of the development.
- Projects will include consideration of the logical termini by mode. For example, the logical termini for a bike lane or sidewalk may extend beyond the traditional limits of a street construction or reconstruction project, in order to ensure multimodal connectivity and continuity.

Application

- The City will apply this Living Streets Policy to all street projects including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway. This also includes privately built roads, sidewalks, paths and trails.
- The City will act as an advocate for Living Street principles when a local transportation or land use decision is under the jurisdiction of another agency.
- Living Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
- The City will draw on all sources of transportation funding to implement this Policy and actively pursue grants, cost sharing opportunities and other new or special funding sources as applicable.
- All City departments will support the vision and principles outlined in the Policy in their work.

Exceptions

Living Streets principles will be included in all street construction, reconstruction, repaving, and rehabilitation projects, except under one or more of the conditions listed below. City staff will document proposed exceptions as part of the project proposal.

Exceptions:

- A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on a temporary detour. Such maintenance activities, however, shall consider and meet the needs of bicyclists and pedestrians.
- The City exempts a project due to an excessively disproportionate cost of establishing a bikeway, walkway, or transit enhancement as part of a project.
- The City determines that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants or native vegetation, wetlands, or other critical areas.

Design

The City will develop and adopt guidelines as part of the Living Streets Plan to direct the planning, funding, design, construction, operation, and maintenance of new and modified streets, sidewalks, paths and trails. The guidelines will allow for context-sensitive designs.

The City's design guidelines will:

- Keep street pavement widths to the minimum necessary.
- Provide well-designed pedestrian accommodation in the form of sidewalks or shared-use pathways on all arterial and collector streets and on local connector streets as determined by context. Sidewalks shall also be required where streets abut a public school, public building, community playfield or neighborhood park. Termini will be determined by context.
- Provide frequent, convenient and safe street crossings. These may be at intersections designed to be pedestrian friendly, or at mid-block locations where needed and appropriate.
- Provide bicycle accommodation on all primary bike routes.
- Allocate right-of-way for boulevards.
- Allocate right-of-way for parking only when necessary and not in conflict with Living Streets principles.
- Consider streets as part of our natural ecosystem and incorporate landscaping, trees, rain gardens and other features to improve air and water quality.

The design guidelines in the Living Streets Plan will be incorporated into other City plans, manuals, rules, regulations, and programs as appropriate. As new and better practices evolve, the City will update the Living Streets Plan.

Context Sensitivity

Although many streets look more or less the same, every street is a unique combination of its neighborhood, adjacent land uses, natural features, street design, users, and modes. To accommodate these differences, the City will:

- Seek input from stakeholders;
- Design streets with a strong sense of place;
- Be mindful of preserving and protecting natural features, such as waterways, trees, slopes, and ravines;
- Be mindful of existing land uses and neighborhood character; and

- Coordinate with business and property owners along commercial corridors to develop vibrant commercial districts.

Benchmarks and Performance Measures

The City will monitor and measure its performance relative to this Policy. Benchmarks demonstrating success include:

- Every street and neighborhood is a comfortable place for walking and bicycling;
- Every child can walk or bike to school or a park safely;
- Seniors, children, and disabled people can cross all streets safely and comfortably;
- An active way of life is available to all;
- There are zero traffic fatalities or serious injuries;
- No unfiltered street water flows into local waterways; storm water volume is reduced; and
- Retail streets stay or become popular regional destinations.

The City will draw on the following data to measure performance. Additional performance measures may be identified as this Policy is implemented.

- Number of crashes or transportation-related injuries reported to the Police Department.
- Number and type of traffic safety complaints or requests.
- Resident responses to transportation related questions in resident surveys.
- Resident responses to post-project surveys.
- The number of trips by walking, bicycling and transit (if applicable) as measured before and after the project.
- Envision ratings from the Institute for Sustainable Infrastructure.
- Speed statistics of vehicles on local streets.

Implementation

The goal of this Policy is to define and guide the implementation of Living Streets principles. Several steps still need to be taken to reach this goal. The first step will be to develop a Living Streets Plan to guide the implementation of the Policy. The Plan will:

- Identify and implement standards or guidelines for street and intersection design, universal pedestrian access, transit accommodations, and pedestrian crossings;
- Identify and implement standards or guidelines for streetscape ecosystems, including street water management, urban forestry, street furniture, and utilities;
- Identify regulatory demands and their relationship to this Policy (ADA/PROWAG, MPCA, MNMUTCD, MnDOT state aid, watershed districts);
- Define the process by which residents participate in street design and request Living Streets improvements; and
- Define standards for bicycle and pedestrian connectivity to ensure access to key public, private and regional destinations.

Additional implementation steps include:

- Communicate this Policy to residents and other stakeholders; educate and engage on an ongoing basis;
- Update City ordinances, engineering standards, policies and guidelines to agree with this Policy;
- Inventory building and zoning codes to bring these into agreement with Living Streets principles as established by this Policy;
- Update and document maintenance policies and practices to support Policy goals;
- Update and document enforcement policies and practices to ensure safe streets for all modes;
- Incorporate Living Streets concepts in the next circulation of the City's general plans (Comprehensive Plan, Bicycle Plan, Active Routes to School Plan, etc.);
- Incorporate Living Streets as a criteria when evaluating transportation priorities in the Capital Improvement Plan (CIP);
- Review and update funding policies to ensure funding sources for Living Streets projects; and
- Coordinate with partner jurisdictions to achieve goals in this Policy.