

# REPORT / RECOMMENDATION



**To:** Edina Transportation Commission

**Agenda Item #:** VI. A.

**From:** Chad A. Millner, PE, Director of Engineering

**Action**

**Discussion**

**Date:** October 23, 2014

**Information**

**Subject:** Arden Park D Neighborhood Draft Engineering Report

**Action Requested:**

No action requested.

**Information / Background:**

The City is working with SEH Inc. on the draft engineering report for 2015 Arden Park D Neighborhood Reconstruction Project. This project involves reconstruction of the roadways including bituminous pavement and curb and gutter, and also includes upgrading existing utility infrastructure systems including storm sewer, water, and sanitary sewer. Sidewalks are also planned to be added to Arden Avenue, West 52nd Street, and Minnehaha Boulevard. Funding for the entire project will be from a combination of special assessment, respective utility funds, Pedestrian and Cyclist Safety (PACS) funds, and Minnehaha Creek Watershed District (MCWD) funds

Please note that this project implements principles of the Living Streets Policy and draft Living Street Plan. It continues our change of thinking about the use of our streets from primarily auto-centric to the incorporation of pedestrian-friendly elements and what is required for a balanced, multi-modal transportation system.

SEH Inc. will provide a brief presentation of the project and will take questions from the ETC. Staff and the consultant are requesting that commissioners review and provide feedback on the draft engineering report.

**Attachments:**

Draft Arden Park D Neighborhood Engineering Report



## ENGINEERING STUDY – BA-412

### ENGINEERING DEPARTMENT

### CITY OF EDINA

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#### ARDEN PARK NEIGHBORHOOD ROADWAY RECONSTRUCTION

OCTOBER 15, 2014

#### SUMMARY:

This project implements principles of the Living Streets Policy and draft Living Street Plan. It continues our change of thinking about the use of our streets from primarily auto-centric to the incorporation of pedestrian-centric elements and what is required for a balanced, multi-modal transportation system.

This project involves reconstruction of the roadways including bituminous pavement and curb and gutter. The project also includes upgrading existing utility infrastructure systems including storm sewer, water, and sanitary sewer. Sidewalks are also planned to be added to Arden Avenue, West 52<sup>nd</sup> Street, and Minnehaha Boulevard.

The estimated total project cost is \$8,008,000. Funding for the entire project will be from a combination of special assessment, respective utility funds, Pedestrian and Cyclist Safety (PACS) funds, and Minnehaha Creek Watershed District (MCWD) funds. The estimated roadway cost is \$2,465,000, and the estimated sanitary sewer service cost is \$586,000. Both of these costs will be 100 percent funded by special assessments at a rate of **\$13,600** per REU. Properties not receiving new sanitary sewer services will be assessed at a rate of **\$10,900** per REU. Utility improvements and repairs amount to \$4,468,000 and will be funded through respective utility funds.

The project can be completed during the 2015 construction season. Due to the proximity with the 54<sup>th</sup> Street Project, we anticipate bidding the two projects together for potential economics of scale savings and construction coordination.

Staff and consultant believe the project is necessary, cost effective and feasible to improve the infrastructure as initiated by Edina's Vision 20/20 – "Livable Environment" and "A Sound Public Infrastructure" and also in the City's Living Streets Policy and draft Living Streets Plan.

#### LOCATION:

The project area includes Bruce Avenue (Arden Ave to W 50<sup>th</sup> St), Bruce Place (Bruce Ave to end of Cul-De-Sac), Arden Avenue (W 52<sup>nd</sup> St to W 50<sup>th</sup> St), Minnehaha Boulevard (W 54<sup>th</sup> St to W 52<sup>nd</sup> St), Jay Place (Cul-De-Sac to W 50<sup>th</sup> St), Juanita Avenue (W 52<sup>nd</sup> St to Indianola Ave), Indianola Avenue (W 52<sup>nd</sup> St to W 50<sup>th</sup> St), Alley (end of Alley to W 52<sup>nd</sup> St), Halifax Avenue (W 54<sup>th</sup> St to W 51<sup>st</sup> St), Gorgas Avenue (W 52<sup>nd</sup> St to Cul-De-Sac), West 52<sup>nd</sup> Street (Arden Ave to France Ave). Figure 1 is a detailed project location map of the Arden Park Neighborhood Roadway Improvement Project.

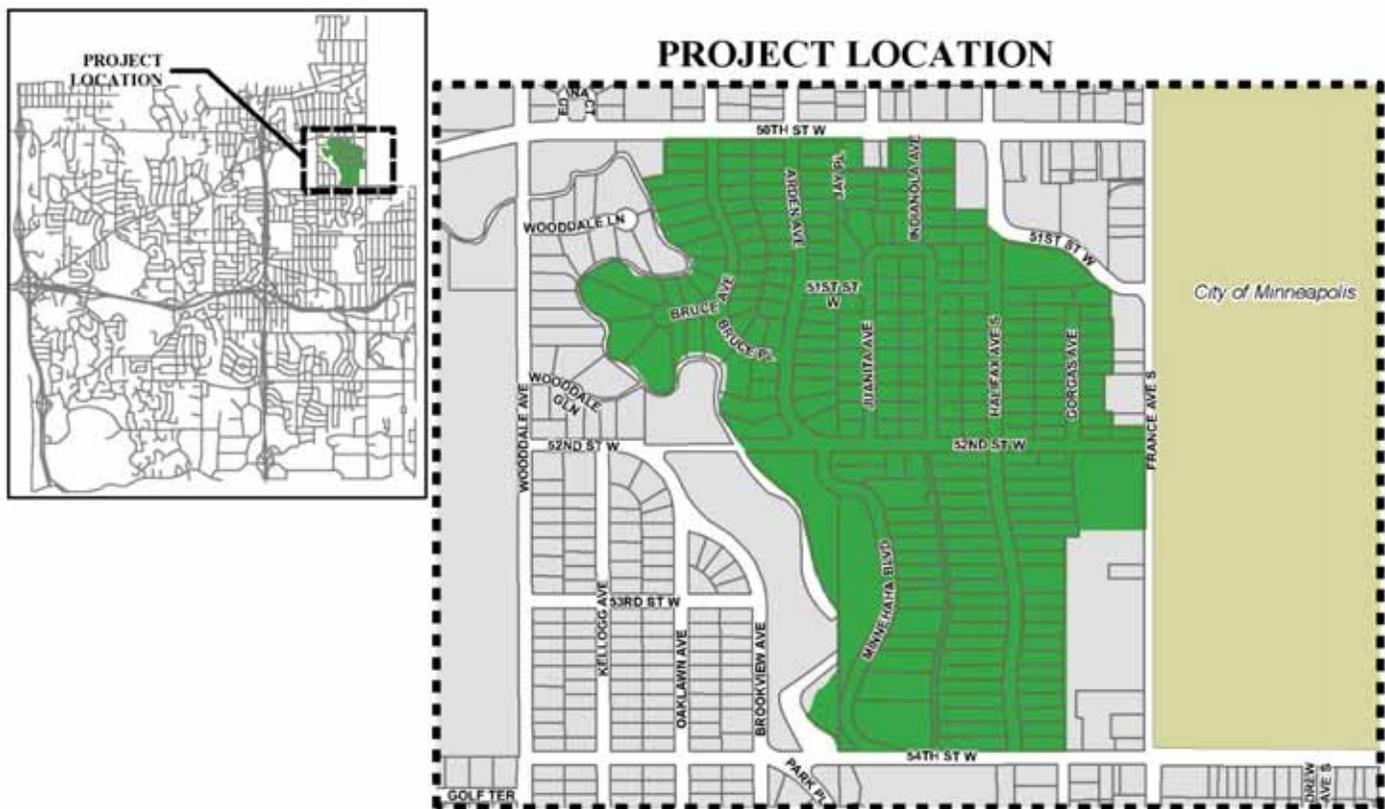


Figure 1 - Project Location Map

**INITIATION & ISSUES:**

The project was initiated by the Engineering Department as part of the City's street reconstruction program and identified in the Capital Improvement Program. As part of the project the City collaborated with the MCWD to address Minnehaha creek water quality issues as they relate to the surface water runoff from this project area. This project addresses updating aging infrastructure issues associated with the pavement condition, storm water, sanitary sewer and water main systems.

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 the Active Routes to Schools Plan.

Recall staff met with the Council on April 1, 2014 during a Council work session to discuss applying the principles of the Living Streets Policy and a possible partnership with the MCWD to this project. This project area has opportunities to apply both.

**City of Edina 2008 Comprehensive Plan Update**

Sidewalk Facilities

Chapter 7 of the plan addresses locations of proposed sidewalks facilities and funding options within the City. As shown in Figure 7.10 of Appendix H, there are proposed sidewalk facilities planned within the project limits along

Minnehaha Boulevard, Arden Avenue, Indianola Avenue, Juanita Avenue, 51<sup>st</sup> Street and a portion of 52<sup>nd</sup> Street.

Recall at the August 19, 2014 City Council meeting that we agreed to only consider additional sidewalks along Arden Avenue, West 52<sup>nd</sup> Street, Minnehaha Boulevard, and Indianola Avenue near West 50<sup>th</sup> Street. This was based on additional traffic volume data.

#### Bicycle Facilities

Chapter 7 of the plan addresses locations of proposed bicycle facilities within the City as part of the Comprehensive Bicycle Transportation Plan. Figure 7.11 of Appendix H does not identify proposed bicycle routes within this neighborhood.

#### City of Edina Comprehensive Water Resource Management Plan

The project is located within the Minnehaha Creek Watershed District. The 2011 Comprehensive Water Resource Management Plan indicates no potential flood areas in the neighborhood. Further evaluation will be performed regarding drainage issues resulting from the questionnaires.

#### Living Streets Policy Evaluation

The vision statement of the Living Streets Policy, attached in Appendix K, 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.*

The draft Living Streets Plan, attached in Appendix K, indicates the infrastructure that should be included when analyzing a roadway for reconstruction.

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, including 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 for an increase in the sediment control capacity of the storm sewer network and helps to control localized flooding. The project provides homeowners a piping system to discharge ground water into; this will eliminate standing water and/or ice 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 existing issues and/or features are addressed in this study:

- Pedestrian, bicycle and vehicle safety
- Poor condition of existing pavement surface
- Storm water quality and drainage
- Existing landscaping, retaining walls and driveways
- Existing mature trees
- Existing landscaping and driveways
- Sanitary sewer and water main condition; areas missing adequate water mains
- Existing residential roadway lighting
- Drainage and erosion along the alley

### **Resident Input**

The Engineering Department follows a practice of notifying residents two years prior to a potential reconstruction project. The residents of this

neighborhood were invited to an Open House on October 8, 2012 to discuss the City's process for street reconstruction. A copy of the presentation from this meeting is included in Appendix A.

Residents were then invited to another Open House on September 9, 2013 to discuss the City's process for street reconstruction. A copy of the presentation from this meeting is included in Appendix A.

A resident questionnaire was sent to the property owners on June 10, 2014. The questionnaires were completed and returned by 99 of the 285 property owners, a return rate of 35%.

A questionnaire was also sent out on August 26, 2014, to residents adjacent to the existing alley to the south of West 52<sup>nd</sup> Street between Minnehaha Boulevard and Halifax Avenue. The questionnaires were completed and returned by 19 of the 23 residents. Both the full questionnaire and responses are included in Appendices B & E.

The first questionnaire included questions regarding history of the resident's properties and public spaces such as the homeowners existing drainage service connection, and private underground utilities. The questionnaire then went on to ask questions about the existing street lights in the neighborhood, and Living Streets Elements such as pedestrian issues, natural resources, and traffic management in the neighborhood. The results from the questionnaire are shown in Table 1.

<b>ARDEN PARK PROJECT –</b>					
Results from June 10, 2014 Questionnaire Sheet					
<b>Questionnaires Sent</b>	<b>Questionnaires Returned</b>	<b>Change Existing Lighting</b>		<b>Traffic Issues</b>	
		<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>No</b>
285	112	29	75	58	49
<b>% of Returned Questionnaires</b>	<b>39%</b>	<b>26%*</b>	<b>67%*</b>	<b>52%*</b>	<b>44%*</b>

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

**Table 1 – Questionnaire Results**

The alley questionnaire included questions regarding the condition of the alleyway to the south of West 52<sup>nd</sup> Street between Minnehaha Boulevard and Halifax Avenue. The results from this questionnaire is shown in Table 2.

ALLEY QUESTIONNAIRE				
Results from August 26, 2014 Questionnaire Sheet				
Questionnaires Sent	Questionnaires Returned	Preferred Option		
		1 Repave Alley	2 Repave and Add Onto Alley	3 Do Nothing
		Yes	Yes	Yes
23	19	3	7	9
<b>% of Returned Questionnaires</b>	<b>83%</b>	<b>16%</b>	<b>37%</b>	<b>47%</b>
		<b>53%</b>		

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

### Table 2 – Alley Questionnaire Results

A neighborhood informational meeting was held on July 31, 2014 to discuss improvements planned for this neighborhood. The meeting was attended by 52 residents representing 40 properties. A copy of the presentation and public input from this meeting are included in Appendix C.

Another neighborhood informational meeting was held on September 22, 2014 to discuss preliminary assessments and proposed utility improvements. The meeting was attended by 57 residents representing 47 properties. A copy of the presentation and public input from this meeting are included in Appendix F.

#### Staff Input

A draft engineering report was provided to the public works, fire and police departments.

**Public Works:** The public works department commented on the,

**Fire Department:** The fire department had the following comments

**Police Department:** The police department commented on the ...

#### EXISTING CONDITIONS: Public Utilities

##### Water Main and Sanitary Sewer Pipes

Water main pipe material is cast iron and the sanitary sewer pipe material is vitrified clay. The sanitary sewer lines and water mains were constructed in the early 1940's.

The neighborhood is typically served by six-inch (6") diameter water main pipes, except the southerly block of Halifax Ave which contains an eight-inch (8") diameter water main. Currently, no water main pipe exists along Minnehaha Boulevard and abutting properties receive their water from private wells.

The valves and fire hydrants along the water main pipe are operable, vary in age and lack the STORZ nozzle fittings desired by the Edina Fire Department for quick connection of fire hoses.

No water main pipe breaks have been recorded in the neighborhood. In order to better understand the integrity of the water main system, it was acoustically tested during July 2014. The testing provided remaining pipe wall thickness data to help staff assess the condition of the pipes. Results of the tests are described in the proposed improvements section.

The majority of the neighborhood is served by nine-inch (9") diameter clay sanitary sewer pipes, although the northerly end of Halifax Avenue is served by an eight-inch (8") sanitary sewer clay pipe. A twenty-four inch (24") sanitary sewer pipe encased in concrete, exists along the west side of the neighborhood from approximately West 52<sup>nd</sup> Street to West 54<sup>th</sup> Street.

Due to equipment issues with our sanitary sewer televising equipment, the conditions of the sanitary sewer pipes within the neighborhood are unknown. It is anticipated that the sanitary sewer pipes will be lined with a cured-in-place pipe (CIPP) except portions of Arden Avenue that were previously lined. We anticipate reviewing the CCTV prior to the final design of the project.

#### Water and Private Sanitary Sewer Service Pipes

Water service pipes within the neighborhood are copper pipes and vary in diameter.

Since 1988, there have been forty-eight (48) City-owned water service pipe break and leak repairs. Nine (9) of the water service pipe repairs have occurred in the last five (5) years. Locations of the City-owned water service pipe repairs are shown in Appendix L.

Private sanitary sewer service pipes are likely 4-inch or 6-inch diameter clay pipes. Based on their age, the City should expect that cracks and separated joints have developed along these pipes similar to the main pipe. These faults in the pipe facilitate tree root intrusion and the infiltration of clear ground water into the City's sanitary sewer network.

#### Storm Sewer

The storm sewer system is located within the legal boundary of Minnehaha Creek Watershed District. The majority of the surface water for the neighborhood typically drains westerly to Minnehaha Creek via longitudinal street slopes and concrete curb and gutters. From the gutters, the storm water drains to a storm sewer system that begins in the 50<sup>th</sup> Street and France Avenue area. From there, storm water drains southward along Halifax Avenue then westward along West 52<sup>nd</sup> Street to Minnehaha Creek.

Based on a hydraulic model of the existing storm sewer pipes in the neighborhood, most are currently large enough to convey storm water following smaller size storm events. However, the existing storm sewer

system does not have capacity for large storm events as reaffirmed from notes from residents and City staff. This is illustrated in the blue shaded areas and highlighted curb and gutters in Figure 2.

The modeling and input reflects an undersized storm sewer system. This usually causes localized flooding or surface discharges from storm sewer structures. However, it does not cause structural flooding in the area.

A portion of the storm sewer system between Jays Place and Indianola Avenue is located under Edina Covenant Church. The condition of those pipes is a concern of both City staff and the church.



Figure 2 – Surface Water Ponding/Flooding Areas

Thirty (30) property owners told us they operate sump pumps via returned questionnaires. The City's GIS records indicate that 96 residents utilize sump pumps. They use these pumps to discharge ground water away from their homes. In most cases, their pumps discharge onto the ground water onto their yards or an adjacent street.

### **Private Utilities**

Providers of privately owned gas, electric, communications and cable television utilities are present in the neighborhood. These utilities are either overhead or buried underground both within and outside the street ROW.

Results from the questionnaire indicate sixty (60) residents own and operate a lawn irrigation system and ten (10) own and operate an underground pet containment system within the project boulevards.

**Streets**

The roadways in this neighborhood were originally constructed in the 1940's and have seen many repairs and upgrades since that time. As-built construction plans are unavailable that would indicate which upgrades have been completed. The neighborhood's existing streets are surfaced with bituminous pavement. Patches, overlays, and sections of alligator cracking are present at random locations throughout the project area as shown in Figure 3.



Figure 3 – Typical Pavement Condition

The streets vary in width between 24 feet and 30 feet with existing concrete curb and gutter and parking on both sides of the streets. The majority of the streets are 30 feet wide. The concrete curb and gutter is in poor condition. The pavement condition varies throughout the neighborhood and it is in generally poor condition likely due to its age.

The existing geometry of the intersection at Halifax Avenue and 51<sup>st</sup> Street creates a long radius curb line on the north side of the intersection that allows southbound vehicles on 51<sup>st</sup> Street that turn right onto Halifax Avenue to comfortably maneuver through the intersection at speeds higher than typical or desirable for conventional intersections. Oftentimes, this results in vehicles crossing over the centerline and entering the northbound lane on Halifax Avenue. The existing geometry of this intersection is shown in Figure 4.



Figure 4 - Halifax Avenue South and West 51<sup>st</sup> Street

The existing geometry of the intersection at Bruce Avenue and Bruce Place creates large surface areas of pavement and intersection corners with long radius curb-lines. This existing geometry allows vehicles to comfortably maneuver through the intersection at speeds higher than typical or desirable for conventional intersections. This situation can lead to diminished pedestrian crossing safety and requires additional city resources during snow removal operations. The existing geometric configuration of the intersection is shown in Figure 5.



Figure 5 - Bruce Avenue and Bruce Place

The existing geometry of the cul-de-sacs for Bruce Avenue and Gorgas Avenue are larger than necessary.

#### Alley

A public right-of-way alley for access to homes along both Minnehaha Boulevard and Halifax Avenue exists from West 52<sup>nd</sup> Street to West 54<sup>th</sup> Street as shown in Figure 6. The alley is improved with bituminous pavement for approximately the north 420 feet or from 5224 Halifax Avenue to West 52<sup>nd</sup> Street. A portion of the alley adjacent to 5228, 5232, and 5236 Halifax

Avenue consists of a gravel surface. The portion of the alley from 5236 Halifax Avenue to 5332 Halifax Avenue is unimproved. Currently, City public works staff maintains the gravel portion of the alley approximately 3-4 times per year.



Figure 6 - Alley south of W 52<sup>nd</sup> St between Minnehaha Blvd and Halifax Ave.

As part of this study, 14 soil borings were taken in the project area. The borings identified a 3¾ inch to 7-inch thick bituminous pavement with a 7-inch to 20-inch thick layer of sand with traces of gravel beneath the street pavements. Even though the pavement is in poor condition, the presence of this aggregate base layer provides a stable foundation beneath the street surface.

The average pavement condition index (PCI) for the City of Edina is 57 and the average PCI for Arden Park as projected for 2014 is 17.

The City of Edina has a consultant systematically evaluate all bituminous roadways within the City. The streets are 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 from approximately 0.5 percent to 8 percent.

The pavement surface 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.

There are approximately sixteen (16) driveways featuring brick paver block edging in the project area. Figure 7 depicts a driveway with brick paver block edging found in the project area.



Figure 7 - Paver Edge Driveway

#### Residential Lighting

Street lighting in the project area consists of combination of City owned and Xcel Energy owned street lights as shown in Appendix J. The City owned street lights are a combination of Acorn and Cobra style lights with direct bury cable. Xcel Energy street lights are Cobra cut-off style lights and are mostly located at intersections throughout the neighborhood. A cut-off style street light is a street light that does not project or reflect light upward and meets standards set by the Dark Sky Association.

#### Traffic and Crash Data

City staff measured traffic volumes and speeds at ten locations within or near the neighborhood. Average daily traffic volumes ranged from 120 to 1,170 cars per day with 85<sup>th</sup> percentile speed ranging from 25.0 to 32.0 mph. The traffic and crash data is shown in Appendix I.

#### Landscaping

The majority of property owners have vegetation in the ROW. 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. Figure 8 shows a typical landscaping feature found in the project's ROW.



Figure 8 – Landscaping Within ROW

**PROPOSED  
IMPROVEMENTS:**

This project involves reconstruction of existing roadways including bituminous pavement, existing curb and gutters and portions of any poor subgrade soils. The project also includes upgrading existing infrastructure including the storm drainage system, water system, and sanitary sewer system. Upgrades to the storm sewer also include connecting sump pump drain pipes as needed. Upgrades to the water system also include the addition of a water main pipe along Minnehaha Boulevard between 54<sup>th</sup> Street and 52<sup>nd</sup> Street.

**Public Utilities**

The scope of the water main, sanitary and storm sewer reconstruction should meet the following parameters:

- Protect boulevard trees.
- Provide continuous sewer and water service to residents.
- Maintain pedestrian and vehicle access in the neighborhood during construction.
- Reconstruct private sanitary sewer service pipes between the City-owned sanitary sewer pipe and ROW line.
- Encourage property owners to reconstruct their private sanitary sewer service pipe between the ROW line and their homes prior to construction.
- Reconstruct the City-owned water service pipe between the water main pipes and curb stop box within the City's ROW. Reconstruction should also include replacing all of the curb stops.
- Encourage property owners to reconstruct their private water main service pipes between the curb stop and their homes.

**Water Main and Sanitary Sewer Pipes**

Based on the results of the pipe integrity testing, segments of the existing water main pipe are in satisfactory condition and will not be upgraded including on Arden Avenue, Juanita Avenue, Indianola Avenue, Gorgas

Avenue, and West 52<sup>nd</sup> Street. The existing water main pipes along Bruce Avenue, Bruce Lane, and Halifax Avenue will be replaced using the pipe bursting method. New water main pipes will be installed where they do not exist today along Minnehaha Boulevard. Drawing 1 in Appendix M shows the locations of the existing pipes to remain and the proposed pipe bursting reconstruction methods to be utilized.

A new water main pipe will be placed along Minnehaha Boulevard, which will help the overall redundancy of the distribution system, while providing optional service to homes that currently are not connected to the City system. We heard from some residents that the new water main should be located in the alley instead of Minnehaha Boulevard. After review, it was determined this was not a viable option because it would not provide water main to all the affected properties and the cost would be substantially higher due to the limited working area within the alley.

The project will replace all of the existing fire hydrants with new City standard hydrants and will replace all existing gate valves. New hydrants will also be added in locations where the distance between the existing hydrants exceeds the recommended 350-foot spacing.

All of the proposed improvements to the water main system will optimize water flow for firefighting and improve water quality.

During improvements to the water main pipe network, residents will have continuous water service. If necessary, temporary water main and service pipes will be placed on the ground along the boulevards and front yards of the neighborhood. These temporary pipes are connected to sections of the existing water main. Continuous water service is provided to each home via its outside garden hose spigot. The contractor will need access into each affected home to make a proper temporary water main connection.

The project will reconstruct the sanitary sewer pipes using a trenchless reconstruction method called cured in place pipe lining. Spot repairs will be made to the sanitary sewer pipes that have sagged, cracked or where offset joints occur. The City's CCTV inspections will provide the exact locations of these repairs. Wherever necessary, the repairs will be completed using open cut repair methods. In sensitive locations, repairs will be completed using trenchless repair methods.

Approximately 60% of the sanitary sewer manholes are constructed with brick or concrete block. All of the brick / block manholes will be lined with cement mortar. All sanitary manholes will have castings and adjustment rings replaced.

#### Sanitary Sewer Service and Water Service Pipes

Along with upgrading the street, the City also plans to upgrade the publicly owned water service pipes and privately owned sanitary sewer service pipes within the right-of-way. Upgrading these pipes will ensure that the water and sanitary sewer services will be safe and reliable for the foreseeable future.

Besides helping to keep safe and reliable sanitary sewer and water service use, upgrading all of the private and public underground utility lines helps ensure that the new street will stay in good condition by decreasing the chances that the street will need to be disturbed in order to repair old or leaking underground utilities.

Property owners will be allowed to have the cost of any private sanitary sewer service or water service upgrades financed through the City's special assessment financing system. Staff will provide the interested property owners with information on how to proceed with this option.

Sanitary Sewer Service Pipes:

Because the City is upgrading the publicly owned pipes and the roadway above these pipes, we will require that property owners upgrade the privately owned sanitary sewer service line shown as segment "C" below. Both segments "C & D" are privately owned. The only exception will be for properties whose pipes have been upgraded in the past 15 years.

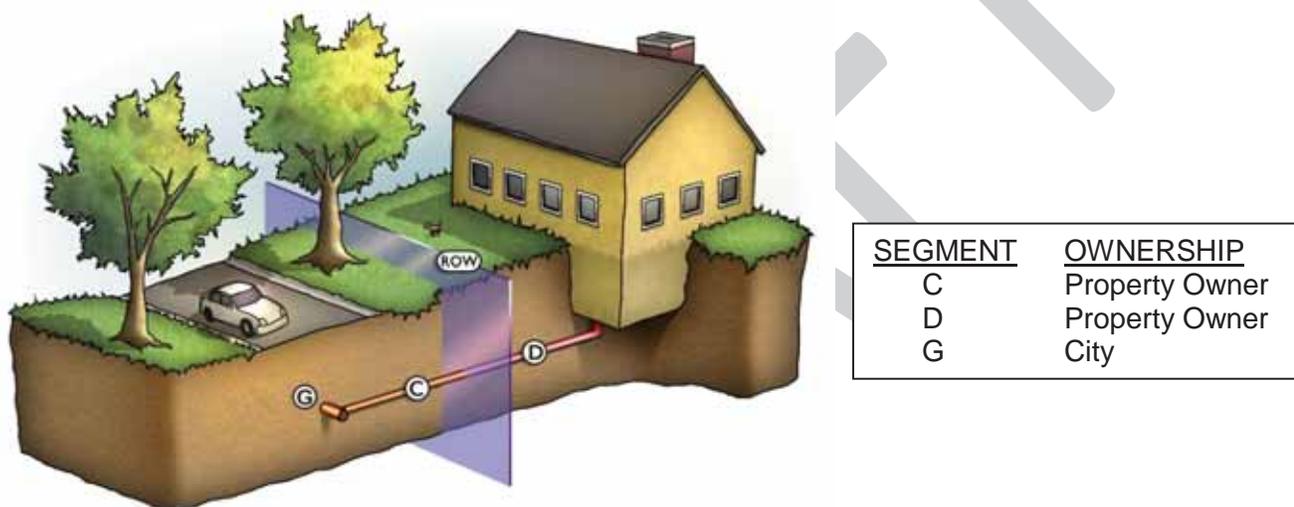


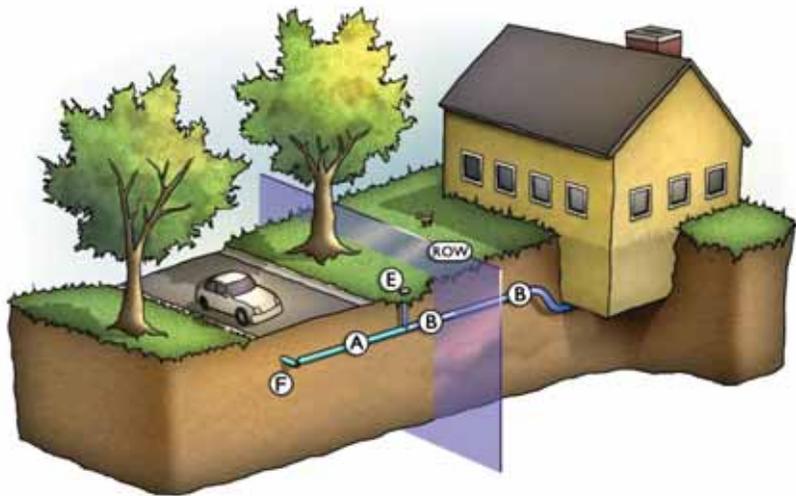
Figure 9 – Typical Section Showing Sanitary Sewer Service

A property owner will have two options to upgrade their sanitary sewer service pipe:

1. They may hire their own private contractor to do the upgrading work. This option allows the property owner to choose their own contractor and finance the cost of the work at their discretion.
2. They may have the City's contractor do the upgrading work. The City's contractor will replace the segment of private sanitary sewer service pipe shown as segment "C" above for a flat cost of \$2,700.

Water Service Pipes:

The City will also be upgrading the publicly owned portion of the water service shown as segments "A & E" below. There will be no special assessment for this work.



<u>SEGMENT</u>	<u>OWNERSHIP</u>
B	Property Owner
A	City
E	City
F	City

Figure 10 – Typical Section Showing Water Service

Storm Sewer

All of the concrete curb and gutter in the neighborhood will be replaced. To begin to address some of the storm sewer capacity issues, infiltration areas are proposed to be installed along Jay Place (pervious paver system) and the northerly block of Halifax Avenue (infiltration pipe), see Figure 11.



Figure 11 - Storm Sewer Infiltration Areas

The existing storm sewer system will be upgraded with additional inlets and pipes as shown in Figure 12. These upgrades will address localized flooding within the neighborhood and improve surface flow.

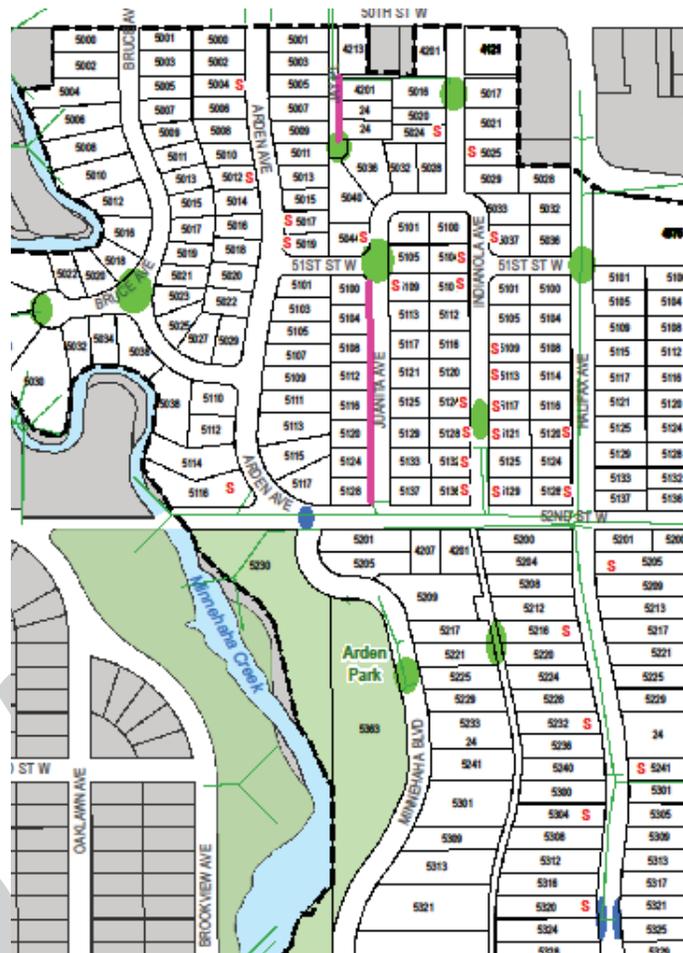


Figure 12 - Storm Sewer System Improvements.

Staff recommends re-routing the storm sewer pipes that are located under Edina Covenant Church through their driveway and parking lot. The pipes under the church will be filled with a flowable fill material and abandoned in place. The church has agreed to provide the necessary easements over the new alignment of the storm sewer pipes for future maintenance purposes.

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.

**Private Utilities**

CenterPoint Energy has indicated they will upgrade a portion of their system within the project limits. The upgrade areas include a new gas main and services along Gorgas Avenue and Halifax Avenue from W 54<sup>th</sup> St to W 52<sup>nd</sup> St and also a new gas main along W 52<sup>nd</sup> St from Minnehaha Blvd to Indianola Ave. This work is not part of the City's project but will be coordinated to occur prior to the start of construction.

The City will coordinate other private utility relocations or upgrades prior to the start of construction.

Any damage to privately-owned pet containment and irrigation systems caused by City reconstruction activities will be repaired by the City.

**Streets and Sidewalks**

Typical street, sidewalk and boulevard widths are discussed in the draft Living Streets Plan. We began our discussions with the neighborhood using those standards applied to the context of this neighborhood. The location and size of the sidewalks drove the widths of the streets, sidewalks, and boulevards and the location of parking.

The location of the existing boulevard trees influenced the initial design of the sidewalks to a 5-ft wide sidewalk with a 1-ft exposed aggregate concrete strip on the back of curb. This is not our preferred option. Residents had concerns about the aesthetics of that type of facility. Considering that the existing sidewalk facilities within the neighborhood are 4-ft wide, we are able to provide a more aesthetically pleasing facility using a 3-ft wide boulevard and a 4-ft wide sidewalk.

Per the draft Living Streets Plan, streets with sidewalks have a typical street width of 24-ft with parking on only the sidewalk side. Streets without sidewalks have a width of 27-ft with parking only on one side. The implementation of parking on only one side of the street begins to consider the amount of parking needed along a residential street and the space available for pedestrians.

The proposed widths of these streets along with any additions of sidewalks are shown in Table 3.

Street	Street Width Face to Face of Curb (feet)	Boulevard Width (feet)	Sidewalk On one side (feet)
Arden Ave	24	3	4 – east side
W 52 <sup>nd</sup> St – west of Alley(1)	24	1	4 – south side
W 52 <sup>nd</sup> St – east of Alley to Halifax Ave S (1)	24	3	4 – south side
Minnehaha Blvd – south half (2)	24	0	8 – west side
Minnehaha Blvd – north half (2,3)	27	varies	8 – west side
Gorgas Ave, Indianola Ave south of 5016, Juanita Ave, Bruce Ave	27	No Sidewalks	No Sidewalks
Indianola Ave north of 5020	27	5	5 – west side
Halifax Ave	24	Varies	4 – existing east side

(1) Alley is located between Minnehaha Boulevard and Halifax Avenue

(2) Parking on west side only

(3) Street width allows parking on both sides if future demand warrants

**Table 3 – Proposed Street Widths and Sidewalks.**

The typical proposed street section for Arden Avenue and West 52<sup>nd</sup> Street is shown in Figure 13:

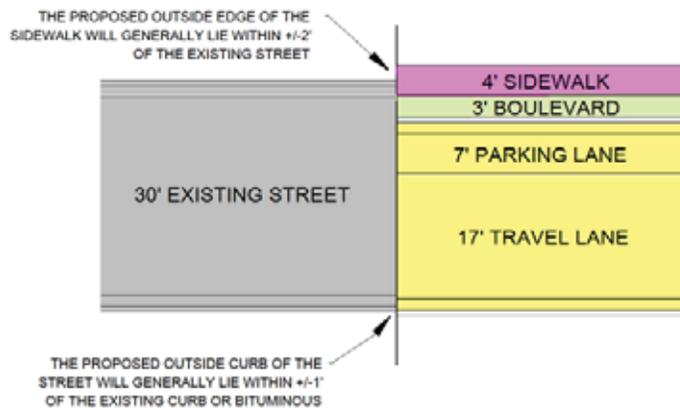


Figure 13 - Proposed Street Section for Arden Avenue and West 52<sup>nd</sup> Street

The project will recycle all the existing bituminous street pavement on-site. The existing bituminous will be mixed together with the existing aggregate base course below it and then reincorporated into the project to replace poor subgrade soils, utility trench backfill or street aggregate.

To enhance pedestrian safety within the neighborhood crosswalks are proposed to be added to the 52<sup>nd</sup> Street intersections of Halifax Avenue and Minnehaha Boulevard.

The proposed geometry of the intersections of Halifax Avenue with West 51<sup>st</sup> Street and Bruce Avenue with Bruce Place are shown in Figures 14 and 15. The outside curb locations of the intersection of Bruce Avenue with Bruce Place will be retained due to the need to retain the existing island. A 6-foot wide island is proposed in the intersection West 51<sup>st</sup> Street and Halifax Avenue to control vehicle turning movements forcing motorists to reduce speeds and travel in the appropriate lane when turning into the neighborhood.

Revisions are proposed to the cul-de-sac geometrics at Bruce Avenue and Gorgas Avenue as shown in Figures 16 and 17. These improvements will help reduce the overall impervious surface of the project.

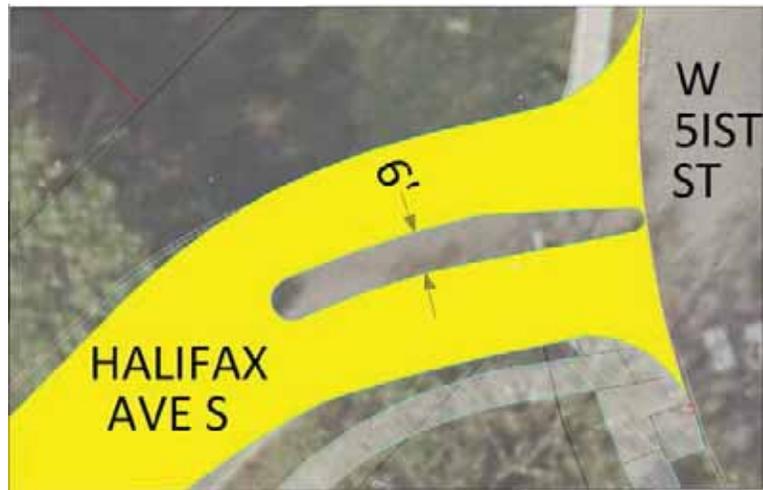


Figure 14 - Halifax Avenue South and West 51<sup>st</sup> Street

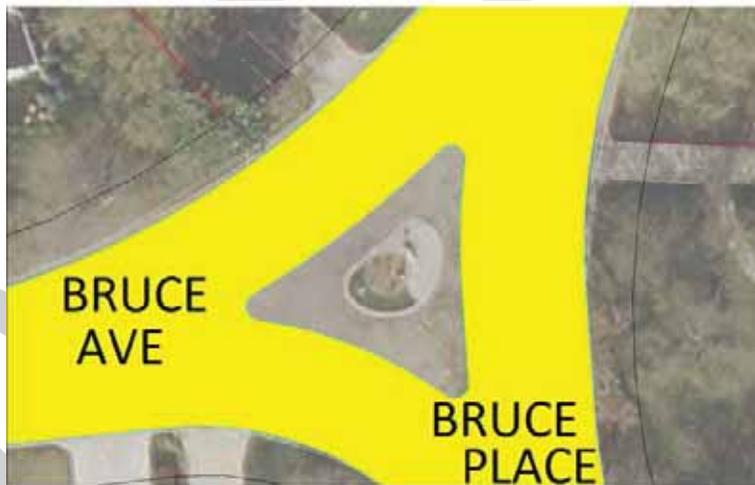


Figure 15 - Bruce Avenue and Bruce Place

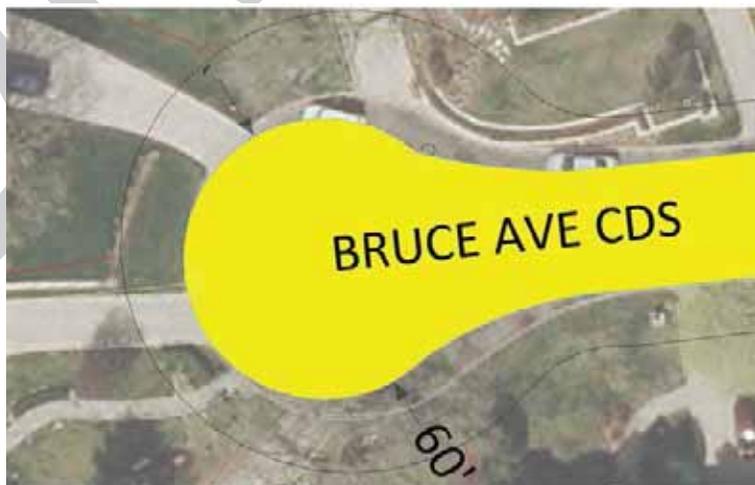


Figure 16 - Bruce Avenue Cul-de-sac

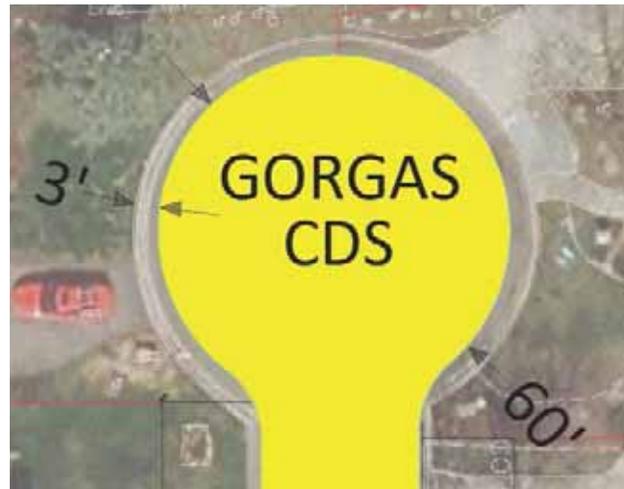


Figure 17 - Gorgas Avenue Cul-de-sac

Alley

Due to storm water ponding and gravel erosion, the alley between Minnehaha Boulevard and Halifax Avenue is proposed to have the gravel area paved with bituminous shown as Option 2 in Figure 18. The existing storm water structure between 5217 and 5221 Minnehaha Blvd in the alley will also be adjusted to allow for better drainage. The improvements are storm water related and not to the scale staff originally had in mind with the initial questionnaire. Therefore they will not be assessed to the residents.

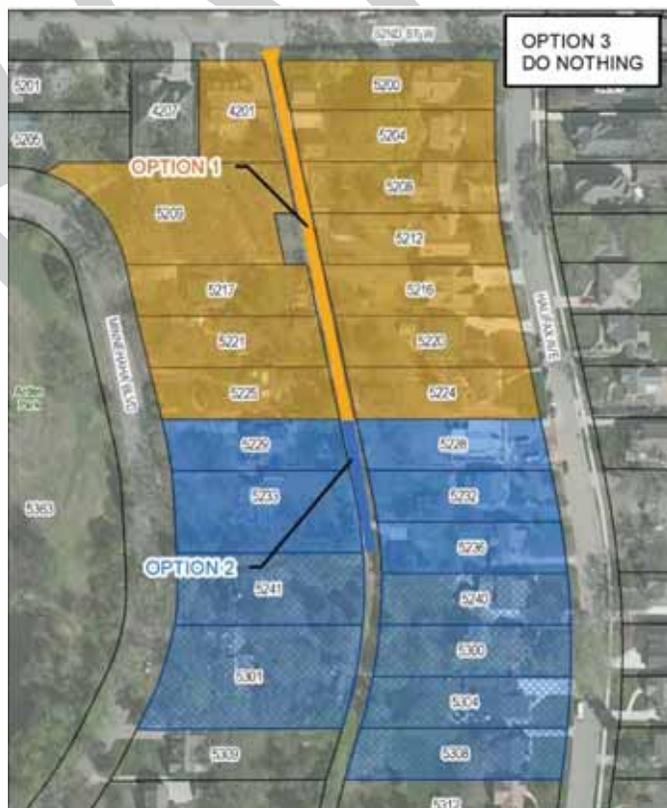


Figure 18 - Proposed Alley Improvements

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

#### Residential Lighting

The original questionnaire was sent out asking if residents wanted to upgrade the street lights in the project area. The results from Table 1 show that property owners do not want to upgrade the street light system. Since the questionnaire was sent out, City staff has reviewed the condition of the existing City-owned lights. They were found to be at the end of their serviceable life and included direct bury cable. The City-owned lighting system will be replaced with the project. No additional lights are proposed. An additional questionnaire was sent out to residents asking about the preferred style of light. The results of the questionnaire can be found in Appendix X. Questionnaire will be sent after ETC meeting.

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

Existing right-of-ways (ROWs) in the neighborhood varies from 20 feet to 60 feet wide. A 20-foot ROW exists for the alley between Halifax Avenue and Minnehaha Boulevard. A 25-foot ROW exists for Jay Place. 50-foot ROWs exist for Bruce Avenue, Bruce Lane, Juanita Avenue, Indianola Avenue, Arden Avenue and Halifax Avenue. 60-foot ROWs exist for Gorgas Avenue and Minnehaha Avenue. No additional right-of-way or easement acquisitions are anticipated in order to complete the proposed improvements except for the storm sewer improvements at Edina Covenant Church. They are willing to donate the required easements necessary for future maintenance.

#### **CITY COUNCIL VOTING:**

The Public Hearing will contain two separate motions for voting on the project improvements. Per State statute, the assessment portion of the project requires a super majority approval from council (4:1). The PACS funded components requires a simple majority approval from council (3:2).

#### **PROJECT COSTS:**

The estimated total project cost is \$8,008,000. Funding for the entire project will be from a combination of special assessment, utility, Minnehaha Creek Watershed District and PACS funds. The estimated roadway cost is \$2,465,000, the estimated sanitary sewer service cost is \$586,000 and the estimated lighting cost is \$101,000. All of these costs will be 100 percent funded by special assessments at a rate of \$13,600 per REU. Properties not receiving new sanitary sewer services will be assessed at a rate of \$10,900 per REU.

Utility improvements and repairs amount to \$4,468,000 and will be funded through respective utility funds. Storm water treatment costs will be paid for by MCWD funds in an amount of \$164,000 (preliminary, not officially approved). Any pedestrian safety enhancement such as crosswalks and sidewalks will be funded through the PACS Fund in an amount of \$224,000.

**The total estimated project cost is \$8,008,000 (2014 Dollars).** The estimated project costs are summarized in Table 4.

ITEM	ESTIMATED COST <sup>2</sup>		MCWD3
	CITY	RESIDENTS	
Sanitary Sewer Pipe	\$1,735,000		
Sanitary Sewer Service Pipe Between the Pipe and the Right-Of-Way Line <sup>1</sup>		\$586,000	
Water Main Pipe and Service Pipe Up To and Including Curb Stop Box	\$1,520,000		
Storm Sewer	\$1,213,000		
Storm Water Treatment			\$164,000
Street Reconstruction <sup>1</sup>		\$2,465,000	
Lighting System <sup>1</sup>		\$101,000	
PACS	\$ 224,000		
<b>Sub-total</b>	<b>\$4,692,000</b>	<b>\$3,152,000</b>	<b>\$164,000</b>
<b>Total</b>		<b>\$8,008,000</b>	

<sup>1</sup> Cost to be assessed to residents

<sup>2</sup> Costs are given in 2014 dollars

<sup>3</sup> Preliminary, not officially approved

**Table 4 - Summary of Total Estimated Project Cost**

**ASSESSMENTS:**

The assessments are based on the City's Special assessment policy, dated August 21, 2012.

An estimated special assessment rate of approximately **\$13,600** (2014 Dollars) per residential equivalent unit (REU) is proposed to be levied against property owners in the project area who receive benefit from the proposed street and lighting improvements and have a sanitary sewer service connection in the City's ROW. There are 217 REU's in the project area that qualify for this assessment rate. The remaining 19.42 REU's in the project area with no sanitary sewer service connection in the City's ROW will be exempt from the sanitary sewer service assessment. The estimated total assessment rate is summarized in Table 5.

ITEM	ESTIMATED ASSESSMENT <sup>1</sup>	NUMBER OF REU'S
Street Reconstruction	<b>\$10,500</b>	238.42
Sanitary Sewer Service Pipe Between the Pipe and the Right-Of-Way Line	<b>\$2,700</b>	217
Lighting	\$400	238.42
<b>Total</b>	<b>\$13,600</b>	

<sup>1</sup> Assessment rate is given in 2014 dollars

**Table 5 - Summary of Total Estimated Assessment Rates per REU**

Drawing 2 in Appendix M summarizes the application of the estimated assessment rates. City-owned well #3 is located within the neighborhood on

Halifax Avenue. Due to the permanent need for this facility, no levied assessment is planned for that parcel.

The methodology for calculating the REUs for City owned property along the west side of Minnehaha Boulevard is described as follows:

Park Property:

5230/5363 Minnehaha Blvd - Arden Park:

5 REUs = Layout of park property with similar size buildable lots in the neighborhood.

The methodologies for calculating other assessments that are not equal to 1 REU are as follows:

Church Property:

Edina Covenant Church - 4201 50<sup>th</sup> St W

5 REU's =  $(18,001 \text{ sf} / 1,000 \text{ sf}) \times (0.8 \text{ REU's per } 1,000 \text{ sf}) = 14 \text{ REU}$   
 $\times (1/3 \text{ side yard})$ .

Residential Corner Lots:

5336 and 5337 Halifax Ave and 5333 Minnehaha Blvd:

0.67 REU's =  $(1 \text{ REU}) \times (2/3 \text{ side yard})$

5132 France Ave:

0.33 REU's =  $(1 \text{ REU}) \times (1/3 \text{ side yard})$

Commercial Property:

4213-15 50<sup>th</sup> St W (2 unit duplex):

0.50 REU's =  $(0.8 \text{ REU's per duplex unit}) \times (2 \text{ units}) \times (1/3 \text{ side yard})$

4121 50<sup>th</sup> St W (10 units):

0.17 REU's per unit =  $(0.50 \text{ REU's per apartment unit}) \times (1/3 \text{ corner lot})$

4075 51<sup>st</sup> St W (44 units):

0.17 REU's per unit =  $(0.50 \text{ REU's per apartment unit}) \times (1/3 \text{ corner lot})$

5200 France Ave (20 units):

0.17 REU's per unit =  $(0.50 \text{ REU's per apartment unit}) \times (1/3 \text{ corner lot})$

The City will consider deducting that portion of the assessment for the sanitary sewer service pipe repair if the resident:

- Reconstructs their own private sanitary sewer service pipe between the sanitary sewer main and the ROW using their own contractor or
- Has reconstructed their sanitary sewer service pipe between at least the sanitary sewer main and ROW line with PVC pipe or by use of trenchless methods in the last 15 years.

A copy of the preliminary assessment roll is included in Appendix G.

**Engineering Study  
Arden Park Neighborhood Improvement No. BA-412  
October 15, 2014**

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

Project Open House 2012	October 8, 2012
Project Open House 2013	September 9, 2013
Neighborhood Informational Meeting	July 31, 2014
Neighborhood Informational Meeting	September 22, 2014
Edina Park Board	October 6, 2014
Edina Transportation Commission Meeting	October 23, 2014
Receive Feasibility Report and Public Hearing	December 9, 2014
Bid Opening (bid with West 54 <sup>th</sup> Street Project)	March/April 2015
Award Contract	Spring 2015
Begin Construction	Spring 2015
Complete Construction	Fall 2015
Final Assessment Hearing	Fall 2016

**FEASIBILITY:** Staff and consultant believes the construction of this project is necessary, cost effective and feasible to improve the public infrastructure in the Arden Park Neighborhood.

- APPENDIX:**
- A. 2012 and 2013 Open House Presentation
  - B. Property Owners Questionnaire and Results
  - C. July 31, 2014 Informational Meeting Presentation and Input
  - D. City Council Decision on Indianola and Juanita Sidewalks
  - E. Property Owners Questionnaire Results (Alleyway)
  - F. September 22, 2014 Informational Meeting Presentation and Input
  - G. Preliminary Assessment Roll
  - H. City Comprehensive Plan Update
  - I. Traffic and Crash Data
  - J. Existing Street Lights and Signs
  - K. Living Streets Policy and draft Living Streets Plan
  - L. 2015 Water Main and Service Breaks
  - M. Appendix Drawings
    - Drawing 1 – Proposed Water Main Map
    - Drawing 2 – Preliminary Assessment Map

# **APPENDIX A**

**2012 Open House**

**2013 Open House**



September 26, 2012

## 2015 Neighborhood Roadway Reconstruction

Glen View Addition 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 2015. 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](http://www.EdinaMN.gov/FutureProjects)).

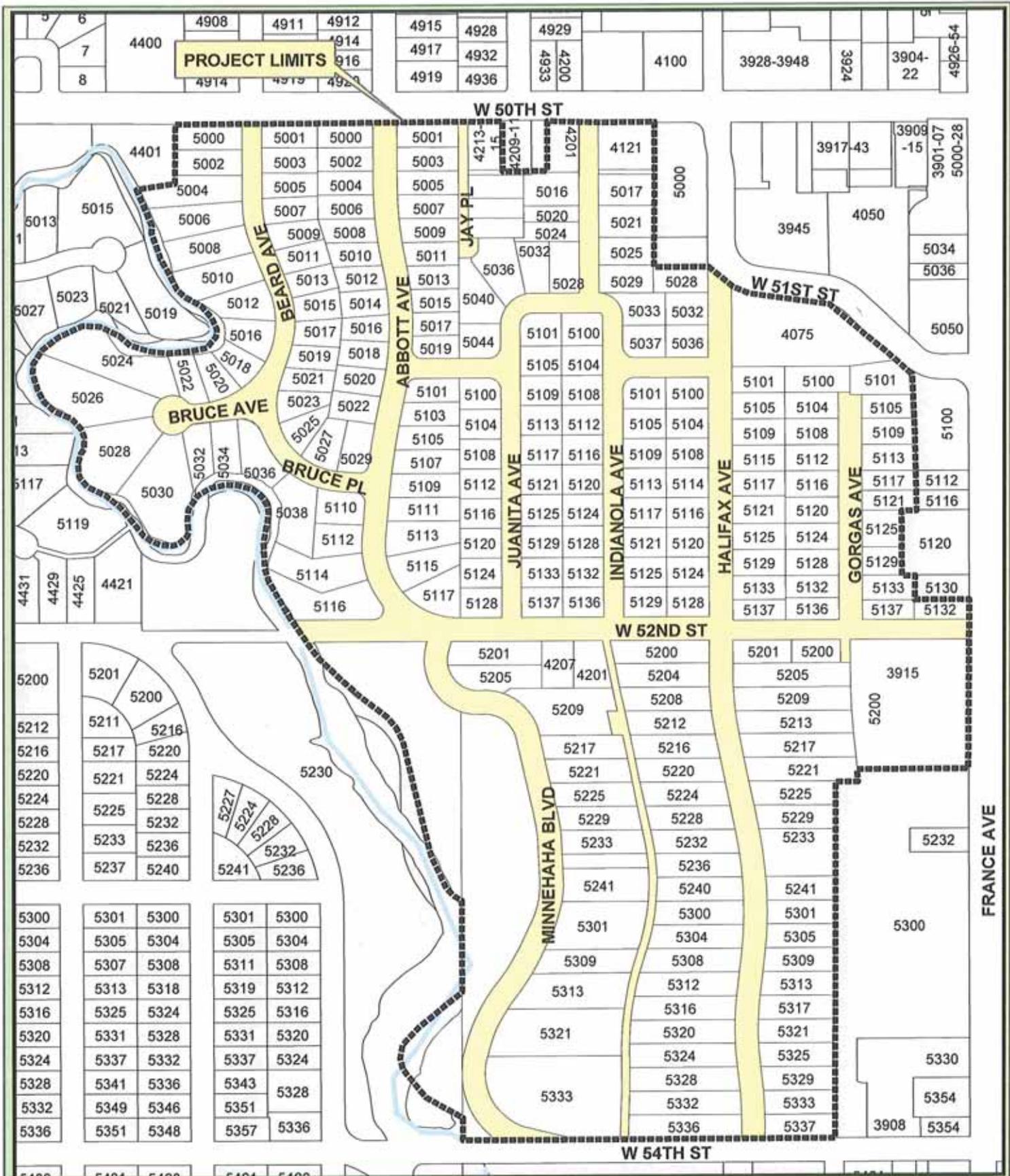
If you have any questions, please contact me at 952-826-0318 or [cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) or Engineering Technician Jamie Cynor at 952-826-0440 or [jcynor@EdinaMN.gov](mailto:jcynor@EdinaMN.gov).

Sincerely,

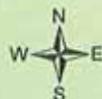
A handwritten signature in blue ink that reads 'Chad Millner'.

Chad Millner, PE  
Assistant City Engineer

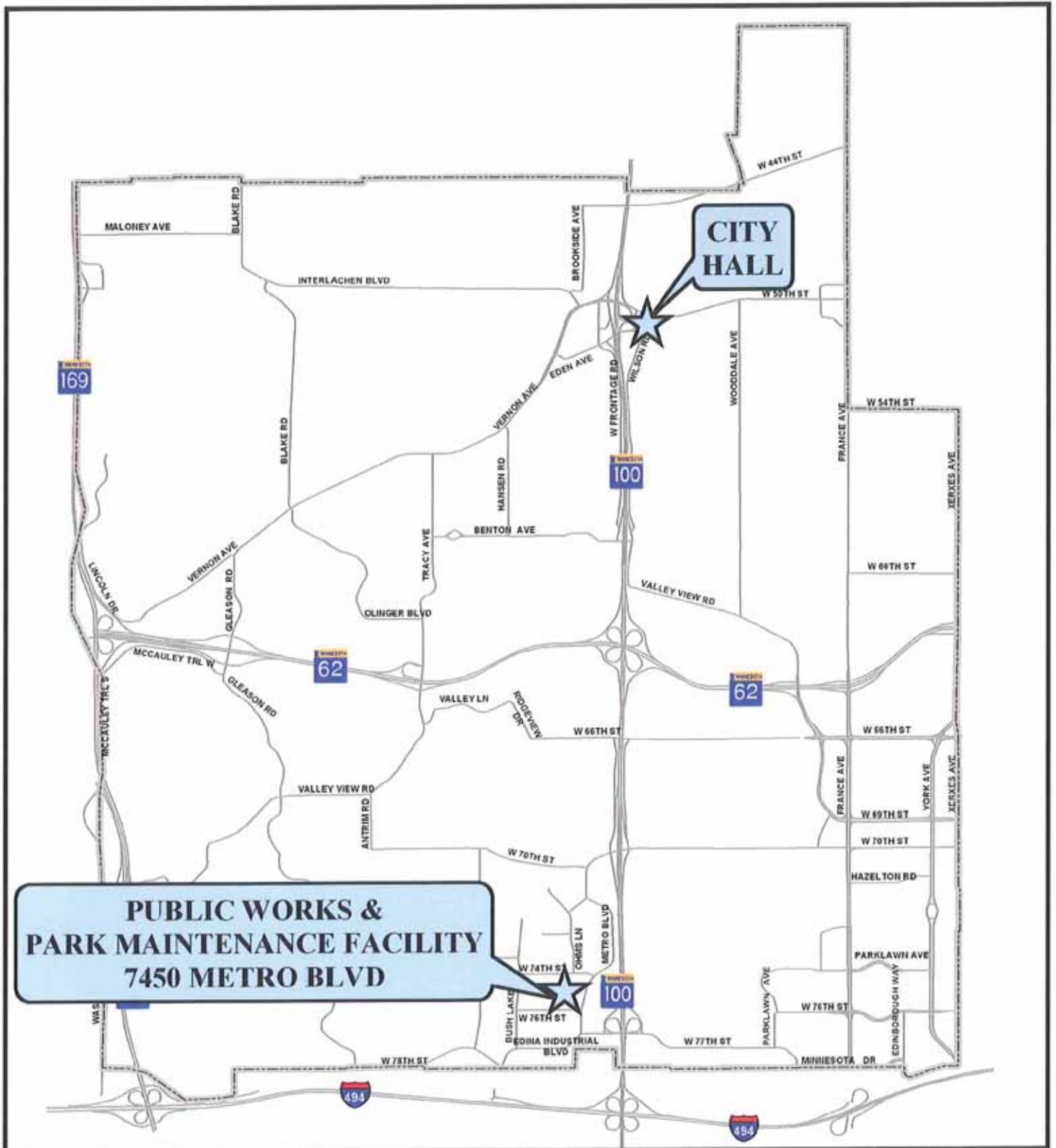
Enc: Public Works & Park Maintenance Facility Map, Project Area Map and Special Assessment History



**Project Area**  
**Glen View Addition Neighborhood Roadway Reconstruction**  
**Improvement No: BA-412**



Engineering Dept  
September, 2012



**City of Edina**  
**Public Works & Park Maintenance Facility**  
**7450 Metro Blvd**  
**Edina, MN 55439**  
**Hours 7:00am - 3:30pm**  
**Engineering Phone: 952-826-0371**  
**Public Works Phone: 952-826-0376**



**City of Edina Street  
Reconstruction Assessment History**

2005	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
	Halifax and Grimes	Halifax Ave, Grimes Ave, Grimes Ln and W 60th St	\$6,784.91	\$5,560.21
Schaefer Circle		\$7,900.00	\$8,001.12	
Schaefer Rd		\$9,400.00	\$9,421.53	
South Harriet Park	Brookview Ave, Kellogg Ave, Oaklawn Ave, W 52nd St and W 53rd St	\$6,300.00	\$6,216.75	
Sunnyslope	Dale Dr, Hilltop Ln, E & W Sunnyslope Rd, Ridge Pl and Woodhill Way	\$9,630.14	\$9,678.73	

2006	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
	Bridge Ln & Townes Rd	Bridge Ln and Townes Rd	\$9,727.27	\$9,775.17
Creston Hills	Balfanz Rd, Creston Rd, Dunberry Ln, Laguna Dr, Judson Ln, Oaklawn Ave and Point Dr	\$9,735.29	\$9,513.71	
Nine Mile Village	Falcon Ct, Oriole Ln, Pheasant Ct, Redfox Ln, Sandpiper Ct and Villa Ln	\$3,500.00	\$3,465.14	

2007	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
	Southdale	Cornelia Dr, Dawson Ln, Dunberry Ln Hillcrest Ln, Southdale Rd and W 68th St	\$9,300.00	\$8,465.24
Todd Park	Division St, Hollywood Rd, Oxford Ave, Parkside Ln, Rutledge Ave, Vandervork Ave and W 48th St	\$10,312.07	\$6,355.20	
Woodhill	Brittany Rd, Dunberry Ln, Roycar Rd, Southcrest Dr, Upper Terr, West Shore Dr, and Wilford Way	\$9,300.00	\$8,315.59	

2008	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
	Concord Ave- State Aid		\$4,400.00	\$3,548.57
Edina Highlands	Ayrshire Blvd, Croyden Ln, Duncraig Rd, Glenbrae Cir and Lochloy Dr	\$15,210.55	\$11,787.89	
Richmond Hills	Edenmoor St, Pinwood Trl, Richwood Dr and Sherwood Rd	\$10,234.00	\$6,294.87	
Wood End Dr		\$10,000.00	\$9,335.04	
Woodland Ln & Circle	Woodland Ln and Woodland Cir	\$14,347.22	\$13,491.99	

2009	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
	Country Club	Bridge St, Browndale Ave, Edina Blvd, Edgebrook Pl, Moorland Ave, Sunnyside Rd and Wooddale Ave	\$22,900.00	\$20,389.70
Country Club Fairway	Arden Ave, Bruce Ave, Casco Ave, Country Club Rd, Drexel Ave and Sunnyside Rd	\$18,210.00	\$16,174.14	
St Johns Park	Ashcroft Ave, Fairfax Ave, St Johns Ave, W 59th St and W 60th St	\$9,300.00	\$6,477.53	
South Garden Estates	Andover Rd, Belvidere Ln, Claremore Ct, Dunham Dr, Wooddale Ave and West Shore Dr	\$8,931.15	\$5,423.80	
Mirror Lakes	Chantrey Rd, Dundee Rd and Mirror Lakes Dr	\$9,375.16	\$6,088.99	

2010	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
	Braemar Hills	Braeburn Cir, Loch Moor Dr, Hill-a-Way Ct, Mark Terrace Circle and Drive	\$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	Brookview Ave, Kellogg Ave, Oaklawn Ave, W 59th St, W 60th St and W 61st St	\$9,000.00	\$5,343.65	
Parkwood Knolls	Idylwood Ln, Knoll Dr, Parkwood Rd, Schaeffer Rd, S Knoll Dr and Westwood Ct	\$13,314.55	\$10,800.08	

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



# 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](http://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](mailto:mail@edinamn.gov)  
Call: 952-826-0371  
Visit: Engineering Department  
7450 Metro Blvd.



**Thanks for your time!**

**Questions?**



August 23, 2013

## 2015 Neighborhood Roadway Reconstruction

Arden Park D Neighborhood

Dear Resident:

As you may recall, 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 2015. The enclosed map identifies your project area.

On October 8, 2012, you were invited to an open house to learn about the City's neighborhood roadway reconstruction process. Monday, September 9, is another opportunity if you missed the first open house. The information presented will be very similar.

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](http://www.EdinaMN.gov/FutureProjects)). The 2012 presentation is already available online.

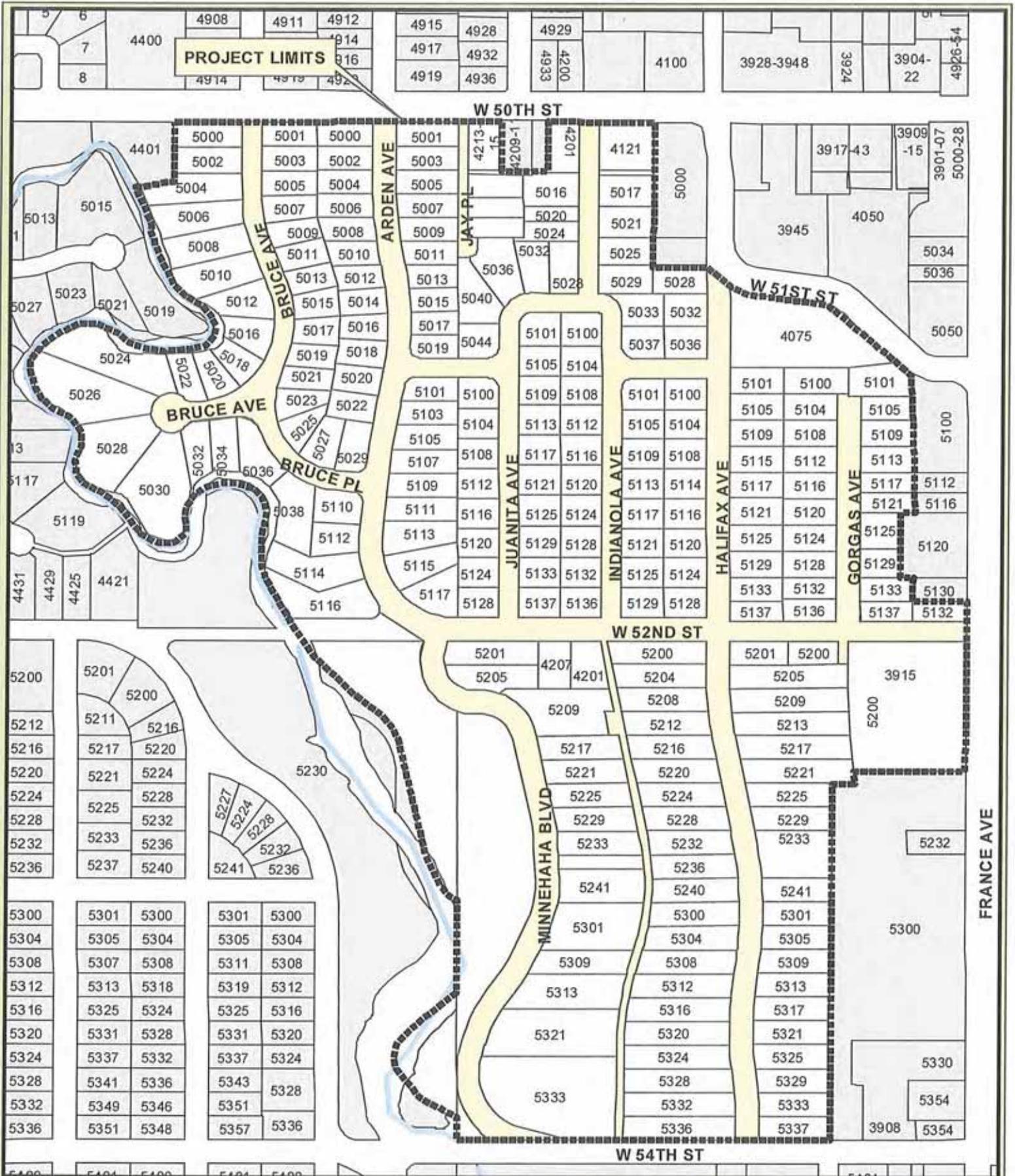
If you have any questions, please contact me at 952-826-0318 or [cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) or Engineering Technician Jamie Cynor at 952-826-0440 or [jcynor@EdinaMN.gov](mailto:jcynor@EdinaMN.gov).

Sincerely,

A handwritten signature in black ink that reads "Chad Millner".

Chad Millner, PE  
Assistant City Engineer

Enclosure: Project Area Map and Special Assessment History



**2015 Project Area**  
**Arden Park D Neighborhood Roadway Reconstruction**  
**Improvement No: BA-412**



Engineering Dept  
 June, 2013

**City of Edina Street  
Reconstruction Assessment History**

	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
2005	Halifax and Grimes	Halifax Ave, Grimes Ave, Grimes Ln and W 60th St	\$6,784.91	\$5,560.21
	Schaefer Circle		\$7,900.00	\$8,001.12
	Schaefer Rd		\$9,400.00	\$9,421.53
	South Harriet Park	Brookview Ave, Kellogg Ave, Oaklawn Ave, W 52nd St and W 53rd St	\$6,300.00	\$6,216.75
	Sunnyslope	Dale Dr, Hilltop Ln, E & W Sunnyslope Rd, Ridge Pl and Woodhill Way	\$9,630.14	\$9,678.73
2006	Bridge Ln & Townes Rd	Bridge Ln and Townes Rd	\$9,727.27	\$9,775.17
	Creston Hills	Balfanz Rd, Creston Rd, Dunberry Ln, Laguna Dr, Jufcon Ln, Oaklawn Ave and Point Dr	\$9,735.29	\$9,513.71
	Nine Mile Village	Falcon Ct, Oriole Ln, Pheasant Ct, Redfox Ln, Sandpiper Ct and Villa Ln	\$3,500.00	\$3,465.14
2007	Southdale	Cornelia Dr, Dawson Ln, Dunberry Ln Hillcrest Ln, Southdale Rd and W 68th St	\$9,300.00	\$8,465.24
	Todd Park	Division St, Hollywood Rd, Oxford Ave, Parkside Ln, Rutledge Ave, Vandervork Ave and W 48th St	\$10,312.07	\$6,355.20
	Woodhill	Brittany Rd, Dunberry Ln, Roysar Rd, Southcrest Dr, Upper Terr, West Shore Dr, and Wilford Way	\$9,300.00	\$8,315.59
2008	Concord Ave- State Aid		\$4,400.00	\$3,548.57
	Edina Highlands	Ayrshire Blvd, Croyden Ln, Dunraig Rd, Glenbrae Cir and Lochloy Dr	\$15,210.55	\$11,787.89
	Richmond Hills	Edenmoor St, Pinwood Trl, Richwood Dr and Sherwood Rd	\$10,234.00	\$6,294.87
	Wood End Dr		\$10,000.00	\$9,335.04
	Woodland Ln & Circle	Woodland Ln and Woodland Cir	\$14,347.22	\$13,491.99
2009	Country Club	Bridge St, Browndale Ave, Edina Blvd, Edgebrook Pl, Moorland Ave, Sunnyside Rd and Wooddale Ave	\$22,900.00	\$20,389.70
	Country Club Fairway	Arden Ave, Bruce Ave, Casco Ave, Country Club Rd, Drexel Ave and Sunnyside Rd	\$18,210.00	\$16,174.14
	St Johns Park	Ashcroft Ave, Fairfax Ave, St Johns Ave, W 59th St and W 60th St	\$9,300.00	\$6,477.53
	South Garden Estates	Andover Rd, Belvidere Ln, Claremore Ct, Dunham Dr, Wooddale Ave and West Shore Dr	\$8,931.15	\$5,423.80
	Mirror Lakes	Chantrey Rd, Dundee Rd and Mirror Lakes Dr	\$9,375.16	\$6,088.99
2010	Braemar Hills	Braeburn Cir, Loch Moor Dr, Hill-a-Way Ct, Mark Terrace Circle and Drive	\$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
	Panela Park	Brookview Ave, Kellogg Ave, Oaklawn Ave, W 59th St, W 60th St and W 61st St	\$9,000.00	\$5,343.65
	Parkwood Knolls	Idylwood Ln, Knoll Dr, Parkwood Rd, Schaeffer Rd, S Knoll Dr and Westwood Ct	\$13,314.55	\$10,800.08
2011	Minnehaha Woods	55th St W, 56th St W, Brookview Ave, Dever Dr, Kellogg Ave, Kellogg Pl, Oaklawn Ave, Park Pl, and Woodcrest Dr	\$11,800.00 (Street)	\$10,363.41 (Street)
			\$4,500.00 (Sewer)	\$1,682 - \$9,100 (Sewer)
	Golf Terrace	Dalrymple Rd, Golf Ter, Lakeview Dr, Sherwood Ave, and St Andrews Ave	\$12,417.58	\$12,379.40
	W 70th St		\$3,795.70	\$3,706.54
	Carson's Hills	Blake Rd, Eden Prairie Rd, Heather Ln, Highwood Dr, Highwood Dr W, Idylwood Dr, Jeffrey Ln, Kaymar Dr, Leslie Ln, Pine Grove Rd, and Saxony Rd	\$9,316.77	\$7,743.20
	Killarney Shores	Killarney Ln, Schaefer Rd, and View Ln	\$9,740.26	\$5,757.38
	McCauley Heights	McCauley Cir, McCauley Ter, and Post Ln	\$7,000.00	\$6,476.46
	Oscar Roberts	Bristol Circle, Cornelia Dr, Gloucester Dr, and Heatherton Cir	\$5,200.00	\$4,429.11
	W 44th St		\$2,138.24	\$2,031.94
Ridge Road		\$11,000.00	\$10,930.82	



# Anticipated 2015 & 2016 Neighborhood Roadway Improvement Projects

## Open House Meeting

September 9, 2013



### 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



### Anticipated 2015 Projects

**Arden Park D**  
**Countryside F**  
**Prospect Knolls B**  
**Dewey Hills G**



### Anticipated 2016 Projects

**Parkwood Knolls B**  
**Golf Terrace B**  
**Strachauer Park A**



### Process





### Typical Timeline

July/August	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 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



### 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

- Spot replacement of 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 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, vibrations, 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 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.



## 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.



## 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?



## 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](http://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.



## 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



## Contact Us

Email: [mail@edinamn.gov](mailto:mail@edinamn.gov)  
Call: 952-826-0371  
Visit: Engineering Department  
7450 Metro Blvd.



**Thanks for your time!**

**Questions?**

# **APPENDIX B**

## **Questionnaire**

June 10, 2014

## **2015 Neighborhood Roadway Reconstruction**

### **Arden Park D Neighborhood**

Dear Resident:

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 2015. See the attached map identifying your project area. On April 16, 2013, 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.

In the 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 20.

#### **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. One new component that staff is considering for your neighborhood is incorporating elements of the City's Living Streets Policy. The draft plan guides the City in designing safe streets that balances the needs of drivers, pedestrians, bicyclists and transit users 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.
- 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 2016. The special assessment is payable over 15 years.
- The special assessment is for the cost of the new roadway. If the neighborhood feels the street lighting needs are not being met and improvements are needed, the costs would also be a special assessment. Sidewalks are funded through the Pedestrian and Cyclist Safety Fund and thus are not assessed to property owners. 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 design 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 2015.

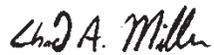
2015 Neighborhood Roadway Reconstruction

June 10, 2014

Page 2 of 2

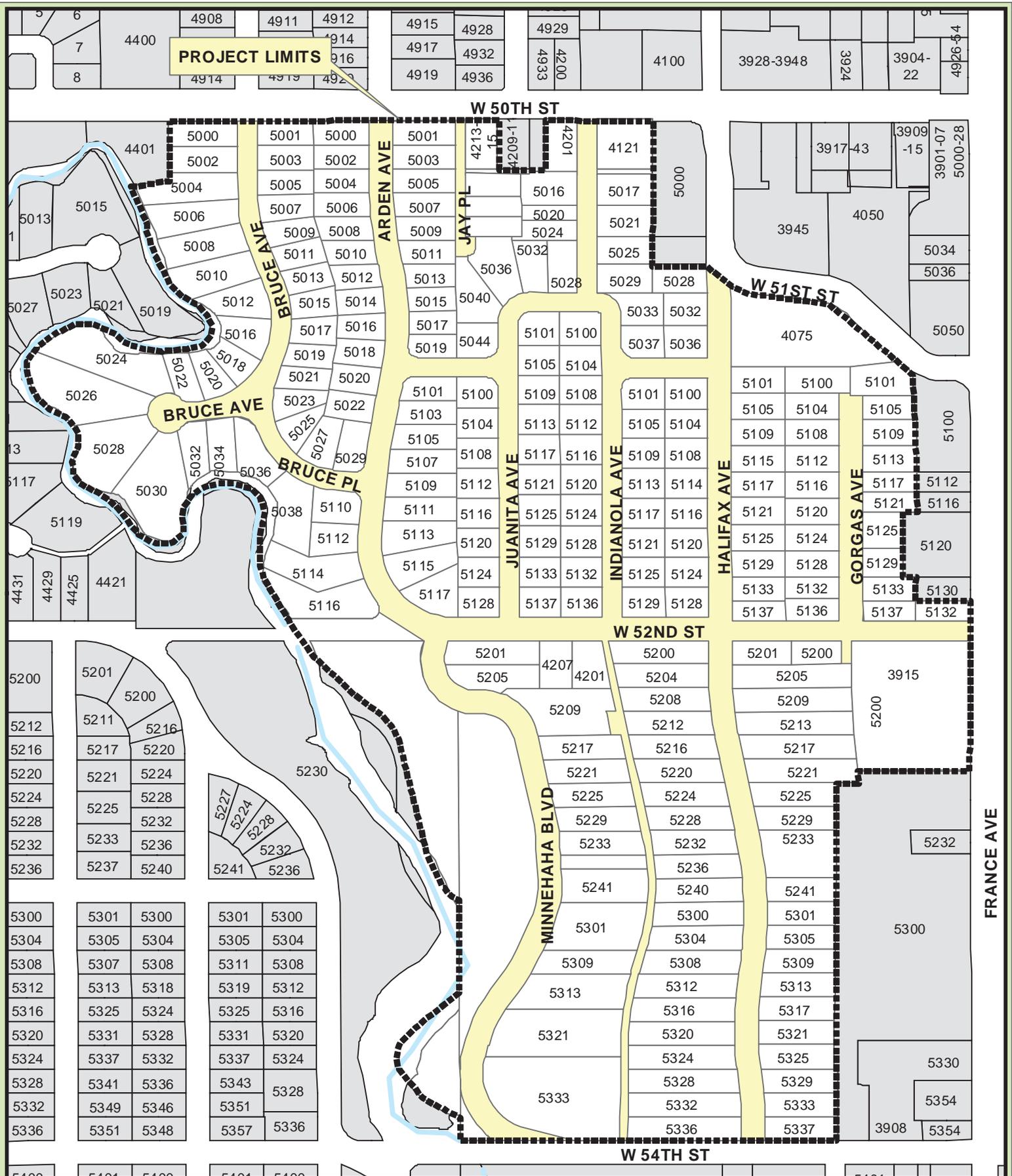
If you have any questions, please contact SEH Project Manager Toby Muse at 952-912-2616 or [tmuse@sehinc.com](mailto:tmuse@sehinc.com) or Director of Engineering Chad Millner at 952-826-0318 or [cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov).

Sincerely,

A handwritten signature in black ink that reads "Chad A. Millner". The signature is written in a cursive style with a large initial 'C'.

Chad A. Millner, PE  
Director of Engineering

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



**PROJECT LIMITS**



**2015 Project Area**  
**Arden Park D Neighborhood Roadway Reconstruction**  
**Improvement No: BA-412**



## Resident Questionnaire Instructions

### 2015 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. 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 runoff 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. However, 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 residents for their input on neighborhood streetlight systems. Staff is trying to understand if the neighborhood favors upgrading the streetlight system or if the existing streetlight system meets the needs of the neighborhood. Please keep in mind

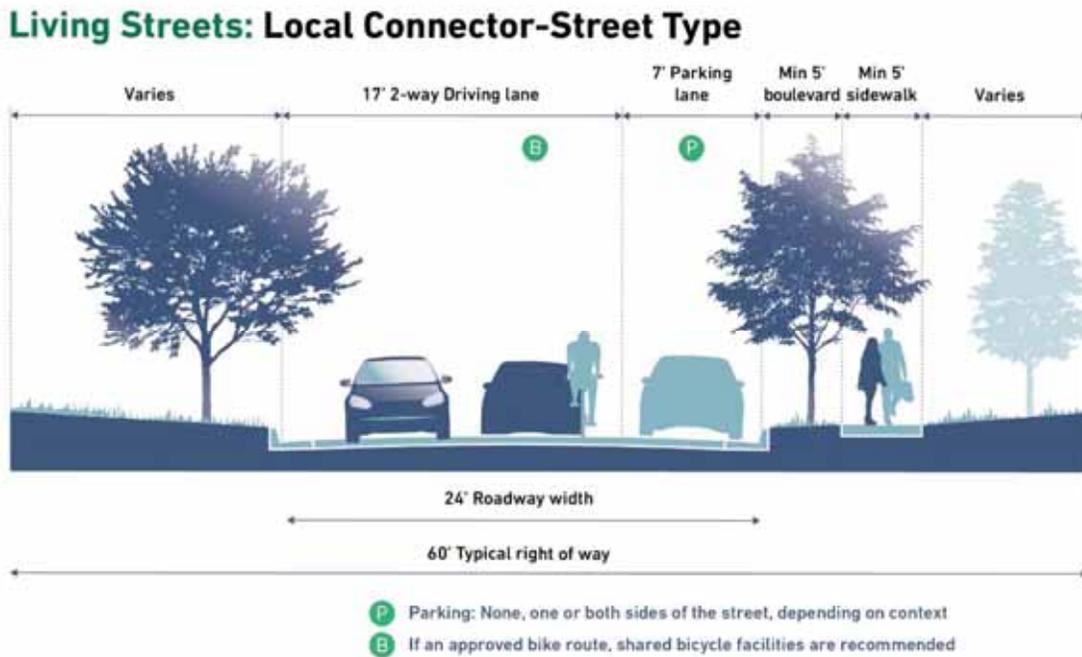
that costs associated with improving the streetlight system would be a special assessment. These costs would be determined after the extent of the improvements is understood.

### V. Living Streets Elements

As part of this neighborhood street reconstruction project, staff will seek to incorporate design elements from the City's Living Streets Policy (<http://edinamn.gov/LivingStreets>) and draft Living Streets Plan. This plan guides the City in how it designs new streets to be safer and more accessible by seeking to 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.

#### Transportation

According to the draft Living Streets Plan, Arden Ave., Minnehaha Blvd., and Halifax Ave. are considered Local Connector streets. The proposed typical section for these types of streets is shown in Figure 1. Please note that according to the draft Plan sidewalks are required on Local Connectors on at least one side of the street. Additionally, shared bicycle facilities are not proposed for this project.

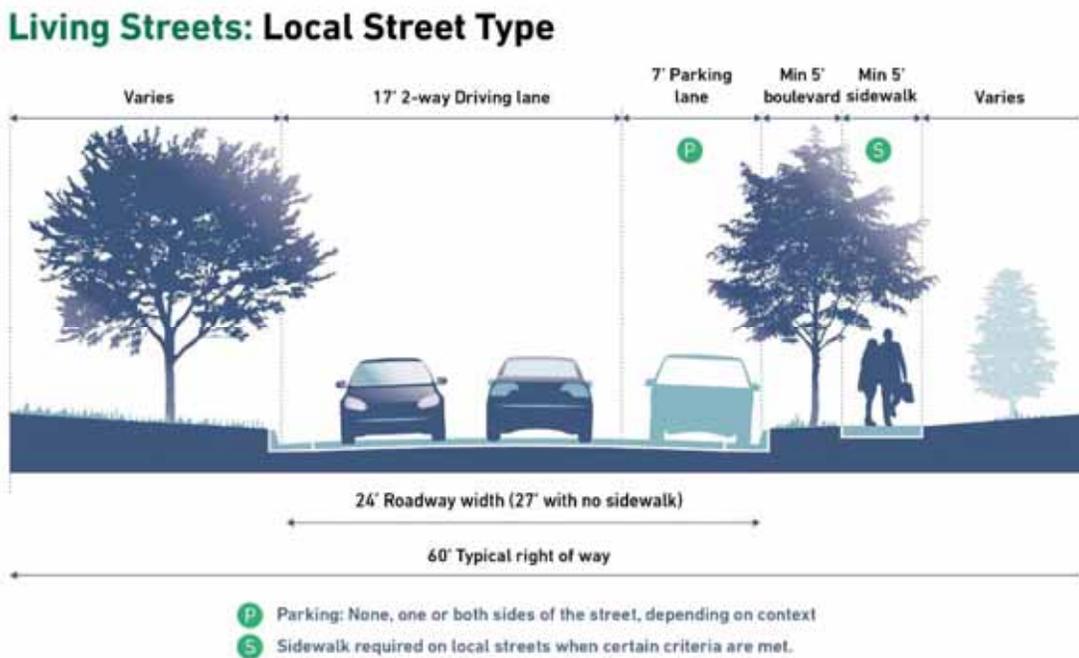


**FIGURE 1 – PROPOSED CONNECTOR STREET TYPICAL SECTION**

All other streets in the neighborhood are considered Local Streets. The proposed typical section for local streets is shown in Figure 2. Note that sidewalks are optional on Local Streets; however, context criteria are applied to these street types to determine if a sidewalk is required. These include the following:

- Average daily traffic is greater than 500 vehicles.

- 85<sup>th</sup> percentile speed is greater than 30 mph.
- There is a history of crashes involving pedestrians walking along the roadway.
- Transit stop(s) are present.
- The street is identified as an active (safe) route to school, park, or commercial destination.
- A sidewalk would create a logical connection between destinations.
- Site lines, roadway geometry, or insufficient lighting makes it difficult for motorists to see pedestrians walking along the roadway.
- The street width is less than 27 feet.



**FIGURE 2 – PROPOSED LOCAL STREET TYPICAL SECTION**

Figure 3 attached shows streets with existing sidewalks and other streets where new sidewalk will be considered. The design team will present impacts associated with new sidewalks at neighborhood meetings later this summer and ask you for your input. You will be notified approximately two weeks prior.

Specific Living Street elements that will lessen impacts from sidewalk construction are narrowing the width of the pavement by limiting parking to one side of the street. As part of the questionnaire, staff would like to know which side of the street a proposed sidewalk would be best served along a particular street. Sidewalks are funded through the Pedestrian and Cyclist Safety (PACS) Fund.

In the questionnaire, please note if you know of any pedestrian issues such as a missing segment of sidewalk or an inadequate pedestrian crossing.

### Storm Water Management

One of the primary components of Edina's Living Streets vision is the active pursuit of environmental stewardship, including setting goals for the reduction of storm water volume and unfiltered street water flows into our local waterways. Living Street applies techniques such as impervious surface reduction, bio-retention, filtration, sediment capture, and infiltration and reuse of stormwater. These stormwater treatments should be applied in a cost effective and strategic way to best integrate with various transportation modes and the neighborhood aesthetic.

In the questionnaire, please describe the quality of nearby natural resources and surface waters.

### **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.

To receive email updates, sign up online at [www.EdinaMN.gov](http://www.EdinaMN.gov). On the main page, near the upper right corner, place your cursor over the **For Residents** tab and click on **City Extra**. Enter your email address and a password (new user will need to create a password). Click on **E-mail Subscriptions**. Under the Engineering section, place a check mark in the box next to **Arden Park D Reconstruction**. Click the **"update"** button at the bottom left hand corner of the webpage.

### **Need Help?**

If you have any questions about how to fill out the questionnaire, please contact SEH Project Manager Toby Muse at 952-912-2616 or [tmuse@sehinc.com](mailto:tmuse@sehinc.com) or Director of Engineering Chad Millner at 952-826-0318 or [cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov).



**IV. Residential Streetlights:**

Is the existing streetlight system meeting the needs of the neighborhood?

- Yes                       No

Residential streetlights are funded by special assessment. Do you favor improving your streetlights?

- Yes                       No

**V. Living Streets Elements:**

A. Please describe specific neighborhood pedestrian issues below.

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B. Please describe how you perceive the quality of nearby natural resources and surface waters. (Example: good/poor aesthetics, vegetation, wildlife habitat, or recreation use)

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**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? \_\_\_\_\_

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**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 20.**





**ARDEN PARK D NEIGHBORHOOD ROADWAY RECONSTRUCTON  
2014 PROPERTY QUESTIONNAIRE  
IMPROVEMENT NO. BA-412**

ADDRESS	Returned Survey	Drainage Service Connection									Drainage	Private Underground Utilities				Residential Streetlights				Living Streets Elements		Traffic Management		Email Access		Add'n Comment					
		Drain tile 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		Existing Streetlight System Meeting the needs of the Neighborhood		Favors Upgrading Street Lights		Pedestrian Issues	Perceive the Quality of Nearby Natural Resources and Surface Waters	Neighborhood or Roadway have Traffic Issues	If yes, where?	Email Access		Email Access				
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes		No	Yes	No		
5000	Bruce Ave	1		1		1														1	stoplights are not timed well to allow pedestrians and cars to cross 50th St.	good	1		50th St. should be better marked to go to 1 lane at Wooddale heading East. Would recommend no left turn signs onto 50th St during rush hour.	1					
5001	Bruce Ave	1		1		1					none	1		1						1	No issues, not in favor of having sidewalks added to our street!	great near nice parks	1		Where 50th goes from 4 lanes to 2. It is not enforced and people almost drive on our boulevard. Brutal in winter.	1					
5002	Bruce Ave	1		1		1					none	1		1																	
5003	Bruce Ave																														
5004	Bruce Ave	1		1		1					none	1		1						1	None. Our street gets very little car traffic. I am not in favor of sidewalks.	Beautiful natural resource, lots of wildlife, enjoy tubers, canoes, and kayakers enjoying the creek.		1			1				
5005	Bruce Ave																														
5006	Bruce Ave																														
5007	Bruce Ave																														
5008	Bruce Ave	1		1		1														1	No sidewalks on Bruce, curve at Bruce and Bruce Place unsafe for ped, bikers and cars; ped crossing across 50th at either Bruce or Arden would really help safety.	Love creek in backyard; flooding is causing damage to our yard this year.	1		Turning from Bruce Ave to 50th St is very difficult. A stop sign at 50th would help; during backups of heavy traffic it can take 15 min before someone lets us out & it's unsafe.	1					
5009	Bruce Ave	1		1		1														1						Difficult to turn left onto 50th St - sometimes it takes 3-4 min to get a clearing.	1				
5010	Bruce Ave	1		1		1			1		overflow from Minnehaha Creek; backyard unusable		1		1					1						50th St extremely difficult to get on between 7-9 Am and 4:30-6:30 pm		1			
5011	Bruce Ave	1		1		1					none		1		1					1	none	Arden Park, creek, Wooddale Park enjoyable		1			1				
5012	Bruce Ave																														
5013	Bruce Ave	1		1		1																				50th & Bruce; impossible turning onto 50th or crossing at any time of the day!	1				
5015	Bruce Ave	1		1		1					none			1						1	none	good		1		A little heavier during rush hour.	1				
5016	Bruce Ave	1		1		1														1	I look forward to the addition of sidewalks. I wish every street had a sidewalk on at least one side.	Minnehaha Creek is a wonderful resource, children use it daily, birds and wildlife numerous. I would like to see the City discourage residents from using it to dispose of landscape waste. I have a neighbor who throws in sizeable pieces of trees & shrubbery which become obstacles for canoers & Kayakers. I also have a neighbor who pours old gasoline into the creek each summer.		1			1				
5017	Bruce Ave	1	1			1			1																				1		
5018	Bruce Ave																														
5019	Bruce Ave																														
5020	Bruce Ave																														
5021	Bruce Ave																														
5022	Bruce Ave	1		1		1														1	none on our cul-de-sac	great - creek, Arden Park		1		Signage on cul-de-sac confusing, sign says Bruce Place/Bruce Ave; cars always turning around in the cul-de-sac area; the cul-de-sac should have 1 street sign and the thru street a different name sign.	1				
5023	Bruce Ave																														
5024	Bruce Ave																														
5026	Bruce Ave																														
5025	Bruce Pl																														
5027	Bruce Pl																														
5028	Bruce Pl																														
5029	Bruce Pl	1		1		1					Grate at end of Arden Ave (west side of street) as it turns east to become 52nd St - constantly becomes plugged with debris.		1		1					1	limit pedestrian traffic no need for sidewalks!!!	good		1				1			
5030	Bruce Pl																														
5032	Bruce Pl																														
5034	Bruce Pl																														
5036	Bruce Pl																														
5038	Bruce Pl	1		1		1					at the corner of Bruce Place & Arden there needs to be some kind of drain on the SW corner; SW corner of Arden & Bruce		1		1					1	no sidewalk means we walk in the street, kids play in the street as they walk to Arden Park.	Fantastic!		1		Access to 50th St especially during rush hours. Please add signage to keep intersections clear/unobstructed when traffic is backed up.	1				
5132	France Ave																														
5200	France Ave #2																														
5200	France Ave #4																														
5200	France Ave #6																														
5200	France Ave #8																														
5200	France Ave #10																														
5200	France Ave #12																														
5200	France Ave #14																														
5200	France Ave #16																														
5200	France Ave #18																														
5200	France Ave #20																														
5200	France Ave #22																														
5200	France Ave #24																														
5200	France Ave #26																														



**ARDEN PARK D NEIGHBORHOOD ROADWAY RECONSTRUCTON  
2014 PROPERTY QUESTIONNAIRE  
IMPROVEMENT NO. BA-412**

ADDRESS	Returned Survey	Drainage Service Connection									Drainage		Private Underground Utilities		Residential Streetlights				Living Streets Elements		Traffic Management		Email Access		Add'n Comment						
		Drain tile 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		Existing Streetlight System Meeting the needs of the Neighborhood		Favors Upgrading Street Lights		Pedestrian Issues	Perceive the Quality of Nearby Natural Resources and Surface Waters	Neighborhood or Roadway have Traffic Issues		Email Access					
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes		No	Yes	No			
5120	Halifax Ave	1	1		1			1					1			1	1			Support bike lane & one side parking	Upgrade ice house at Arden Park including restrooms at park for summer use.			Speeding on street and rolling stops at 51st & Halifax	1						
5121	Halifax Ave																														
5124	Halifax Ave																														
5125	Halifax Ave	1		1	1			1		1			1			1			1	None - City installed sidewalk some 3 years ago.	good	1		Speeding, high traffic volumes, people taking shortcuts going north on France, then west on 52nd St. then north on Halifax to get to Lund's and to Hwy 100.	1						
5128	Halifax Ave	1	1		1			1		1			1			1			1	Streets where there are no sidewalks present a danger to kids, adults and pets.	Good aesthetes, except for city structures, specifically Arden Park building (warming house) never open for resident use and ugly and in disrepair, also ugly city pump/water house.	1		Drivers not stopping at stop sign and speeding. 52nd and Halifax, people must walk in the street on 52nd St connecting to Arden Park.	1						
5129	Halifax Ave																														
5133	Halifax Ave																														
5137	Halifax Ave	1		1	1			1		1				1					1	Neighboring 5133 Halifax roof drain connected to a City drain because of drainage issues. 52nd & Halifax has major ponding issues with storm drains becoming clogged or backing up; grates become clogged too easily.			Arden Park & Minnehaha Creek area are very nice assets for the area.	1		Too much of a cut through neighborhood for 50th & France congestion. Cars frequently run 52nd & Halifax crossway stop signs.	1				
5200	Halifax Ave																														
5201	Halifax Ave																														
5204	Halifax Ave																														
5205	Halifax Ave	1		1	1			1		1				1					1	Water does not drain properly at 51st & Juanita; Halifax seems to drain well except NW corner of Halifax & 52nd sometime has standing water.										1	
5208	Halifax Ave	1		1				1		1				1					1	The crossing from Halifax across 51st to Lund's is blind to southbound drivers coming south from 50th extremely dangerous location of the crosswalk. Please fix so that pedestrians/cars can see each other. Mores crosswalk to west side of Halifax extremely important.										1	
5209	Halifax Ave	1		1				1		1				1					1	Build a sidewalk on the north side of 54th from France to Brook view	good	1		Consider a speed bump on Halifax between 52nd & 54th	1						
5212	Halifax Ave	1		1				1		1				1					1	All is good with 1 sidewalk on Halifax between Lund's and 54th										1	
5213	Halifax Ave																														
5216	Halifax Ave	1	1		1			1		1				1					1	There is only a sidewalk on 1 side of street, kids have to cross the busy street to access it further, there is not good pedestrian connections to Arden Park.	good	1		People drive too fast on Halifax	1						
5217	Halifax Ave																														
5220	Halifax Ave																														
5221	Halifax Ave	1	1		1			1		1				1					1		good		1							1	
5224	Halifax Ave	1		1				1		1				1					1	We are on an alley and drainage is terrible with all the new homes (change in elevation and sprinkler systems) there is 1 drain that gets clogged all the time. Really need to assess drainage issue in alley.										1	
5225	Halifax Ave																														
5228	Halifax Ave																														
5229	Halifax Ave	1	1		1			1		1				1					1												1
5232	Halifax Ave	1	1		1			1		1				1					1	Streets are too dark at night. We do not need more sidewalks.	fine	1		Some cars use Halifax as an alternative to France. Too much traffic in early/evening results.	1						
5236	Halifax Ave	1		1				1		1				1					1	Halifax added sidewalks on one side										1	
5240	Halifax Ave																														
5241	Halifax Ave	1	1		1			1		1				1					1	Our sump pump runs frequently, drainage issue from Calvary Church parking lot.	Excellent sidewalk on Halifax, for snow removal from City pump site usually delayed/non-existent.				Too many people use Halifax to access 50th/France/Lund's	1					
5300	Halifax Ave	1		1				1		1				1					1											1	
5301	Halifax Ave																														
5304	Halifax Ave	1		1	1			1		1				1					1	Traffic on Halifax is speedy by fast, making it unsafe for kids.										1	
5305	Halifax Ave																														
5308	Halifax Ave	1		1				1		1				1					1	House built at 5304 with no gutters - water directed down side of property flows out to property at 5308 with spring snow melt	Many people do not use sidewalk, on street run or walk with stroller, or bike with kids in opposite direction of cars or one on each side of street.	This quality is diminished with all the concrete driveways and new houses & multiple lights on all night. Good vegetation, wildlife habitat on Hahn Creek.	1		Constant construction vehicles, speeders, people on road (e.g. strollers, walkers, bikers, kids on scooters).				1		
5309	Halifax Ave																														
5312	Halifax Ave	1		1				1		1				1					1	Sidewalks limit problems - except with constant reconstruction of homes.	good	1		Congestion on France/50th moves traffic to Halifax.	1						
5313	Halifax Ave																														
5316	Halifax Ave																														

**ARDEN PARK D NEIGHBORHOOD ROADWAY RECONSTRUCTON  
2014 PROPERTY QUESTIONNAIRE  
IMPROVEMENT NO. BA-412**

ADDRESS	Returned Survey	Drainage Service Connection									Drainage		Private Underground Utilities				Residential Streetlights				Living Streets Elements		Traffic Management		Email Access		Add'n Comment					
		Drain tile 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		Existing Streetlight System Meeting the needs of the Neighborhood		Favors Upgrading Street Lights		Pedestrian Issues	Perceive the Quality of Nearby Natural Resources and Surface Waters	Neighborhood or Roadway have Traffic Issues		Email Access						
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes		No				
5317 5320	Halifax Ave Halifax Ave	1		1	1			1		1			Spring thaw sewer drains get backed up on both east & west side of Halifax @ 5320 drain access point and pools develop that nearly cover the width of the street.	1			1		1	1		Halifax sidewalks have significant improved pedestrian access on Halifax. Will Halifax residents be refunded for the cost of our sidewalk (assessed) given all other residents requiring sidewalks for safety will be covered by City?		1		Halifax speed is a problem!	1					
5321 5324 5325 5328 5329 5332	Halifax Ave Halifax Ave Halifax Ave Halifax Ave Halifax Ave Halifax Ave																															
5333	Halifax Ave	1		1		1						1	In fall, leaves clog street drain on corner of 54th and Minnehaha Blvd.	1			1			1		West of Minnehaha along creek, trees need to be better maintained since encroach onto street impairing view of peds.	Minnehaha Creek and Falls are vital part of neighborhood aesthetics.	1		Difficult to see around corners of Minnehaha Blvd where vegetation encroaches onto street from park/creek	1					
5336 5337	Halifax Ave Halifax Ave																															
5016 5017 5020 5021	Indianola Ave Indianola Ave Indianola Ave Indianola Ave																															
5024	Indianola Ave	1	1		1			1		1			Some standing water in street during heavy rain.	1			1			1		People walk in streets - no known sig-issues.	good		1	Only during Art Fair - not a problem - short lived	1					
5025	Indianola Ave	1	1		1			1		1			Water backup on the street at the bottom of the hill near the field O'Brien's	1			1		1			Would like to block street between houses & Edina Covenant Church to block cars from going down street. Can't turn left anyway!		1	Difficult to turn left onto 50th St from Indianola during traffic hours.	1						
5029	Indianola Ave	1		1		1				1			None - good drainage area	1			1			1		Street curves prevents speeding; don't need sidewalk	We live in a lovely, old neighborhood with unique features. We do not need sidewalks.		1							
5033	Indianola Ave	1			1					1			none	1			1			1		none that I am aware of	good		1	Occasional construction blockages.	1					
5037	Indianola Ave	1	1		1			1		1				1			1			1		Kids playing in street.	good	1		Thru traffic can be fast- children play in the street, sidewalk would help.			1			
5100	Indianola Ave	1			1			1		1			none	1			1			1		No pedestrian issues. Don't need a sidewalk, we need parking both sides.			1				1			
5101	Indianola Ave	1			1										1					1					1	We are in a tear-down neighborhood- workers parking totally congests the street. Art Fair many are parking in our neighborhood.	1					
5104	Indianola Ave	1	1		1					1			none	1			1			1		No pedestrian issues, people like walking on this street. No sidewalks needed.	It's perfect		1					1		
5105	Indianola Ave																															
5108	Indianola Ave	1			1			1		1					1					1											1	
5109	Indianola Ave	1	1		1			1		1					1					1		very happy with neighborhood, as is	good to very good		1							
5112	Indianola Ave																															
5113	Indianola Ave	1	1		1			1		1			Street has humpback in middle. The bottom of our driveway has standing water after any precipitation, winter freezes constant ice this needs to be modified.	1			1			1		In favor of sidewalk on east side of Indianola. 52nd & Indianola towards Arden Park is crest of hill- need a line for pedestrian or bikes so cars can't cross that line. Arden Park entrance needs to be painted or marked so people know that is an entry to the neighborhood park.	very good		1				1			
5116	Indianola Ave																															
5117	Indianola Ave	1	1		1			1		1			none	1			1			1		We don't want sidewalks.	very nice; Arden Park is beautiful	1		Drivers sometimes drives too fast.	1					
5120	Indianola Ave	1	1		1			1		1			Minor water in street by DW	1			1			1		No issues, little traffic	Good		1					1		
5121	Indianola Ave	1	1		1								In the front of our house the street has a low spot, drainage/ice is a problem.	1			1			1				I think the park should be redesigned to better suit a larger number of residents; would love to see outdoor sport court!			1				1	
5124	Indianola Ave	1			1	1							Water does pool in front of our house. It also polls across the street from us.	1			1			1		We don't need a sidewalk on our street; but one on 52nd would be helpful to connect to Arden Park.			1					1		
5125	Indianola Ave																															
5128	Indianola Ave	1	1		1			1		1			In the street in front of our house.	1			1			1				good	1		People cut through and drive way too fast! Lots of young kids playing.	1				
5129	Indianola Ave	1	1		1			1		1										1												1
5132	Indianola Ave	1		1		1							In the middle of the block water collects due to a low spot.		1		1			1		Many residents walk on this street sidewalk would be nice for safety.	Arden Park is very good. Sidewalk on the park side of Minnehaha Parkway would be nice. During heavy rain parts of the park & the asphalt sidewalk thru the park is flooded - should be raised.		1		Street is used to bypass 50th & France, speeding is a concern since kids are playing/biking in the street. A stop sign would be great at Indianola & 52nd St.	1				
5136	Indianola Ave	1	1		1					1							1			1		Do not want sidewalk. There would be a huge disruption to my landscaping, irrigation and invisible fence.			1						1	
5028	Juanita Ave																															
5032	Juanita Ave	1			1			1		1			Standing water in street gutter in front of 5032 Juanita and at 51st and Juanita		1		1			1		Street lighting - maybe. Needs additional information.	Arden Park is a very nice park.	1		Left turn from Indianola or Arden to 50th westbound is a problem.	1					

**ARDEN PARK D NEIGHBORHOOD ROADWAY RECONSTRUCTON  
2014 PROPERTY QUESTIONNAIRE  
IMPROVEMENT NO. BA-412**

ADDRESS	Returned Survey	Drainage Service Connection									Drainage		Private Underground Utilities				Residential Streetlights				Living Streets Elements		Traffic Management		Email Access		Add'n Comment			
		Drain tile 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		Existing Streetlight System Meeting the needs of the Neighborhood		Favors Upgrading Street Lights		Pedestrian Issues	Perceive the Quality of Nearby Natural Resources and Surface Waters	Neighborhood or Roadway have Traffic Issues		Email Access				
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes		No		
5036	Juanita Ave	1	1		1			1				1		1							Do not want sidewalks			1						
5040	Juanita Ave	1		1		1						1			1		1						1			Our only legal access from the property (to 50th St from Jay Place) can be near impossible to get onto at various times of the day.	1			
5044	Juanita Ave	1		1		1			1			1		1		1				Juanita quiet - no issues. See return questionnaire for further information. Such as don't support sidewalks, bike lanes, one side parking, narrowing lane, etc.	Arden Park is fine.				Arden Ave very busy and always has parked cars on both sides of street, but yards are small and sidewalks would add too much hardscape on the 50th block.	1				
5100	Juanita Ave	1		1		1						1		1		1				Sidewalk not needed on 51st or Juanita.	Good. Please keep Arden Park relatively undeveloped- no net loss of natural space at Arden Park.	1			Difficult access at 50th. Too much speed on Arden Ave and Minnehaha Blvd.	1				
5101	Juanita Ave																													
5104	Juanita Ave																													
5105	Juanita Ave	1		1		1		1		1				1		1				1	none	fine		1				1		
5108	Juanita Ave																													
5109	Juanita Ave	1	1		1					1				1		1				1	none - we do not want sidewalks	good		1				1		
5112	Juanita Ave	1		1		1			1			1		1		1				1	no issues - no sidewalk wanted	very good		1				1		
5113	Juanita Ave																													
5116	Juanita Ave	1	1		1				1			1		1		1				1	none - Juanita does not need a sidewalk. Bruce Ave better served by a sidewalk than Juanita or Indianola. In the event the City ignores the wishes of the stakeholders and residents on Juanita, the odd (east) side of Juanita would be better served by a sidewalk.			1		The City is forcing a sidewalk on a street that doesn't need one.	1			
5117	Juanita Ave																													
5120	Juanita Ave	1	1		1			1		1				1		1				1	No issues...very little traffic.	good		1				1		
5121	Juanita Ave																													
5124	Juanita Ave	1		1		1			1			1		1		1				1	Minnehaha Blvd not safe for walking, sidewalk around Arden Park will be helpful. There is no reason for sidewalk on Juanita, Indianola, Arden or 51st. These streets are safe. Sidewalks on the local street type would be a waste of the PACS fund. I adamantly oppose them.	Please leave area around Minnehaha Creek through Arden Park to 54th St natural and preserve the wildlife vegetation.	1			See attached letter to return questionnaire.	1			
5125	Juanita Ave																													
5128	Juanita Ave	1		1		1				1				1		1				1									1	
5129	Juanita Ave	1		1		1				1				1		1				1		We're very happy with the park.		1				1		
5133	Juanita Ave	1		1		1			1			1		1		1				1	A walking path is needed from 52nd St. to 54th St. Along Minnehaha Blvd on the park side. At present children & adults have to walk in the street. It is a dangerous situation.	When the bridge is completed (51st St.) we need to beautify the rail and bridge area.		1				1		
5137	Juanita Ave																													
5201	Minnehaha Blvd																													
5205	Minnehaha Blvd																													
5209	Minnehaha Blvd	1		1		1			1			1		1		1				1	I'm not aware of any such issues.	I value the natural look of the park & creeks - the less invasive the project is the better.		1				1		
5217	Minnehaha Blvd	1		1		1			1			1		1		1				1	none	acceptable		1			Parking should be on park side only.	1		
5221	Minnehaha Blvd	1				1			1			1		1		1				1	Park needs sidewalk. Many walkers & kids use park. There are curves which prevent good visuals for pedestrians to cross to park safely.	Creek needs dredging very badly - lots of dead vegetation in creek overtime prevents its flow.		1		When parking is restricted to one side of street (i.e. Art Fair) need to prevent parking on East (resident) so we can see traffic to get out of driveways.	1			

**ARDEN PARK D NEIGHBORHOOD ROADWAY RECONSTRUCTON  
2014 PROPERTY QUESTIONNAIRE  
IMPROVEMENT NO. BA-412**

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		Drain tile 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		Existing Streetlight System Meeting the needs of the Neighborhood		Favors Upgrading Street Lights		Pedestrian Issues	Perceive the Quality of Nearby Natural Resources and Surface Waters	Neighborhood or Roadway have Traffic Issues		Email Access						
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	Yes	No			Yes	No	If yes, where?	Yes	No				
5225	Minnehaha Blvd		1			1						As the City has been aware for over a decade the drainage issues and flowage of sediment in the alley betw M'haha Blvd and Halifax has been an ongoing problem. Contributory to such is the unfinished portion of the alley, still used for vehicular travel, which continues to erode, w/drainage depositing sand on the finished portion of the alley. For the last number of years the alley has served as the roadway and staging area for heavy truck use involved in construction projects, contributing to the deterioration of the alley. In addition, the use of class aggregate, applied to the unfinished portion of the alley, has somewhat mitigated the problem but still provides the source of sand and gravel flowing down the alley. In general, drainage also is not sufficient to reach the existing alley drain, pooling prematurely. approved landscape irrigation from new homes adds also to natural rainfall. In general, this alley is not a great place to walk for adults or the many kids in the n'hood.	1			1			1			1		Having grown up and still enjoy walking the area - personally see no pedestrian issues.	Think the aesthetics of the natural environment and park - great asset to the n'hood.		1			1	
5229	Minnehaha Blvd	1				1					Water pools in street at end of our driveway.	1			1				1		Walking on Minnehaha Blvd very dangerous with limited visibility and fast moving cars. Accident waiting to happen.	Arden Park turns into standing water in spring/early summer.		1			1				
5230	Minnehaha Blvd																														
5233	Minnehaha Blvd	1	1			1			1		Existing drainage is satisfactory.	1			1				1		Minnehaha Blvd -if sidewalk is considered imperative to place it on Arden Park side for safety reasons and protection of mature trees.	All of the above are critical to the park environment site should be preserved.	1		Speed of vehicles is excessive - should be limited to 20 mph for safety of children.  Under no circumstances should the alleyway between Halifax and Minnehaha Blvd. be a through way between 52nd St and 54th St. or be paved. This raises serious home security, safety and illicit activity concerns and issues.	1					
5241	Minnehaha Blvd																														
5301	Minnehaha Blvd	1		1		1			1		none		1		1					1	Need a speed bump on Minnehaha Blvd.	Arden Park - great nearby walking path.		1	Speed - need speed bump on Minnehaha Blvd.		1				
5309	Minnehaha Blvd																														
5313	Minnehaha Blvd																														
5321	Minnehaha Blvd																														
5333	Minnehaha Blvd	1		1		1			1		In fall, leaves clog street drian on corner 54th & Minnehaha Blvd.	1			1				1		On westside Minnehaha along creek, trees need to be better maintained since encroach outs streets impairing view of peds.	Minnehaha Creek and Falls are vital part of neighborhood aesthetics.	1		Hard to see around curves of Minnehaha Blvd when vegetation encroaches out street from creekside/park.		1				
4201	W 50th St																														
		112	33	50	27	34	73	5	13	62	13	79		70	37	11	98	83	25	29	75			58	49		98	11			
Surveys Sent	285	39%	12%	18%	9%	12%	26%	2%	5%	22%	5%	28%		25%	13%	4%	34%			10%	26%			20%	17%		34%	4%			
Surveys Returned	112	100%	29%	45%	24%	30%	65%	4%	12%	55%	12%	71%		63%	33%	10%	88%			26%	67%			52%	44%		88%	10%			

# **APPENDIX C**

## **7/31/14 Informational Meeting**



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July 16, 2014

**2015 Neighborhood Roadway Reconstruction  
Arden Park D Neighborhood**

**Informational Meeting Reminder**

**Thursday, July 31, 6-8 p.m.**

Public Works & Park Maintenance Facility

7450 Metro Blvd, Edina

Join us to learn more and to provide input.

If you're not able to attend the meeting, the presentation will be posted to our website after the meeting. If you have questions please contact project manager Toby Muse with SEH at [tmuse@sehinc.com](mailto:tmuse@sehinc.com) or 952-912-2616, or engineering specialist Sharon Allison at [sallison@EdinaMN.gov](mailto:sallison@EdinaMN.gov) or 952-826-0449.

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**ENGINEERING DEPARTMENT**

7450 Metro Boulevard • Edina, Minnesota 55439

www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392



# NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Re: Arden Park D Neighborhood Improvements

Date of Meeting: July 31, 2014

Edina, MN

Time of Meeting: 6:00 PM

Project Manager: Toby Muse, PE

Location: Edina Public Works Facility

SEH No.: Edina 128385 16.00

Please Print

Name	Address/Phone/Email
JANET & LAWRENCE ANDERSON	5132 INDIANOLA AVE 952-929-4994 <sup>writ.e.l.a@q.com</sup>
Linda & Denny Maetzold	5110 Arden Ave 952-922-5711 <sup>dmaetzold@201.com</sup>
Andie Schiefelert	5044 Juanita Ave 952 926 3211
JUNE BLUMENSON	<del>5100 GORGAS</del> 6170 Briardale Ct NE Friday, mn 55432
→	5100 GORGAS AVE, Edina MN 55424 (rental prop)
Troy Paulson	5116 Juanita Ave
Mary & Jeff Busch	5104 Indianola Ave 952 285 4437
Andy Wiernek	5124 JUANITA AVE 952 920 2684
Melissa Seelen	5136 Indianola / 952.920.9410 / msee100@the.com
Linda Smaby	5224 Halifax 952-926-7510 <sup>lindasmaby@edina-arkty.com</sup>
Craig Strauss	5112 Arden Ave 952 920 5595
Lizabeth Holze	5120 Juanita Ave 952-926-8998
Kurt Holze	KEHolze@msd.com
DAN BIERSDORF	5040 Juanita Ave
TOM DAVISON	5137 JUANITA AVE
→	



# NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Re: Arden Park D Neighborhood Improvements

Date of Meeting: July 31, 2014

Edina, MN

Time of Meeting: 6:00 PM

Project Manager: Toby Muse, PE

Location: Edina Public Works Facility

SEH No.: Edina 128385 16.00

Please Print

Name	Address/Phone/Email
Steve & Andy Fox	5101 Indianola Ave 952-957-9767 strfox@aol.com
Ginny Anderson	5029 Indianola Ave Edina
Kristian Clauser, ECLC	4113 W 54th St, Edina MN 55424
PAUL ANNONDO	5109 JUANITA AVE
TIM SEBKY	5136 INDIANOLA AVE, EDINA 55424
Larry Swandby	5124 Juanita Ave.
LARRY KACH	5113 JUANITA AVE.
Nancy Tarbox	5128 Juanita Ave Edina
Richard Ausman	5036 JUANITA AVE S EDINA
SUZANNE RAND	5109 JUANITA
Steve + Erin Skastny	5108 INDIANOLA AVE EDINA
HARTLEY JOHNSON	5129 GORGAS
STEVE MARKS	5121 GORGAS
Camilla Madson	4404 Philbrook Lane, Edina
BOB NAEGELE	5200 France (the Brownstones)
DAVID POSTHUMUS	5100 INDIANOLA AVE
Lisa & Jerry O'Brien	5333 Minnehaha Blvd Edina



# NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Re: Arden Park D Neighborhood Improvements

Date of Meeting: July 31, 2014

Edina, MN

Time of Meeting: 6:00 PM

Project Manager: Toby Muse, PE

Location: Edina Public Works Facility

SEH No.: Edina 128385 16.00

Please Print

Name	Address/Phone/Email
Nancy D. Carlson	5225 Minnetonka Blvd., Edina
MARY/STEVE SAWA	5133 JUANITA AVE, EDINA
Roger Bildsten	5100 Juanita Ave rogerbildsten@gmail.com
Mary & Bennett Porter	5120 Halifax bporter4339@msn.com
Rick Leibold	5105 Gargas Ave rickleibold@gmail.com
CHUCK DOWARTHUR	5105 INDIANOLA AVE
STEVE DANK	5236 HALIFAX AVE SO
JOE DRANNEN	5305 HALIFAX AVE.
DANA WIDSTROM	5032 JUANITA
Mertyce Mrs + <sup>Tim</sup> Sudeith	5004 Bruce Ave mertyce@gmail.com



CITY OF EDINA



# 2015 Arden Park D Neighborhood Roadway Improvements BA-412 Informational Meeting

July 31, 2014

[www.EdinaMN.gov](http://www.EdinaMN.gov)

CITY OF EDINA

Project Location



[www.EdinaMN.gov](http://www.EdinaMN.gov)

CITY OF EDINA



## Agenda

- Introductions
- Project Location
- Process & Timeline
- Project Details
- Funding
- What You Can Expect
- Communication Tools
- How to Prepare
- Q&A

[www.EdinaMN.gov](http://www.EdinaMN.gov)

CITY OF EDINA



## Project Location

- 54<sup>th</sup> Street
- 0.5 miles of road
- Bridge over Minnehaha Creek



[www.EdinaMN.gov](http://www.EdinaMN.gov)

CITY OF EDINA



## Introductions

### SEH Staff

Project Manager  
Toby Muse

Project Designer  
Joe Clement




### City Staff

Director of Engineering Chad Millner	Asst. City Engineer Pat Wrase	Environ. Engr. Ross Bintner	Transp. Planner Mark Nolan	Engr. Coordinator Sharon Allison
				

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## 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

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### What is Included?

- Always included:
  - Roadway – replacing the entire roadbed
  - Curb and gutter
  - 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

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### Project Approval Process

- Public has a right to speak at Public Hearing
- Two Votes:
  - 1<sup>st</sup> Vote – Assessment Approval; need 4:1 in favor
  - 2<sup>nd</sup> Vote – PACS\* Components; need 3:2 in favor

\*PACS = Pedestrian and Cycle Safety

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### Process

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### Existing Roadway Details

- 285 Properties
- 283 Privately Owned
- 2 City Owned
- 2.2 miles of roads
- 0.5 miles of sidewalk

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### Typical Timeline

September	Feasibility report and estimates provided
November/December	Public hearing
December-February	Plan preparation and bidding
April/May	Construction begins
October/November	Construction concludes
Spring 2016	Warranty work
Summer/Fall 2016	Final assessment hearing

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### Existing Roadway Details

- Streets originally constructed in the 1940's
- Majority of streets have curb and gutter
- Existing street widths are 29-ft to 30-ft

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**Existing Roadway Details**

- Alley between Halifax Ave and Minnehaha Blvd
- Pavement/gravel/turf
- Existing width is 10-ft to 12-ft



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**Existing Roadway Details**

- Existing sidewalks



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**Existing Roadway Details**

- Landscaping placed in the right-of-way
- Irrigation systems & pet containment fences in the right-of-way



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**Existing Utility Details**

- Storm Sewer
- Trunk Water Main and Service Pipes
- Trunk Sanitary Sewer Main and Service Pipes
- Private Utilities

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**Existing Roadway Details**

- Varied driveway materials



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**Existing Stormwater Management Details**

- Improve Stormwater Quality at Minnehaha Creek



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### Questionnaire Results

Neighborhood	% of Questionnaires Returned	Has a Sump Pump		Change Existing Lighting		Neighborhood Traffic Issues	
		Yes	No	Yes	No	Yes	No
Arden Park D	36% (104 / 285)	31 (30%)	68 (65%)	26 (25%)	72 (69%)	55 (53%)	44 (42%)

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### Proposed Roadway Improvements

- City's Comprehensive Plan and draft Living Streets Plan

City of Edina 2008 Comprehensive Plan Update Sidewalk Facilities Figure 2.1

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### Proposed Roadway Improvements

- Remove and replace pavement surface
- New curb and gutter

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### Proposed Roadway Improvements

- City Living Streets Policy
- ...transportation system that provides a highly connected network of streets that accommodate all modes of travel
- ...enhance connectivity for pedestrians, bicyclists and transit
- ...prioritize non-motorized improvements to key destinations

**Living Streets Policy**

**Introduction**

The City of Edina has the honor to present this Living Streets Policy to the residents of Edina. This policy is a key component of the City's 2008 Comprehensive Plan. The Living Streets Policy is intended to provide a framework for the City's transportation system that accommodates all modes of travel, including walking, bicycling, and transit. The Living Streets Policy is intended to provide a framework for the City's transportation system that accommodates all modes of travel, including walking, bicycling, and transit. The Living Streets Policy is intended to provide a framework for the City's transportation system that accommodates all modes of travel, including walking, bicycling, and transit.

**Living Streets Vision**

Edina's vision is to:

- Transportation: providing all modes of travel, including walking, bicycling, and transit.
- Residents and families regularly choose to walk or bike.
- Streets enhance neighborhood character and community identity.
- Streets and building design that encourage human interaction and physical activity.
- Public policy strives to promote sustainability through balanced infrastructure investments.
- Environmental stewardship and reduced energy consumption are part of public and private sector policy.
- 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 land use decisions.

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### Proposed Roadway Improvements

- Driveway aprons and end replacements

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### Proposed Roadway Improvements

- Halifax Avenue is example

**Living Streets: Local Connector-Street Type**

17' 2-way Driveway Lane | 7' Parking Lane | 10' 0" 2-way Driveway Lane | 10' 0" 2-way Driveway Lane

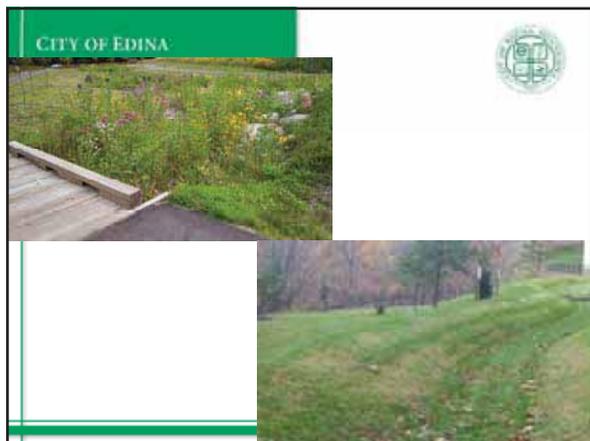
34' Roadway Width

48' Total Right-of-Way

1. Parking: There are no full-width of the street. (See Appendix B)

2. If an approved curb exists, it should be replaced with a curb and sidewalk.





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### Funding

- Special assessments to residents cover 100 percent of roadway costs
- Sidewalks are not included in special assessments
- City uses PACS funding to cover the cost of sidewalks

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### Proposed Stormwater Management Details

- Grass Swale
- Rain Garden Filtration



The image shows a map of a residential area with streets and lots. A winding path or swale is highlighted in yellow, indicating the proposed stormwater management features.

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### 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

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### Funding

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

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### 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

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### 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

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### What You Can Expect

- Dust, noise and mud
- Localized flooding during rainfall
- Timelines sometimes delayed due to weather
- You will be asked to limit water use



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### 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

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### 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



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### 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

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### 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 in advance of the project
  - You can remove plantings and other landscape features before the project
  - In areas where the boulevard is disturbed, the City will plant seed in the right-of-way after the project is complete

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**Providing Input**

- Public hearings and questionnaire mailed to your home
- Weigh in on:
  - Sump pump drainage options
  - Is the existing lighting system meeting the needs of the neighborhood?
  - Are there traffic or drainage issues in your neighborhood?

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**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

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**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 placed when there is time-sensitive information
- Final assessment notices are mailed one year after construction

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**Contact Us**

Toby Muse, SEH Project Manager  
 Phone: 952.912.2616  
 Email: [tmuse@sehinc.com](mailto:tmuse@sehinc.com)

Chad Millner, Director of Engineering  
 Phone: 952.826.0318  
 Email: [cmillner@edinamn.gov](mailto:cmillner@edinamn.gov)

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**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](http://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
- Don't delay; sign up!

www.EdinaMN.gov

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Thank you!

Questions?

www.EdinaMN.gov

**John and Kelly Wheaton  
5109 Arden Avenue  
Eden, MN 55424**

July 31, 2014

VIA EMAIL

Chad Millner  
Director of Engineering  
City of Edina  
7450 Metro Boulevard  
Edina, MN 55439

Re: 2015 Neighborhood Roadway Reconstruction/Arden Park D Neighborhood

Dear Chad:

I am writing in reference to the Arden Park D Neighborhood project. My wife Kelly and I have lived at 5109 Arden Avenue for more than 20 years. I know that you have scheduled a project informational meeting for this evening, July 31. Unfortunately, I will not be able to attend, and wanted to provide you with input in writing.

I begin by emphasizing that Kelly and I are strong supporters of the project. Our street is in decline, and the constant patching we have seen is no substitute for the replacement that the City has planned.

I am, however, concerned about the City's (apparent) plan to install sidewalks along Arden Avenue without getting serious input from the residents, and offer the following observations:

1. Sidewalks Are Unnecessary. The Arden Avenue neighborhood is a very walkable community, without sidewalks. It has been walkable for 70 years. Many of us prefer our neighborhood without sidewalks.
2. Living Streets Shouldn't Mean Dead Trees. I was disappointed by the rudimentary questionnaire that the engineering department distributed in June. The June 10, 2014, letter accompanying the questionnaire simply states that sidewalks are required on at least one side of the street, referring to the City's (draft) Living Streets Policy. The questionnaire did not even bother to ask residents whether they were interested in having sidewalks installed.

Installation of a sidewalk on either side of Arden Avenue will result in the removal of trees, and will likely harm other trees that may lead to their removal.

The City's very own Living Streets Policy states:

*"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;*
- *Be mindful of preserving and protecting natural features, such as ... trees, slopes, and ravines;*
- *Be mindful of existing land uses and neighborhood character."*

Killing trees without asking residents in an established neighborhood is not in keeping with the City's Living Streets Policy.

3. The Residents Need to be Asked, Not Told. To distribute a questionnaire to residents that treats the installation of sidewalks as a foregone conclusion is not what we expect of our City.

If the City is serious about considering sidewalks for the area, the City needs to go door to door to understand whether the residents would welcome sidewalks, or view them as an imposition. To get an informed response from the residents, the City should identify the precise location of any proposed sidewalks, and identify the trees that would need to be removed (or that may be harmed) in order to accommodate that installation.

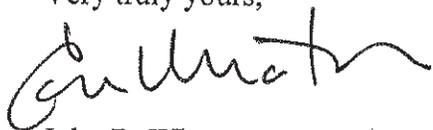
4. And Let's Not Propose a Lousy Design Instead. Engineering staff may suggest that sidewalks might fit if they are, in certain locations to avoid trees, installed at back-of-curb. That is a poor solution on multiple grounds:
  - Back-of-curb sidewalks look awful, and always look as though they were an afterthought, not part of a thoughtful, integrated design.
  - Sidewalks at the back-of-curb receive the brunt of the snow removed from adjacent roadways (like the end of every driveway) and quickly ice over, making them very difficult to keep clear in winter.
  - Back-of-curb sidewalks do not comply with the City's own street diagrams and design guidelines.

Thanks for spearheading this project. As I said at the outset, we are big supporters of the roadway improvements. But please don't undermine the character of our neighborhood. Many of us have chosen to live in this neighborhood precisely because of its character, including the absence of sidewalks.

Chad Millner  
July 31, 2014  
Page 3

I am sorry I cannot attend the meeting this evening to discuss this topic in greater detail. I'd be happy to visit with you in the days to come as planning progresses.

Very truly yours,

A handwritten signature in black ink, appearing to read "John R. Wheaton". The signature is fluid and cursive, with a prominent initial "J" and a long, sweeping tail.

John R. Wheaton

cc: Mayor James Hovland  
Council Member Joni Bennett  
Council Member Mary Brindle  
Council Member Josh Sprague  
Council Member Ann Swenson

**2015 Arden Park D Neighborhood Roadway Reconstruction**  
**Results of Proposed Sidewalk Questionnaire**  
**Indianola Residents**

Survey Participation: 20 of 25 Indianola Ave households

Households not surveyed: 5021 Indianola – not able to contact  
5112 Indianola – under construction  
5116 Indianola – not able to contact  
5121 Indianola – under construction  
5125 Indianola – not able to contact

-----SURVEY RESULTS-----

1. **Do you favor adding sidewalks to Indianola Ave?**  
YES – 0 households  
NO – 18 ½ households  
DON'T CARE – 1 ½ households
  
2. **Do you think adding sidewalks to Indianola Ave would enhance the character of the neighborhood?**  
YES – ½ households  
NO – 19 ½ households  
DON'T CARE – 0 households
  
3. **Do you feel safe walking and/ or biking on Indianola Ave?**  
YES – 19 households  
NO – 1 households  
DON'T CARE – 0 households

**Contact For Any Questions:**

Dave Posthumus  
5100 Indianola Ave  
email: [dpost2@aol.com](mailto:dpost2@aol.com)  
H: (952) 926-4616  
C: (612) 803-1300

**Please Note:** NEXT RECONSTRUCTION INFORMATIONAL MEETING  
Thursday, July 31, 6-8 pm  
Public Works & Park Maintenance Facility  
7450 Metro Blvd., Edina

**Arden Park D Neighborhood Roadway Reconstruction**  
**Proposed Sidewalk Questionnaire (conducted between 6/17/14 and 7/29/14)**  
**Households on Indianola Avenue, Juanita Avenue, and W 51st Street**

Do you favor adding sidewalks to [the street]?	Yes	No	Don't Know/ Don't Care	No Response(1)	Total Households
All Households	1 1.8%	49 87.5%	2 3.6%	4 7.1%	56 100.0%
All Responses	1 1.9%	49 94.2%	2 3.8%	---	52 100.0%

Do you think adding sidewalks to [the street] would enhance the character of the neighborhood?	Yes	No	Don't Know/ Don't Care	No Response(1)	Total Households
All Households	1 1.8%	50 89.3%	1 1.8%	4 7.1%	56 100.0%
All Responses	1 1.9%	50 96.2%	1 1.9%	---	52 100.0%

Do you feel safe walking and/or biking on [the street]?	Yes	No	Don't Know/ Don't Care	No Response(1)	Total Households
All Households	51 91.1%	1 1.8%	0 0.0%	4 7.1%	56 100.0%
All Responses	51 98.1%	1 1.9%	0 0.0%	---	52 100.0%

(1) Two homes are under construction and two homes are for sale and vacant.

**Arden Park D Neighborhood Roadway Reconstruction**  
**Proposed Sidewalk Questionnaire (conducted between 6/17/14 and 7/29/14)(2)**  
**Households on Indianola Avenue, Juanita Avenue, and W 51st Street**

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(1) Two homes are under construction and two homes are for sale and vacant.  
(2) Conducted by Troy Paulson (5116 Juanita Ave) and Dave Posthumus (5100 Indianola Ave).  
Page 1 of 1

Chad Millner, Director of Engineering  
952-826-0318 | Fax 952-826-0392  
cmillner@EdinaMN.gov | www.EdinaMN.gov  
...For Living, Learning, Raising Families & Doing Business

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

From: tpaulson@1992ventures.com [mailto:tpaulson@1992ventures.com]  
Sent: Monday, July 21, 2014 1:02 PM  
To: Joni Bennett  
Cc: Scott H. Neal; Karen M. Kurt; Chad Millner  
Subject: Re: Arden Park D Neighborhood Roadway Reconstruction

Council Member Bennett,

Thank you for your response.

I write to you today in opposition of adding sidewalks to Juanita Avenue, Indianola Avenue, and West 51st Street.

As you stated, the sidewalk plan for the City labels these streets as "Proposed" sidewalks, not mandatory sidewalks.

I have attached an excerpt from section 4.4 of the Comprehensive Plan which clearly states, as the number one Land Use Goal, "1. Protect and preserve the essential character of existing residential neighborhoods."

I, along with most of my neighbors, believe adding sidewalks to these streets would change the essential character of our existing neighborhood - and not for the better. Part of the character of our neighborhood is small lots and open streets. Adding sidewalks to these streets would result in even smaller lots and narrower streets.

As for the "transportation network", please tell me how these three streets, which most of the residents of Edina probably don't know exist - and even fewer ever use, complete an essential part of the "transportation network".

Please vote against adding sidewalks to these streets.

Thank you,  
Troy Paulson

On Fri, 27 Jun 2014 00:21:12 -0500, Joni Bennett <jonibennett12@comcast.net> wrote:

Dear Mr. Paulson,

>

> I have not seen the letters you refer to in your email. I expect that  
> they will be included in the Feasibility Study that Council members  
> will review before the public hearing on the project.

>

> Sidewalks are an essential part of the city's transportation network.  
> In ordering the construction of a new sidewalk, the City Council  
> considers feasibility and the city's Comprehensive Plan, the Living  
> Streets Policy (approved August 20, 2013) and its implementation plan  
> (nearing completion). Edina's 2008 Comprehensive Plan Update contains  
> a Sidewalk Facilities plan. Figure 7.10 depicts existing and proposed  
> future sidewalks, including a sidewalk on Juanita Avenue. The Juanita  
> Avenue sidewalk also was proposed in the 1999 Comprehensive Plan  
> Update.

>

> Most, but not all, new sidewalks in Edina are constructed in

> conjunction with street reconstruction. The practice reduces the cost  
> and inconvenience of the construction.  
>  
> Prior to 2013, Edina policy allocated the cost of some, but not all,  
> new sidewalks to adjacent property owners. The city used State Aid  
> funds to build sidewalks on State Aid Streets. The city and school  
> district split or shared in the cost of sidewalks located near schools  
> and business districts. The Juanita Avenue sidewalk, depicted in  
> Figure 7.10 as a school/business sidewalk, would have been funded by a  
> combination of city funds and special assessments (50%).  
>  
> In December 2012, the City Council created a Pedestrian and Cyclist  
> Safety Fund. That fund now covers the full cost of all new sidewalks.  
> In other words, the property owners on Juanita Avenue will not be  
> assessed for the cost of a new sidewalk.  
>  
> Please let me know if you have other questions. Sincerely yours,  
>  
> Joni Bennett  
> Edina City Council Member  
> jonibennett12@comcast.net On Jun 25, 2014, at 11:30 AM,  
> tpaulson@1992ventures.com wrote:  
>  
>> Dear Mayor and Council Members,  
>>> I am writing today regarding the roadway reconstruction project  
> proposed for Arden Park D Neighborhood. More specifically, my  
> questions relate to Juanita Avenue.  
>>> In August 2013, residents on Juanita Avenue received a letter  
> from the City highlighting aspects of the project. The letter also  
> included the following statement, "A future questionnaire will help us  
> evaluate the need for sidewalks and streetlights."  
>>> In June 2014, residents on Juanita Avenue received another letter  
> from the City and a questionnaire regarding the project. The  
> questionnaire included questions about streetlights, but no questions  
> about sidewalks. Buried in the questionnaire instructions was the  
> statement, "As part of the questionnaire, staff would like to know  
> which side of the street a proposed sidewalk would be best served  
> along..." Keep in mind, this was not a question on the questionnaire,  
> nor was it a question on whether or not residents want a sidewalk.  
>>> In subsequent conversations, Chad Millner indicated the City's,  
> and Council's plan to add a sidewalk to Juanita Avenue.  
>>> Here are my questions:  
>>> 1) What evaluation took place between August 2013 and June 2014  
> that led to the City and Council determining that Juanita Avenue needs  
> a sidewalk?  
>>> 2) Were the residents of Juanita Avenue part of the evaluation?  
>>> I look forward to each of your individual responses to these  
> straightforward questions.  
>>> Respectfully,  
>> Troy Paulson  
>> 5116 Juanita Avenue  
>>>>



visually prominent, signage is designed to be legible at driving speeds, landscaping remains limited, and connectivity to surrounding uses is inconvenient or even dangerous for non-driving customers.

Although in some cases, zoning requirements may have guided the placement of buildings within large expanses of parking, site plans are often lacking in landscaping and pedestrian amenities that could mitigate environmental and transportation-related impacts. When buildings are set within wide expanses of parking, customers and workers are discouraged from walking to nearby destinations, so travel for short trips is predominantly by car, further adding to traffic congestion.

- **Superblocks and Lack of Connectivity.** The development of large parcels as signature planned developments, such as Southdale Shopping Center, Edinborough and Centennial Lakes, has contributed significantly to Edina's identity and differentiation from comparable Metro area communities. However, one consequence of this type of development is an absence of street connectivity to surrounding neighborhoods and through the development itself. Instead, vehicular traffic is funneled onto a few local streets where capacity is often not adequate to meet the need. For instance, France and York avenues bear a local traffic burden that could be better accommodated through a more diffuse street network. The "superblocks" created in the southeast quadrant of the city reshape traffic patterns and travel modes to discourage non-motorized transportation within the district and fracture linkages to surrounding residential neighborhoods.

#### 4.4 GOALS AND POLICIES: FUTURE LAND USE PLAN AND COMMUNITY DESIGN GUIDELINES

##### Land Use Goals

1. Protect and preserve the essential character of existing residential neighborhoods.
2. Preserve and maintain housing that serves a range of age groups and economic situations.
3. Facilitate the development of new housing and recreation facilities that accommodate the special needs of aging City residents.
4. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.

**Arden Park D Neighborhood Roadway Reconstruction**  
**Proposed Sidewalk Questionnaire (conducted between 6/17/14 and 7/29/14)<sup>(2)</sup>**  
**Households on Indianola Avenue, Juanita Avenue, and W 51st Street**

Do you favor adding sidewalks to [the street]?	Yes	No	Don't Know/ Don't Care	No Response(1)	Total Households
All Households	1 1.8%	49 87.5%	2 3.6%	4 7.1%	56 100.0%
All Responses	1 1.9%	49 94.2%	2 3.8%	--- ---	52 100.0%

Do you think adding sidewalks to [the street] would enhance the character of the neighborhood?	Yes	No	Don't Know/ Don't Care	No Response(1)	Total Households
All Households	1 1.8%	50 89.3%	1 1.8%	4 7.1%	56 100.0%
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Do you feel safe walking and/or biking on [the street]?	Yes	No	Don't Know/ Don't Care	No Response(1)	Total Households
All Households	51 91.1%	1 1.8%	0 0.0%	4 7.1%	56 100.0%
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(1) Two homes are under construction and two homes are for sale and vacant.

(2) Conducted by Troy Paulson (5116 Juanita Ave) and Dave Posthumus (5100 Indianola Ave).

**Arden Park D Neighborhood Roadway Reconstruction**  
**Juanita Avenue Residents**  
**Proposed Sidewalk Questionnaire**

Name	Address	Do you favor adding sidewalks to Juanita Ave?	Do you think adding sidewalks to Juanita Ave would enhance the character of the neighborhood?	Do you feel safe walking and/or biking on Juanita Ave?	Signature	Date
Erich Schellhas	5028 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Erich Schellhas</i>	7/29/14
Aline Schellhas	5028 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Aline Schellhas</i>	7/29/14
Lisa Bjerken	5032 Juanita Ave	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Lisa Bjerken</i>	6/18/14
Dana Widstrom	5032 Juanita Ave	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Dana Widstrom</i>	6/18/14
Richard Ausman	5036 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Richard Ausman</i>	6/18/14
Sara Ausman	5036 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via text	6/26/14
Dan Biersdorf	5040 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Dan Biersdorf</i>	7-15-14
Patricia Biersdorf	5040 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Patricia Biersdorf</i>	7-15-14
Andie Schieffert	5044 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Andie Schieffert</i>	6/20/14
Todd Schieffert	5044 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Todd Schieffert</i>	6/20/14
Anne Bildsten	5100 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	6/26/14
Roger Bildsten	5100 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	6/26/14
Dan Katan	5101 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Dan Katan</i>	7/29/14
Megan McBurney	5101 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Megan McBurney</i>	7/29/14
Paul Matthew Kline	5104 Juanita Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don't Care <sup>KNOW</sup>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don't Care <sup>KNOW</sup>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	6/25/14
Anna Kline	5104 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via separate document	6/25/14
Mary Anne Eaton	5105 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Mary Anne Eaton</i>	7/15/14
Jeremy Eaton	5105 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Jeremy Eaton</i>	7/15/14
Olivia Mastry	5108 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Olivia Mastry</i>	6/20/14
Mike Miller	5108 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Mike Miller</i>	6/20/14
Paul Hammond	5109 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Paul Hammond</i>	6/23/14
Suzanne Rand	5109 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Suzanne Rand</i>	6/23/14

23 households

**Arden Park D Neighborhood Roadway Reconstruction**  
**Juanita Avenue Residents**  
**Proposed Sidewalk Questionnaire**

Name	Address	Do you favor adding sidewalks to Juanita Ave?	Do you think adding sidewalks to Juanita Ave would enhance the character of the neighborhood?	Do you feel safe walking and/or biking on Juanita Ave?	Signature	Date
Katherine Howes	5112 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	7/9/14
David Seberson	5112 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	6/26/14
Kerry Koch	5113 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via text	6/24/14
Larry Koch	5113 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via text	6/24/14
Linda Paulson	5116 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Linda Paulson	6/17/14
Troy Paulson	5116 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Troy Paulson	6/17/14
Kim Kallevig	5117 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Kim Kallevig	7/9/14
Kurt Halva	5120 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Kurt Halva	6-18-14
Lizabeth Halva	5120 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Lizabeth Halva	6-18-14
Margo Kosmas	5121 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	M. Kosmas	6-24-14
Larry Swandby	5124 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Larry Swandby	6/18/14
Sheila Guzik	5125 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Sheila Guzik	6/18/14
Tom Guzik	5125 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Tom Guzik	6/18/14
Nancy Tarbox	5128 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Nancy Tarbox	6/18/14
Ann Wiemer	5129 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Ann Wiemer	6/18/14
Marlin Wiemer	5129 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Marlin Wiemer	6/18/14
Mary Sando	5133 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Mary Sando	6/18/14
Stephen Sando	5133 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Stephen Sando	6/18/14
Tom Davidson	5137 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Tom Davidson	6/18/14



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**Arden Park D Neighborhood Roadway Reconstruction**  
**Indianola Avenue Residents**  
**Proposed Sidewalk Questionnaire**

Name	Address	Do you favor adding sidewalks to Indianola Ave?	Do you think adding sidewalks to Indianola Ave would enhance the character of the neighborhood?	Do you feel safe walking and/or biking on Indianola Ave?	Signature	Date
Caryn Pleasants	5113 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Caryn Pleasants</i>	7/10/14
Stephen Pleasants	5113 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Stephen Pleasants</i>	7/16/14
John Raichert	5116 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	7/24/14
Daniel Young	5117 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Dan Young</i>	6/25/14
Ann Marie Hirsch	5120 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Ann Marie Hirsch</i>	6/22/14
Under Construction	5121 Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
Steve London	5124 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Steve London</i>	6/24/14
Trisha London	5124 Indianola Ave	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Trisha London</i>	6/24/14
Jade Anderson	5125 Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
Andrea McElligott	5125 Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
Ingo Schultz	5128 Indianola Ave	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Ingo Schultz</i>	7/20/14
Sachin Mehta	5129 Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Sachin Mehta</i>	6/24/14
Kelly Mehta	5129 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Kelly Mehta</i>	6/24/14
Lawrence Anderson	5132 Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Lawrence Anderson</i>	6/24/2014
Melissa Seeley	5136 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Melissa Seeley</i>	6/24/14
Tim Seeley	5136 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Tim Seeley</i>	6/24/14
Jilane Schulz	5128 Indianola Ave	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	via email	7/20/14

**Arden Park D Neighborhood Roadway Reconstruction  
Indianola Avenue Residents  
Proposed Sidewalk Questionnaire**

Name	Address	Do you favor adding sidewalks to Indianola Ave?	Do you think adding sidewalks to Indianola Ave would enhance the character of the neighborhood?	Do you feel safe walking and/or biking on Indianola Ave?	Signature	Date
EUGENE LINK	5120 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Eugene Link	6-22-14
[REDACTED]						
Alex PANDRYSEN	5132 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Janet Linkum	6/24/2014
Gregory Bolvick	5117 Indianola Ave	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	[Signature]	6/25/14
Robert LARSEN	5037 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	R.G. Larson	7/14/14
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		

**Arden Park D Neighborhood Roadway Reconstruction**  
**51st Street West Residents**  
**Proposed Sidewalk Questionnaire**

Name	Address	Do you favor adding sidewalks to 51st Street West?	Do you think adding sidewalks to 51st Street West would enhance the character of the neighborhood?	Do you feel safe walking and/or biking on 51st Street West?	Signature	Date
Rachel Ellingson	5019 Arden Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Rachel Ellingson</i>	7/20/14
Burke Ellingson	5019 Arden Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Burke Ellingson</i>	7/20/14
James Tyson	5101 Arden Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	7/17/14
Jan Tyson	5101 Arden Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	7/17/14
Andie Schieffert	5044 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via Juanita questions	6/20/14
Todd Schieffert	5044 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via Juanita questions	6/20/14
Anne Bildsten	5100 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via Juanita questions	6/26/14
Roger Bildsten	5100 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via Juanita questions	6/26/14
Cary Schilling	5036 Halifax Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	7/9/14
Cary Schilling	5100 Halifax Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	7/9/14
Candyce Fox	5101 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via Indianola questions	6/21/14
Stephen Fox	5101 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via Indianola questions	6/21/14
<del>XXXXXXXXXX</del>	5037 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via Indianola questions	7/4/14

Robert Larsen



2014 Arden Park D Neighborhood Roadway Improvement Project  
 Summary of July 31, 2014 Informational Meeting Question and Answer Session  
 Meeting Location: Public Works and Parks Maintenance Facility  
 Meeting Time: 6 pm to 8 pm

Number	Question	Answer
1	What will the sidewalk buffer be made out of?	It will be a textured concrete, likely exposed aggregate.
2	Are sidewalks and parking limited to one side?	Yes, they will be on the same side of the street.
3	What are you doing to compromise the land use concern?	Staff will mitigate tree removals by staying within the footprint of the existing roadway as much as possible and decreasing the buffer width between the road and the sidewalks.
4	Why not just improve the existing road?	The City's overall planning documents propose sidewalks in this neighborhood. Staff is presenting this information to you tonight and welcoming your feedback. There has not been a decision made yet. It will be the Council's decision to decide whether to make improvements to the roadways and inclusion of sidewalk. As of now, this is the plan staff will recommend to the Council. Engineering staff is tasked with looking at multimodal transportation needs throughout the City and adhering to the City's Living Streets policy and draft plan.
5	Who do the residents need to speak to to discuss the sidewalk concern?	The City Council ultimately makes the final decision based on staff's recommendation. All comments, concerns, questions received tonight will be documented and given to the Council as part of the final engineering study.
6	Why are the questionnaires/surveys lumped together and not separated by streets?	We see the addresses on the returned questionnaires, but we can consider sending a follow-up survey including sidewalk questions for individual streets.
7	What is available for the public and what is going to be sent to the transportation committee (ETC?)	All communications: emails, comments, meeting minutes, questions, etc. will all be available in the engineering study.
8	When will revisions to the project, if made, be available to be viewed by the neighborhood?	There will be another neighborhood informational meeting held in September. Following that meeting, the engineering study will be posted online as well for review and comment.
9	Is the input from the survey being taken into consideration for the project?	Yes, for example, the City's comprehensive plan and living streets documents included sidewalks on both sides of the street in this neighborhood. Staff has already decided to limit the sidewalks to one side of the street for the neighborhood.
10	Will there be recommendations given at the Council?	Yes, staff will give a recommendation to the Council.
11	Why is Bruce Ave not proposed to get sidewalks and Juanita Ave and Indianola Ave are? There is a transit stop at one end and a park at the other end.	The sidewalk layout in this neighborhood is based on the City's comprehensive plan. This planning document was vetted by resident groups, City staff and commissions and the City Council.
12	How are you going to handle the flooding in Arden Park?	Arden Park is a difficult area to address flooding since it is in a flood plain, which helps alleviate flooding issues for the entire neighborhood. We would rather have flooding in the park than in your homes. Therefore, as part of the neighborhood street improvement project, we are not looking to raise the elevation of the park in a significant way since there are heavy regulations from the watershed district, the MnDNR, etc.
13	Why give our neighborhood a sidewalk when others who want sidewalks don't get them?	Staff is doing its best to review and implement the City's master planning documents including the comprehensive plan and draft living streets plan.

Number	Question	Answer
14	Can you comment on what will happen with the alley between Halifax and Minnehaha?	We are looking for input from the residents specifically abutting the alley. It is currently not part of the project, and if it becomes part of the project the cost of the improvements would be an additional assessment to those properties. If it becomes a part of the project, the alley will NOT extend to 54th street and will only be paid for by the residents who abut the alley.
15	Does the sidewalk have to be 5'?	This is the width preferred by Engineering and Public Works staff in order to satisfy ADA requirements and maintenance vehicles.
16	Do the residents have to keep the sidewalks clean?	Yes. In the future, the city potentially could take over the maintenance.
17	How do we access the traffic study?	We have the traffic counts and speed data, not a formal study. That data will be part of the engineering study and include average daily traffic counts, average 85th percentile speeds, and dates and times of when the traffic was measured by street.
18	How do we contact the Council Members?	Their contact information can be found on the City's website (emails, phone numbers, etc.)
19	What is the proposed street plan where no sidewalks are proposed?	The cross-sections include a 2-way 17' driving lane and a 7' wide parking lane on one side.
20	The existing street footprint will be narrowed no matter what happens with the sidewalk?	Yes
21	What is the cost of the sidewalk without Juanita and Indianola?	Costs of sidewalks are funded by the PACS (Pedestrian and Cyclist Safety Fund), they are not assessed. We do not have individual sidewalk costs per street, but could provide that information to you upon request.
22	What is the typical ROW in Edina?	60'
23	What is the logic behind parking on only one side instead of both sides?	This idea is a part of our draft Living Streets plan that will provide several benefits including a reduction in the footprint of the street which will reduce overall project costs and assessments and the cost to maintain less pavement over time.
24	Will there be "no parking" signs?	Yes
25	Will sidewalks still be put in on 51st Street if Juanita Ave and Indianola Ave do not have sidewalks?	No, the sidewalks on 51st St would be removed if the Juanita Ave/Indianola Ave sidewalks are removed. There will be no "dead end" sidewalks within the neighborhood.
26	Traffic volume/speed is a problem on Halifax Ave. Does narrowing a street really improve this?	Yes, that is the trend from other projects we've seen within the City. It forces drivers to pay closer attention to what they are doing and typically reduces the average speed of the vehicle.
27	How does the sidewalk/no parking affect the Gorgas Ave cul-de-sac?	There will be no parking restrictions in the cul-de-sac.

# **APPENDIX D**

## **City Council Decision on Indianola and Juanita Sidewalks**

Minutes/Edina City Council/August 19, 2014

**VIII.A. CORRESPONDENCE**

Mayor Hovland acknowledged the Council's receipt of various correspondence.

**VIII.B. MINUTES:**

1. **PARK BOARD, JUNE 10, 2014 AND JULY 8, 2014**
2. **PLANNING COMMISSION, JULY 9, 2014**

Informational; no action required.

**IX. AVIATION NOISE UPDATE** – Received

~~**X. MAYOR AND COUNCIL COMMENTS**~~ – Received

**X.A. INDIANOLA/JUANITA SIDEWALK PROJECT – DESIGN REVISED**

The Council asked questions regarding the proposed sidewalks within the Indianola/Juanita road reconstruction project. Mr. Millner referenced the Comprehensive Plan Sidewalk Plan, described staff's contact with the Indianola/Juanita neighborhood, and stated he would not recommend sidewalks in that area based on present traffic warrants. The Council discussed the sidewalk project, noting this project was currently under design. **Member Swenson made a motion, seconded by Member Sprague, directing staff to revise the project plans to remove the sidewalk loop from Indianola/Juanita and the two 51<sup>st</sup> Street stubs. Juanita from 50<sup>th</sup> Street to 500 feet south of 50<sup>th</sup> Street will remain in the project area until traffic warrants can be completed and analyzed. .**

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

~~**XI. MANAGER'S COMMENTS**~~ – Received

**XI.A. POLICY: CONFLICT OF INTEREST – REFERRED TO FUTURE WORK SESSION**

Mr. Neal explained that in the past, the City had relied on State Statutes for conflict of interest guidelines. Based on the Council's direction at its last meeting, staff drafted a Conflict of Interest Policy using the City of Brainerd's Conflict of Interest Policy as a template. It was noted the Planning Commission had, for some time, been considering whether to adopt a Conflict of Interest Policy.

The Council indicated support for a uniform policy addressing conflict of interest. Staff was asked to provide additional information relating to how the draft policy compared to State Statute regulations, case law comparisons, enforceable consequences, preparatory language, and other relevant information. The Council asked staff to inform the Planning Commission that it was working on this policy and directed staff to place this item on a future Work Session agenda for additional discussion.

**XII. ADJOURNMENT**

There being no further business on the Council Agenda, Mayor Hovland declared the meeting adjourned at 9:16 p.m.

Respectfully submitted,

---

Debra A. Mangen, City Clerk

Minutes approved by Edina City Council, September 2, 2014.

---

James B. Hovland, Mayor

Video Copy of the August 19, 2014, meeting available.

# **APPENDIX E**

## **Alley Questionnaire**



August 26, 2014

## Alley Questionnaire **Arden Park D Neighborhood Roadway Reconstruction**

Preliminary engineering is now underway for the above referenced project. Your response to this questionnaire will help us consider whether or not to include alley improvements as part of the project. If incorporated, the cost of these improvements would be added to your overall street assessment. Based on previous City alley improvement projects, the cost typically ranges from \$2,000-\$4,000.

Alley improvements consist of resurfacing the alley with new pavement and improving drainage. Three options are being considered. As shown on the attached map, option 1 includes 12 properties (orange) and would improve only the portion of the alley that is currently paved. Option 2 includes 5 properties (blue) and would extend improvements to include that portion of the alley that is currently graveled. Option 3 is to leave the alley in its current condition.

If your property is orange on the map, please answer question 1 or 3 below. If your property is blue on the map, please answer question 2 or 3 below. Option 2 will not be incorporated without option 1. Staff will analyze the number of returned questionnaires and the 'Yes' votes to determine the scope of the alley improvements.

1. Do you favor Option 1 (repave existing pavement)?  Yes
  
2. Do you favor Option 2 (repave existing pavement and add pavement where there is currently gravel)?  Yes
  
3. Do you favor Option 3 (do nothing)?  Yes

Thank you for completing the questionnaire. Please return it by **Sept 9**. We will notify you of the results of this questionnaire at a neighborhood informational meeting later in September. If you have questions, please contact Chad Millner, Director of Engineering at 952-826-0318 or [cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov), or Toby Muse with SEH Inc. at 952-912-2616 or [tmuse@sehinc.com](mailto:tmuse@sehinc.com), or Sharon Allison, Engineering Specialist at 952-826-0449 or [sallison@EdinaMN.gov](mailto:sallison@EdinaMN.gov).

Sincerely,

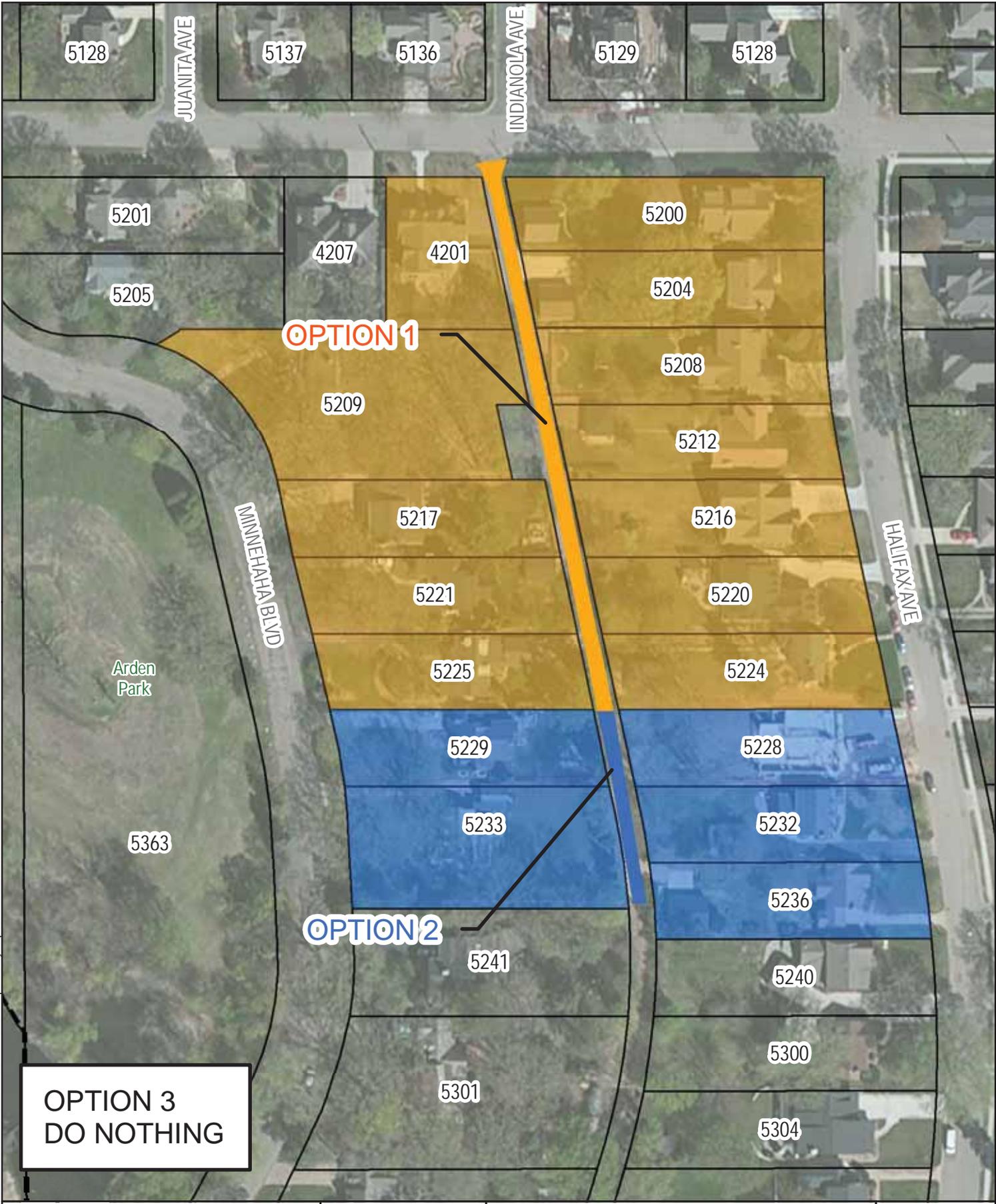
A handwritten signature in black ink that reads "Chad A. Millner".

Chad A. Millner  
Director of Engineering

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Path: P:\A\Edina\128385\GIS\Maps\AlleyImprovements.mxd



Project: EDINA 128385  
 Date: 8/25/2014  
 Map by: MSS  
 Projection: Hennepin County Coords  
 Source: Henn. County, City of Edina,  
 Microsoft Virtual Earth

Arden Park D Neighborhood  
 Alley Improvements  
 Edina, Minnesota

Figure  
1



September 11, 2014

## **Alley Questionnaire** **Arden Park D Neighborhood Roadway Reconstruction**

Preliminary engineering is now underway for the above referenced project. Your response to this questionnaire will help us consider whether or not to include alley improvements as part of the project. If incorporated, the cost of these improvements would be added to your overall street assessment. Based on previous City alley improvement projects, the cost typically ranges from \$2,000-\$4,000.

Improvements consist of resurfacing the alley with new pavement and improving drainage. Three options are being considered as shown on the attached map.

Option 1 includes 12 properties (orange solid shaded lots) and would improve only the portion of the alley that is currently paved.

Option 2 includes 11 properties (blue solid shaded and blue hatched lots). This would extend improvements to include that portion of the alley that is currently graveled as far as the garage to 5236 Halifax Ave. S. The five solid blue shaded lots have already received this questionnaire.

Option 3 is to leave the alley in its current condition.

Please answer the questions below and include any comments as you see fit. Option 2 will not be incorporated without option 1. Staff will analyze the number of returned questionnaires and the 'Yes' votes to determine the scope of the alley improvements.

1. Do you favor Option 1 (repave existing pavement)?  Yes
2. Do you favor Option 2 (repave existing pavement and add pavement where there is currently gravel)?  Yes
3. Do you favor Option 3 (do nothing)?  Yes

Thank you for completing the questionnaire. Please return it by **Sept. 18**. We will notify you of the results of this questionnaire at a neighborhood informational meeting on Sept. 22. If you have questions, please contact Chad Millner, Director of Engineering at 952-826-0318 or [cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov), or Toby Muse with SEH Inc. at 952-912-2616 or [tmuse@sehinc.com](mailto:tmuse@sehinc.com), or Sharon Allison, Engineering Specialist at 952-826-0449 or [sallison@EdinaMN.gov](mailto:sallison@EdinaMN.gov).

Sincerely,

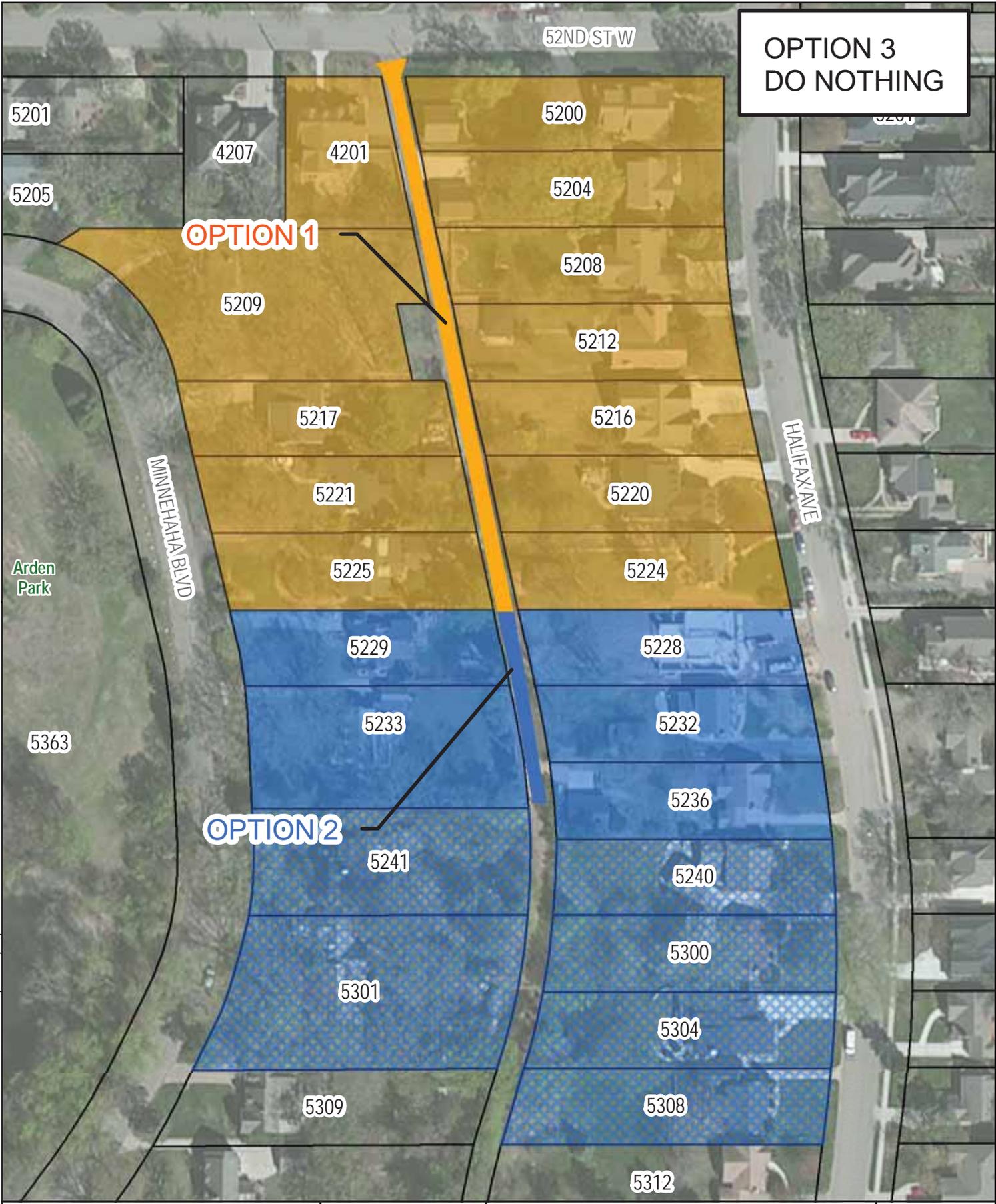
A handwritten signature in black ink that reads "Chad A. Millner".

Chad A. Millner  
Director of Engineering

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**OPTION 3  
DO NOTHING**

**OPTION 1**

**OPTION 2**

Path: M:\AE\Edina\128385\GIS\Maps\AlleyImprovements.mxd



Project: EDINA 128385  
Date: 9/10/2014  
Map by: MSS  
Projection: Hennepin County Coords  
Source: Henn. County, City of Edina,  
Microsoft Virtual Earth

Arden Park D Neighborhood  
Alley Improvements  
Edina, Minnesota

Figure  
1

# ARDEN PARK D NEIGHBORHOOD ROADWAY IMPROVEMENT PROJECT

## 2014 ALLEY QUESTIONNAIRE

### IMPROVEMENT NO. BA-412

Data Entered By: KA

Last Date Data Entered: October 3, 2014

Due Date: Sept. 9, 2014

Questionnaires Sent Out: 23

Questionnaires Returned: 83%

Percent Returned: \_\_\_\_\_

ADDRESS		Returned Survey	Alley Improvements			Additional Comments
			Do you favor Option 1 (repave existing pavement)	Do you favor Option 2 (repave existing pavement and add pavement where there is currently gravel)?	Do you favor Option 3 (do nothing)?	
House #	Street Name		Yes	Yes	Yes	
4201	52nd St W	1	1			
5204	Halifax Ave	1			1	
5208	Halifax Ave	1			1	Strongly oppose any improvements.
5212	Halifax Ave	1			1	
5216	Halifax Ave	1			1	Divert the \$ to put sidewalks on the west side of Halifax. PLEASE!!!
5220	Halifax Ave	1	1			
5224	Halifax Ave	1		1		
5228	Halifax Ave	1		1		
5232	Halifax Ave	1		1		
5300	Halifax Ave	1			1	
5304	Halifax Ave	1			1	
5308	Halifax Ave	1			1	Why is 5308 included there is no alley or access.
5209	Minnehaha Blvd	1			1	
5217	Minnehaha Blvd	1	1			
5221	Minnehaha Blvd	1		1		
5225	Minnehaha Blvd	1		1		
5229	Minnehaha Blvd	1		1		
5233	Minnehaha Blvd	1			1	
5301	Minnehaha Blvd	1		1		The owner is in favor of paving alley only if the last two lots (one being his) gets gravel and slight grading (ruts there now).
5200	Halifax Ave					
5236	Halifax Ave					
5240	Halifax Ave					
5241	Minnehaha Blvd					
		<b>19</b>	<b>3</b>	<b>7</b>	<b>9</b>	

Surveys Sent	<b>23</b>	83%	13%	30%	39%
Surveys Returned	<b>19</b>	100%	16%	37%	47%

# **APPENDIX F**

## **9/22/14 Informational Meeting**



---

September 9, 2014

**Arden Park D  
Neighborhood Roadway Reconstruction**

**Informational Meeting**

**Monday, Sept. 22, 6-8 p.m.**

**Public Works & Park Maintenance Facility**

**7450 Metro Blvd, Edina**

Please plan to attend this informational meeting for an update on the following:

- Proposed Assessment
- Sidewalk Improvements
- Alley Improvements
- Streetlight Improvements
- Private Sanitary Sewer Improvements
- Stormwater Management Improvements

Proposed assessments will be available and will include the costs for street reconstruction, private sanitary sewer and streetlight improvements.

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If you're not able to attend the meeting, the presentation will be posted to our website after the meeting. If you have questions please contact project manager Toby Muse with SEH at [tmuse@sehinc.com](mailto:tmuse@sehinc.com) or 952-912-2616, or engineering specialist Sharon Allison at [sallison@EdinaMN.gov](mailto:sallison@EdinaMN.gov) or 952-826-0449.

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## 2015 Arden Park D Neighborhood Roadway Improvements BA-412 Informational Meeting

September 22, 2014

www.EdinaMI.gov

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### Agenda

- Introductions
- Project Location
- Process & Timeline
- Project Details
  - Utilities
  - Sidewalks
  - Alley Update
  - Roadway Improvements
- Preliminary Assessments
- Q&A

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### Project Location



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### Project Timeline

Timeline	Description
September, 2014	Feasibility report and estimates provided
October 2014	Park Board and ETC review feasibility report
December 9, 2014	Public hearing
December-February, 2014-15	Plan preparation and bidding
April/May, 2015	Construction begins
October/November, 2015	Construction concludes
Spring 2016	Warranty work
Summer/Fall 2016	Final assessment hearing

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### Project Approval Process

- Public has a right to speak at Public Hearing
- Two Votes of the City Council:
  - 1<sup>st</sup> Vote – Assessment Approval; need 4:1 in favor
  - 2<sup>nd</sup> Vote – PACS\* Components; need 3:2 in favor

\*PACS = Pedestrian and Cycle Safety

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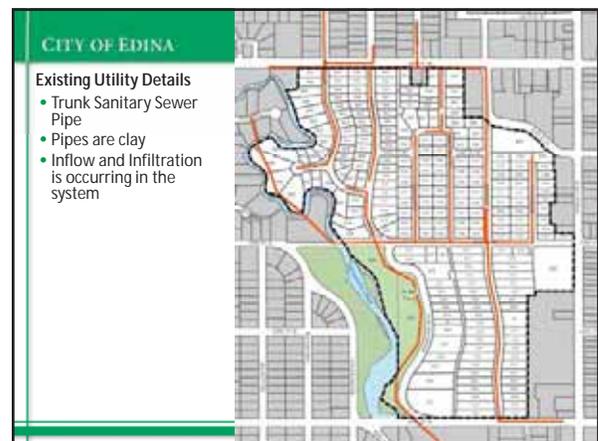
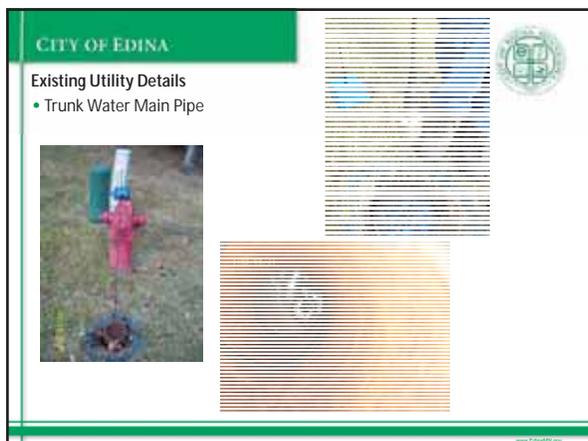
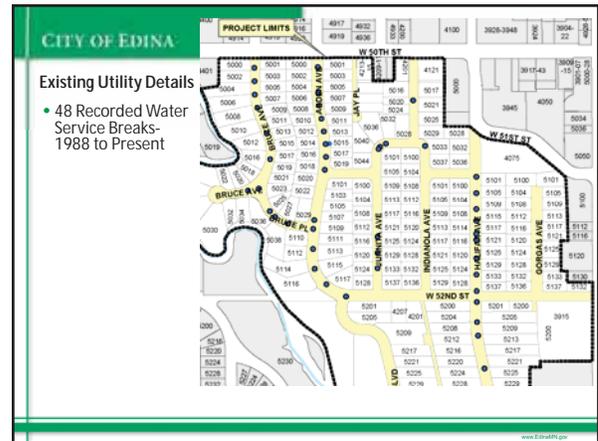
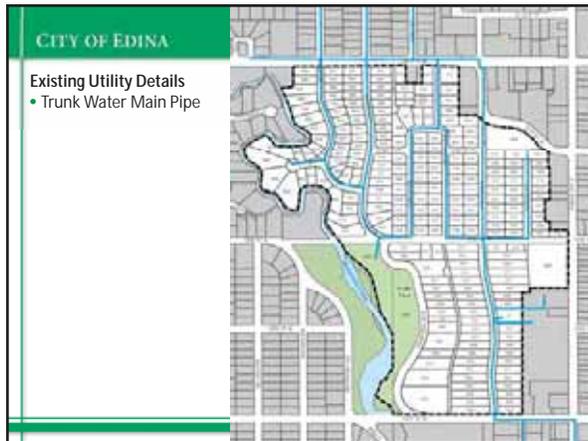
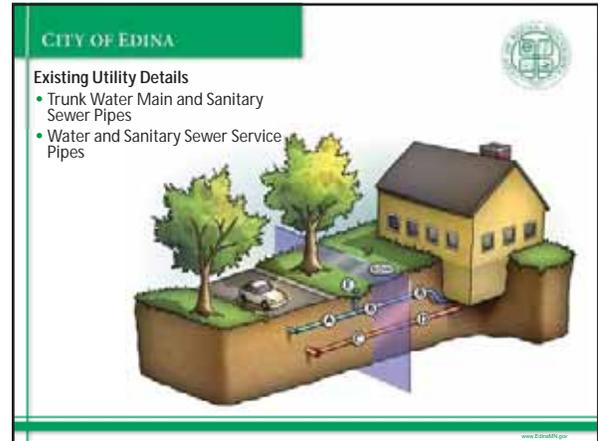
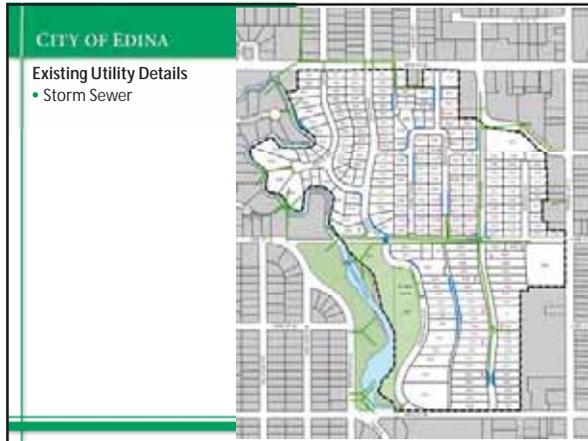
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### Existing Utility Details

- Storm Sewer
- Trunk Water Main and Sanitary Sewer Pipes
- Water and Sanitary Sewer Service Pipes
- Lighting

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**Existing Utility Details**

- Trunk Sanitary Sewer Pipe
- Known to contain mineral deposits and roots
- CCTV currently under way



Incident Description: Possible  
 Attached: Condustrating  
 Post: 0522 5:00  
 Percentage: 25  
 Position: 12 to 13  
 Comments: 200 min. mineral deposits on service.

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**Existing Utility Details**

- Lighting System
- City Owned System has reached the end of its useful life




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**Existing Roadway Details**

- Alley between Halifax Ave S and Minnehaha Blvd
- Pavement/gravel/turf
- Existing width is 10-ft to 12-ft
- Drainage issues



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**Alley Questionnaire Results**

No. of Questionnaires Sent	No. of Questionnaires Returned	% Returned	Option 1 Pave Area Previously Paved	Option 2 Pave Area of Existing Pavement and Gravel	Option 3 Do Nothing
23	12	52%	2	3	7

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**Proposed Roadway Improvements**

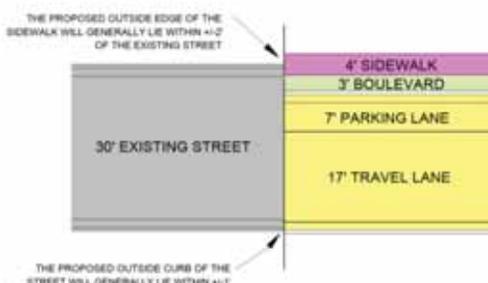
- Proposed Sidewalk Locations



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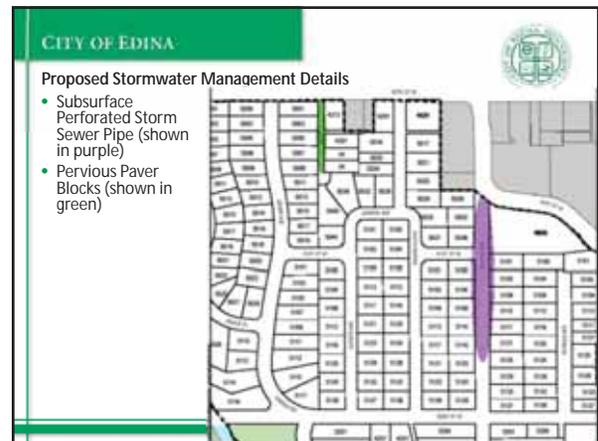
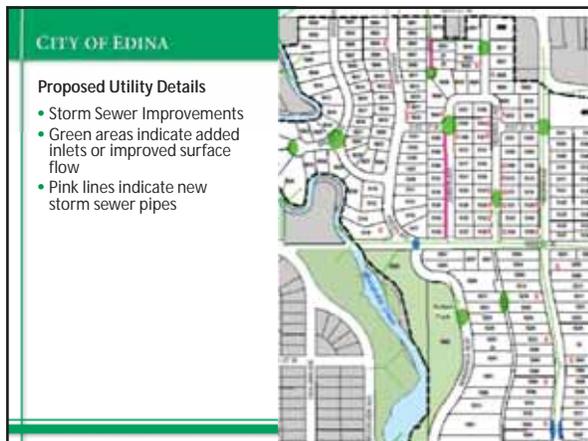
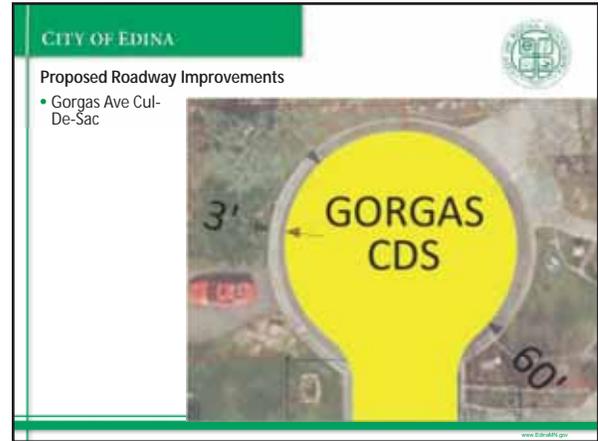
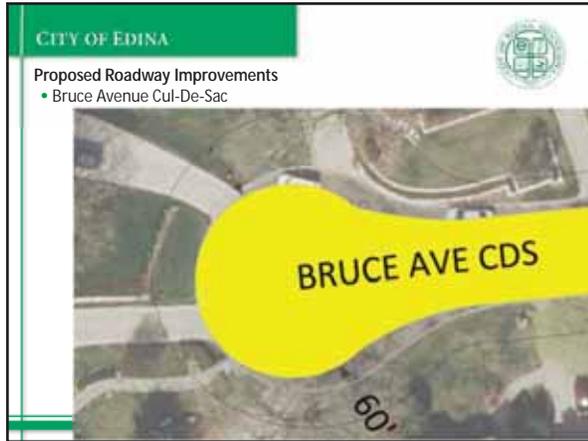
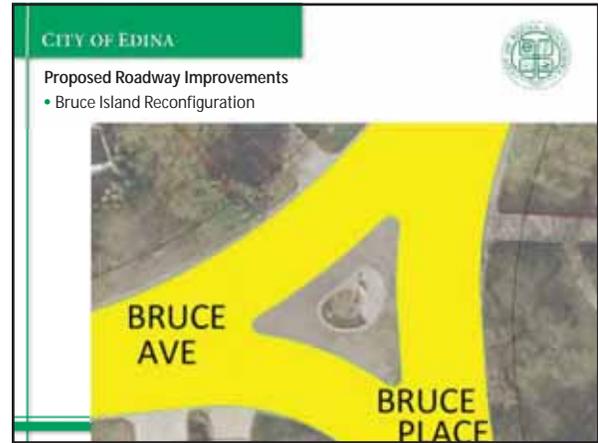
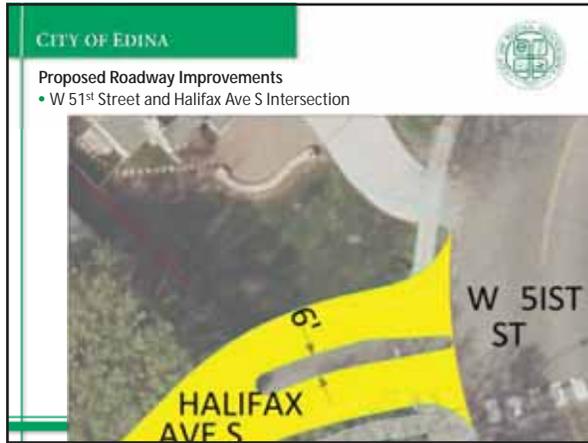
**Proposed Roadway Improvements**

- Proposed Sidewalk Locations – Arden Ave and 52<sup>nd</sup> St (east of the existing alley)



THE PROPOSED OUTSIDE EDGE OF THE SIDEWALK WILL GENERALLY LIE WITHIN +/-2' OF THE EXISTING STREET

THE PROPOSED OUTSIDE CURB OF THE STREET WILL GENERALLY LIE WITHIN +/-1' OF THE EXISTING CURB OR BITUMINOUS



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**Proposed Utility Details**

- Trunk Water Main
- Existing Water Main to be Retained (Blue)
- Existing Water Main to be Replaced (green)
- New Water Main Location (pink)



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**Proposed Utility Details**

- Temporary Water System



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**Proposed Utility Details**

- Water Service Pipes
- Replace all service pipes and curb stops



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**Proposed Utility Details**

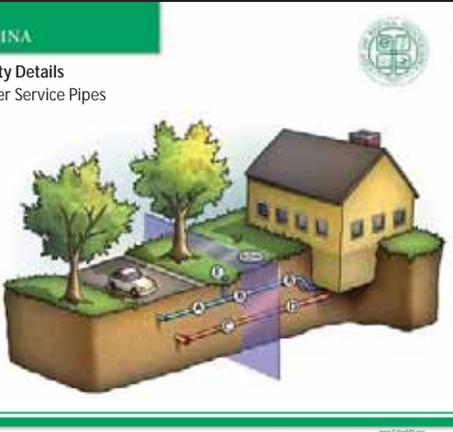
- Trunk Sanitary Sewer Pipe



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**Proposed Utility Details**

- Sanitary Sewer Service Pipes



**CITY OF EDINA**

**Proposed Sanitary Sewer Service Improvements**

- Homeowner can reconstruct segment C using their own contractor and
  - If the work is done per City code, you have the option to add the cost to your street assessment, or
- The City will reconstruct segment C using its contractor and the cost is automatically added to the cost of your street assessment

**CITY OF EDINA**

**Proposed Utility Details**

- Lighting



The image shows four different styles of street lamps: two with white globe shades and two with black globe shades. To the right is a utility map of a residential street grid with yellow and red markers indicating proposed utility locations.

**CITY OF EDINA**

**Preliminary Assessments**

Arden Park D Neighborhood	Estimated Assessment per REU	# of REU's
Street	\$10,000 - \$12,400	238.42
Sanitary Sewer Service	\$2,700	225
Lighting	\$400	238.42
<b>Total Preliminary Assessment</b>	<b>\$13,100 - \$15,500</b>	

**CITY OF EDINA**

**What You Can Expect**

- Dust, noise and mud
- Localized flooding during rainfall
- Timelines sometimes delayed due to weather
- Your driveway may be inaccessible for up to seven days
- Roadways to your home may be periodically inaccessible, usually during daytime working hours.
- Irrigation and pet containment systems may be damaged



The photograph shows a residential street under construction. A large yellow excavator is working on the left side of the road, and a white utility truck is parked on the right. The ground is dirt and there are some construction materials.

**CITY OF EDINA**

**Contact Us**

Toby Muse, SEH Project Manager  
 Phone: 952.912.2616  
 Email: [tmuse@sehinc.com](mailto:tmuse@sehinc.com)

Chad Millner, Director of Engineering  
 Phone: 952.826.0318  
 Email: [cmillner@edinamn.gov](mailto:cmillner@edinamn.gov)

**CITY OF EDINA**

Thank you!

Questions?



# INFORMATIONAL MEETING ATTENDANCE ROSTER

Re: Arden Park D Neighborhood Roadway  
Reconstruction  
Edina, MN

Date of Meeting: September 22, 2014

Time of Meeting: 6:00 – 8:00 p.m.

Project Manager: Toby Muse, PE

Location: Public Works & Park Maintenance Facility  
SEH No.: Edina 128385 16.00

Please Print

Name	Address/Phone/Email
Tom Davidson	5137 Juanita Ave
Kerry McGinn	5229 Minnehaha Blvd
Robert Little	5012 Arden Ave
Jay Hiniker	5015 Arden Ave
Craig Strauss	5112 Arden Ave
Tom Bergstrom	5209 Halifax Ave. S
Jane Blumenthal	<del>5100</del> 5100 Gorgas Ave S
R. O. O'Leary	5103 Arden Ave
Kristen Christianson	5121 Indianola Ave
Tom Fletcher	5137 Halifax
Ed Murdock	5115 Arden
Dick Ausman	5036 Juanita
Charles Hamilton	5108 Halifax



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SEH No.: Edina 128385 16.00

Please Print

Name	Address/Phone/Email
JANIS + LAWRENCE ANDERSON	5132 INDIANOLA AVE
Pat & Sunny Olson	5002 Bruce 952-920-4352 patolson5@me.com
Dan Brinkman	5009 Arden Ave 952-938-4389
M.K. Nordstrom	5017 Arden Ave M.K.Nordstrom@6cm.mn.us.com
Nancy Christensen	5133 GORGAS AVE
Lorip Post	5002 Arden Ave loripost@yahoo.com
BRIAN OLSEN	5117 ARDEN AVE. BRIAN.OLSEN@EARTHLINK.NET
ED NOONAN	BROWNSIDES ON FRANCE 52+FRANCE - 952-957-1000
Karen & Doug McLeod	5026 Bruce Ave
Troy Paulson	5116 Junita Ave
Bob Oldfield	5200 Gorgas Ave
JOHN WHEATON	5109 Arden Ave
Matt Augustson	5000 Arden Ave
Pat Welham	5113 Arden .
DAVID WILLIAMS	5113 ARDEN
M. Gerry Jacobsen	5200 France Ave
NARTLEY JOHNSON	5129 GORGAS.



# INFORMATIONAL MEETING ATTENDANCE ROSTER

Re: Arden Park D Neighborhood Roadway  
Reconstruction  
Edina, MN

Date of Meeting: September 22, 2014

Time of Meeting: 6:00 – 8:00 p.m.

Project Manager: Toby Muse, PE

Location: Public Works & Park Maintenance Facility

SEH No.: Edina 128385 16.00

Please Print

Name	Address/Phone/Email
MIMI + STEVE SANDO	5733 JUANITA AVE ssando1@comcast.net
Larry Swandby	5724 Juanita Ave swandby@earthlink.net
Leight Jack Klobucar	5011 Arden arden5k@aol.com
Juaniz & Joan Fox	5014 Arden
Peuc <sup>Cavanaugh</sup> Stephen	5107 Arden Ave
Margo Krzymas	5121 Juanita Ave.
Jayenne Hand	5109 JUANITA
Nancy Tarbox	5128 Juanita Ave
Karel Zaing	5312 Halifax Ave
Rosemary Jellen	5221 Minnehaha Blvd.
Marcy D. Carlson	5225 Minnehaha Blvd
PAUL BROWN	5001 Bruce Avenue
STEVIE + GINA VOGT	5029 BRUCE PL
STEWIE FOX	5101 INDIANOLA AVE
Mary Balogh	5204 Halifax Ave So
DAVID POSTHUMUS	5100 INDIANOLA AVE
Robin Ebbert	5105 Arden Avenue



2014 Arden Park D Neighborhood Roadway Improvement Project  
 Summary of Sept 22, 2014 Informational Meeting Question and Answer Session  
 Meeting Location: Public Works and Parks Maintenance Facility  
 Meeting Time: 6 pm to 8 pm

Number	Question	Answer
1	What is the criteria for determining that a street gets a sidewalk?	There are several criteria. One of the most important is when a street exceeds 500 ADT.
2	Is the 'Living Streets' document available in its final form?	The document is in draft form and in its final review stages. It still needs review from a couple of the City's committees later this year and into early next year.
3	Why does the proposed sidewalk go on the same side of the street as the hydrants?	The hydrant can go in the boulevard between the walk and the street or on the house side of the walk.
4	Will the sidewalks parallel the curb and gutter or meander?	Final design will determine this but generally they will parallel the street.
5	Does a narrower street reduce the average speed?	Yes it does reduce speeds.
6	Why it is a good idea to narrow Juanita Ave to 27'? Is it safe?	A 27' street will slow down traffic and be less expensive to build and maintain.
7	Will moving the curb line in affect my sprinklers during construction.	Yes, they will be impacted and the City's contractor is responsible for repairing both irrigation systems and pet fences.
8	Can a resident pay extra for a wider street?	The 27' wide streets without walks has been standard since 2006 and no program is in-place for resident funded widening.
9	Can the cul-de-sacs be narrowed to 60' without hampering use?	The City has checked the cul-de-sacs for the turning movements of the larger vehicles that the City uses and have based the 60' dimension on that.
10	Will one-sided parking be imposed on all streets?	Yes.
11	One sided parking may cause inconvenience for the church at 50th and Wooddale that uses Bruce Ave on Sunday.	They can still use all the streets but just on one side.
12	Can the water main required for the homes on Minnehaha Blvd be placed in the alley so that it is closer to the homes?	The alley is very narrow and installing a water main will be difficult because of this. This option will be reviewed and addressed in the final engineering study.
13	Does a walk have to go on Arden Ave?	The Arden Ave walk is called for in the comprehensive plan and is justified by the traffic counts. If a resident wishes to express a contrary opinion, we will listen to their input.
14	Can more parking be added to Arden Park?	This was previously looked at but due to a long line of existing mature trees or steep slopes adjacent to west side of Minnehaha Blvd, there is no available space for bump out parking. The Parks Department will soon look at revising Arden Park as part of a master plan and may consider extra parking locations as part of that planning exercise.
15	Are there any safety concerns about narrowing the street where no sidewalks are proposed in order to give pedestrians the ability to get off the street?	The many City staff and commissions that have reviewed this issue have found no reasons for concern.
16	Have there been any accidents with injuries on Arden Ave without the sidewalk?	No known accidents have occurred but that does not equate to there being no risk of accidents with higher traffic volume there. Traffic and crash data will be included in the engineering study. One of the strongest themes in all City-wide public opinion surveys has been that residents prefer more sidewalks.

Number	Question	Answer
17	Will the narrowing of the pavement on Minnehaha Blvd make it more dangerous for all the bikers and pedestrians?	The addition of the 8' wide walk will improve the safety for those not in a vehicle by separating them from the traffic by the curbing.
18	Minnehaha Blvd is unsafe now due to parking on both sides.	Parking will only be allowed on the park side.
19	The intersection of Minnehaha Blvd and 54th can be slippery in the winter and the existing large 'Y' intersection allows turns to be made under these conditions.	The intersection will be reconstructed to make the street intersect at more of a 90 degree alignment.
20	Does installation of water and sewer services require an open cut excavation?	No, trenchless methods are available and will be considered in the project.
12	Will gas lines be re-done with the project?	All of the private utilities will be notified and CenterPoint often upgrades some of its facilities prior to the street work.
13	Will Xcel Energy place wire underground?	This only happens when residents get together and pay for the work.
14	Are underground power cables safer than above ground because trees won't break them?	Which is safer is unknown but Xcel could answer this question.
15	Will anything be done to improve the poor drainage at the intersection of Minnehaha Blvd, Arden Ave and W 52nd St?	Incremental improvements will be made by utilizing infiltration techniques and placing larger drain grates. The storm sewer pipes in 52nd St will not be increased in size due to a large expense and significant construction impact.
16	How many square yards of pavement are in the project?	We do not have that information available tonight but this will be reported in the engineering study.
17	This project appears to higher assessments than some other City projects. Why?	Some other City projects have a slightly lower assessment because they are not as complete. Those project often retain much of the existing curb and gutter that is a major assessable cost.
18	Why is parking placed next to the sidewalks?	It is desired to separate the pedestrians and the moving traffic as far as possible.
19	How does parking on one side of the street affect snowplowing?	The City often plows in two stages. The first clears the travel lanes and the later stage cleans the parking areas.
20	The traffic at the intersection at W 50th St and Arden Ave can back up for a long time. Is this issue being looked into?	No, this is a concern for W 50th St traffic and will not be addressed by the neighborhood reconstruction.
21	Snowplowing may push snow past the 3' boulevard and onto the sidewalk on Arden Ave. Will the City remove this snow?	Snow removal will be the responsibility of the homeowners although this policy may change over time.
22	Who is liable should an injury occur on a sidewalk? On whose property is it?	The outcome of past suits regarding similar issues is unknown. Generally both the City's insurance and the residents homeowner's insurance are involved. The sidewalk will be on City property.
23	Should there be parking restrictions in cul-de-sacs similar to the streets?	This issue will be further reviewed.
24	One side parking makes large get-togethers more difficult due to longer walking distances.	Acknowledged.
25	One resident wrote a comment in support of the project if the 3' grass blvd between the street and the walk was included.	

# **APPENDIX G**

## **Preliminary Assessment Roll**



**City of Edina**  
**2015 Arden Park D Neighborhood Roadway Improvements**  
**Improvement No. BA-412**  
**Preliminary Assessment Roll**  
**10/6/2014**  
**Revisions:**

	PID	Name	House No.	Street	Assessable REU	Assessable Amount
1	1802824410411	Dromoland LLC	4121	50th St W #100	0.17	
2	1802824410412	Dromoland LLC	4121	50th St W #101	0.17	
3	1802824410413	Dromoland LLC	4121	50th St W #102	0.17	
4	1802824410414	Dromoland LLC	4121	50th St W #201	0.17	
5	1802824410415	Dromoland LLC	4121	50th St W #202	0.17	
6	1802824410416	Dromoland LLC	4121	50th St W #203	0.17	
7	1802824410417	Dromoland LLC	4121	50th St W #204	0.17	
8	1802824410418	Dromoland LLC	4121	50th St W #300	0.17	
9	1802824410419	Dromoland LLC	4121	50th St W #301	0.17	
10	1802824410420	Dromoland LLC	4121	50th St W #302	0.17	
11	1802824410164	Edina Covenant Church*	4201	50th St W	5	
12	1802824410167	Peter Otness	4213-15	50th St W	0.50	
13	1802824410001	James & Anne Widtfeldt	4075	51st St W #101	0.17	
14	1802824410002	Floy M Barthel c/o Carol Weidt	4075	51st St W #102	0.17	
15	1802824410003	Barbara Barr	4075	51st St W #103	0.17	
16	1802824410004	Susan McKenna	4075	51st St W #104	0.17	
17	1802824410005	Jeffrey & Sheila Buffie	4075	51st ST W #105	0.17	
18	1802824410006	John Dudycha	4075	51st ST W #106	0.17	
19	1802824410007	Amy Kerber	4075	51st ST W #107	0.17	
20	1802824410008	Patti & Mel Frisch	4075	51st ST W #108	0.17	
21	1802824410009	William Keller	4075	51st ST W #109	0.17	

	PID	Name	House No.	Street	Assessable REU	Assessable Amount
22	1802824410010	Erdman Al Schenck	4075	51st ST W #110	0.17	
23	1802824410011	Robert & Mary Healy	4075	51st ST W #111	0.17	
24	1802824410012	Donald Hjelle	4075	51st St W #201	0.17	
25	1802824410013	Elizabeth Purdy	4075	51st ST W #202	0.17	
26	1802824410014	Carolyn Dick	4075	51st St W #203	0.17	
27	1802824410015	Rosalie & Angela Vascellaro	4075	51st ST W #204	0.17	
28	1802824410016	Mary Harrigan	4075	51st St W #205	0.17	
29	1802824410017	Beatrice Thacher	4075	51st St W #206	0.17	
30	1802824410018	Christina Doukas	4075	51st St W #207	0.17	
31	1802824410019	Roy Palmquist	4075	51st St W #208	0.17	
32	1802824410020	James Conway Sr	4075	51st St W #209	0.17	
33	1802824410021	Lisa & Gary Wignes	4075	51st St W #210	0.17	
34	1802824410022	Lyndon Dean	4075	51st St W #211	0.17	
35	1802824410023	David & Suellen Buck	4075	51st St W #301	0.17	
36	1802824410024	Pamela Morford	4075	51st St W #302	0.17	
37	1802824410025	Ssrbara Subak Kru	4075	51st St W #303	0.17	
38	1802824410026	Jerome Jallo	4075	51st St W #304	0.17	
39	1802824410027	Barbara Jobin	4075	51st ST W #305	0.17	
40	1802824410028	Thomas & Mary Kroth	4075	51st ST W #306	0.17	
41	1802824410029	Richard Erickson	4075	51st ST W #307	0.17	
42	1802824410030	Roslyn & James Hawley	4075	51st ST W #308	0.17	
43	1802824410031	Catherine Lockart	4075	51st ST W #309	0.17	
44	1802824410032	Henry Smith & Elizabeth Campeau	4075	51st ST W #310	0.17	
45	1802824410033	Michael & Janice Ketcham	4075	51st St W #311	0.17	
46	1802824410034	Judy & Gary Nelson	4075	51st ST W #401	0.17	
47	1802824410035	Ardis Stevenson	4075	51st St W #402	0.17	
48	1802824410036	Richard & Lynn Warden	4075	51st St W #403	0.17	
49	1802824410037	Dyan Harlem	4075	51st ST W #404	0.17	
50	1802824410038	Helen Conway	4075	51st ST W #405	0.17	
51	1802824410039	Dean Belbas/Trustee	4075	51st ST W #406	0.17	
52	1802824410040	Mary Kiner	4075	51st St W #407	0.17	
53	1802824410041	Theodora Boosalis	4075	51st St W #408	0.17	
54	1802824410042	Patricia Awes	4075	51st ST W #409	0.17	
55	1802824410043	Sandra Logelin	4075	51st St W #410	0.17	
56	1802824410044	Daphne Sioris	4075	51st St W #411	0.17	

	PID	Name	House No.	Street	Assessable REU	Assessable Amount
57	1802824440105	Robert White & Elizabeth White	4201	52nd St W	1	
58	1802824440106	Gordon Otterlei	4207	52nd St W	1	
59	1802824420053	Matthew Augustson & Jeanette Augustson	5000	Arden Ave	1	
60	1802824420054	Jeffrey Palm	5001	Arden Ave	1	
61	1802824420052	Michael Post & Lori Post	5002	Arden Ave	1	
62	1802824420055	Paul Ekman & Mary Ekman	5003	Arden Ave	1	
63	1802824420051	Barbara Lupient	5004	Arden Ave	1	
64	1802824420056	John Strom & Nancy Strom	5005	Arden Ave	1	
65	1802824420050	Gordon Wright & Shelly Wright	5006	Arden Ave	1	
66	1802824420057	Mark Fullerton & Jemma Fullerton	5007	Arden Ave	1	
67	1802824420049	Stephen Gaertner & Kathleen Gaertner	5008	Arden Ave	1	
68	1802824420058	Daniel Brinkman & Ellen Brinkman	5009	Arden Ave	1	
69	1802824420048	Michael Krauss & Victoria Splchinetsky	5010	Arden Ave	1	
70	1802824420059	John Klobular & Leigh Klobular	5011	Arden Ave	1	
71	1802824420047	Robert Little & Heather Little	5012	Arden Ave	1	
72	1802824420060	Laura Benson & Peter Haugen	5013	Arden Ave	1	
73	1802824420046	John Fox & Joanie Fox	5014	Arden Ave	1	
74	1802824420061	Betsy Jo Simon & James Hiniker III	5015	Arden Ave	1	
75	1802824420045	Lauren Peichel & William Peichel	5016	Arden Ave	1	
76	1802824420062	Michael Nordstrom & Kelly Nordstrom	5017	Arden Ave	1	
77	1802824420044	John Farrell & Annelys Farrell	5018	Arden Ave	1	
78	1802824420063	Rachel Ellingson & Burke Ellingson	5019	Arden Ave	1	
79	1802824420043	Juliana Elstad & John Elstad	5020	Arden Ave	1	
80	1802824420041	John Kennefick & Anne Kennefick	5022	Arden Ave	1	
81	1802824420064	James Tyson & Jan Tyson	5101	Arden Ave	1	
82	1802824420065	Richard O'Leary & Nora O'Leary	5103	Arden Ave	1	
83	1802824420066	Michael Ebbert & Robin Ebbert	5105	Arden Ave	1	
84	1802824420067	Paul Cavanor & Stephanie Cavanor	5107	Arden Ave	1	
85	1802824420068	John Wheaton & Kelly Wheaton	5109	Arden Ave	1	
86	1802824420007	Dennis Maetzold & Linda Maetzold	5110	Arden Ave	1	
87	1802824420069	Michele Tafoya & Christopher Walton	5111	Arden Ave	1	
88	1802824420006	Craig Strauss & Leigh Strauss	5112	Arden Ave	1	
89	1802824420070	Patricia Williams / Trustee	5113	Arden Ave	1	

	PID	Name	House No.	Street	Assessable REU	Assessable Amount
90	1802824420005	Mark Rahn & Rachel Rahn	5114	Arden Ave	1	
91	1802824420071	Edward Murdock & Linda Murdock	5115	Arden Ave	1	
92	1802824420004	David Groth & Gail Groth	5116	Arden Ave	1	
93	1802824420072	Brian Olsen & Leslie Olsen	5117	Arden Ave	1	
94	1802824420026	Gary Dietz & Marjory Dietz	5000	Bruce Ave	1	
95	1802824420027	Paul Brown & Rebecca Brown	5001	Bruce Ave	1	
96	1802824420025	Wallace Olson & Patricia Olson	5002	Bruce Ave	1	
97	1802824420028	Kathryn Mork/ Trustee & Peter Mork/ Trustee	5003	Bruce Ave	1	
98	1802824420024	Timothy Shaun Sudeith & Mertyce Mrvos	5004	Bruce Ave	1	
99	1802824420029	Michael Stanley & Lisa Mcfarland	5005	Bruce Ave	1	
100	1802824420023	Joel Hutcheson, Tte	5006	Bruce Ave	1	
101	1802824420030	Janet Marple & David Marple	5007	Bruce Ave	1	
102	1802824420022	Angela Larson & Christopher Larson	5008	Bruce Ave	1	
103	1802824420031	Christopher Armacost & Cynthia Armacost	5009	Bruce Ave	1	
104	1802824420021	Carl Malmquist	5010	Bruce Ave	1	
105	1802824420032	David Mitchell & Joan Mitchell	5011	Bruce Ave	1	
106	1802824420020	Michael Cushmore & Carol Cushmore	5012	Bruce Ave	1	
107	1802824420033	James Rice & Diane Rice	5013	Bruce Ave	1	
108	1802824420034	Patricia Lawrence	5015	Bruce Ave	1	
109	1802824420019	A Stoddard Crane & Lucia Crane	5016	Bruce Ave	1	
110	1802824420035	Cary Harvey Schilling	5017	Bruce Ave	1	
111	1802824420018	Lindsay Knapp & Sarah Knapp	5018	Bruce Ave	1	
112	1802824420036	Matthew Graczyk & Katherine Graczyk	5019	Bruce Ave	1	
113	1802824420017	Peter Grande & Elizabeth Grande	5020	Bruce Ave	1	
114	1802824420037	Scott Olson & Leah Olson	5021	Bruce Ave	1	
115	1802824420016	Sharon Fleming & John Fleming	5022	Bruce Ave	1	
116	1802824420038	David Edstam & Tina Edstam	5023	Bruce Ave	1	
117	1802824420015	Andrew Cragg & Kristen Cragg	5024	Bruce Ave	1	
118	1802824420014	Douglas Mcelrath & Karen Mcelrath	5026	Bruce Ave	1	
119	1802824420039	Joseph Neuberger & Elizabeth Boo	5025	Bruce Pl	1	
120	1802824420040	Timothy Pryor & Patricia Boo-Pryor	5027	Bruce Pl	1	
121	1802824420013	Mark Mccary & Diane Mccary	5028	Bruce Pl	1	
122	1802824420042	Steven Vogt & Gina Vogt	5029	Bruce Pl	1	

	PID	Name	House No.	Street	Assessable REU	Assessable Amount
123	1802824420012	Jeffrey Hovanec & Therese Hovanec	5030	Bruce Pl	1	
124	1802824420011	Valerie Pauly Estate & Phillip Pauley Trustee	5032	Bruce Pl	1	
125	1802824420010	Todd Peterson	5034	Bruce Pl	1	
126	1802824420009	Jasjit Ahluwalia & Harsohena Kaur	5036	Bruce Pl	1	
127	1802824420008	Calvin Simmons & Sandra Simmons	5038	Bruce Pl	1	
128	1802824410061	Joseph Lapensky	5132	France Ave	0.33	
129	1802824440116	Burton Cohen	5200	France Ave #2	0.17	
130	1802824440117	Beverly & Christian Geyer	5200	France Ave #4	0.17	
131	1802824440118	Bradley Erickson	5200	France Ave #6	0.17	
132	1802824440119	Joseph & Phyllis Leonard	5200	France Ave #8	0.17	
133	1802824440120	Diane Donnino	5200	France Ave #10	0.17	
134	1802824440121	Noonan Properties LLC III	5200	France Ave #12	0.17	
135	1802824440122	Joe & Phyllis Kohler	5200	France Ave #14	0.17	
136	1802824440123	Jim Matson	5200	France Ave #16	0.17	
137	1802824440124	Carol Skanse	5200	France Ave #18	0.17	
138	1802824440125	Marie Jacobsen	5200	France Ave #20	0.17	
139	1802824440126	David & Robin Larkin	5200	France Ave #22	0.17	
140	1802824440127	Thomas & Sharon Thielen	5200	France Ave #24	0.17	
141	1802824440128	Westlake Brownstone LLC	5200	France Ave #26	0.17	
142	1802824440129	James Weinert	5200	France Ave #28	0.17	
143	1802824440130	Noonan Properties LLC III	5200	France Ave #30	0.17	
144	1802824440131	Andrew & Marilyn Jackson	5200	France Ave #32	0.17	
145	1802824440132	Valerie Pederson Rev LG TR	5200	France Ave #34	0.17	
146	1802824440133	Nigel & Hilary MacLeod	5200	France Ave #36	0.17	
147	1802824440134	Charles & Barbara Donatelle	5200	France Ave #38	0.17	
148	1802824440135	John & Sherry Noonan	5200	France Ave #40	0.17	
149	1802824410070	June Blumenson	5100	Gorgas Ave	1	
150	1802824410072	Peter Keller	5101	Gorgas Ave	1	
151	1802824410071	Ronald Huber & Leeanne Parsons	5104	Gorgas Ave	1	
152	1802824410068	Richard Leibold & Charlene Leibold	5105	Gorgas Ave	1	
153	1802824410077	Andrew Castellano & Susan Castellano	5108	Gorgas Ave	1	
154	1802824410080	Jeremy Ziegler & Erica Ziegler	5109	Gorgas Ave	1	

	PID	Name	House No.	Street	Assessable REU	Assessable Amount
155	1802824410076	Marie Kenworthy	5112	Gorgas Ave	1	
156	1802824410082	Crimson Design & Build, LLC	5113	Gorgas Ave	1	
157	1802824410088	Janice Larson	5116	Gorgas Ave	1	
158	1802824410084	Cynthia Storrs	5117	Gorgas Ave	1	
159	1802824410090	Tina Lorleberg	5120	Gorgas Ave	1	
160	1802824410086	Faith Marks	5121	Gorgas Ave	1	
161	1802824410095	Ariel Lacsamana	5124	Gorgas Ave	1	
162	1802824410091	Shadow Properties, LLC	5125	Gorgas Ave	1	
163	1802824410097	Michelle St Clair Hobbs & Steven Hobbs	5128	Gorgas Ave	1	
164	1802824410093	Hartley Johnson	5129	Gorgas Ave	1	
165	1802824410062	Don Hardacker	5132	Gorgas Ave	1	
166	1802824410056	Nancy Christensen	5133	Gorgas Ave	1	
167	1802824410063	Amanda L Peterson	5136	Gorgas Ave	1	
168	1802824410060	Nancy Menzel	5137	Gorgas Ave	1	
169	1802824440052	Freeborn Oldfield	5200	Gorgas Ave	1	
170	1802824410100	David & Linda Johnson	5028	Halifax Ave	1	
171	1802824410101	Troy Nickel & Megan Nickel	5032	Halifax Ave	1	
172	1802824410102	Cary Schilling	5036	Halifax Ave	1	
173	1802824410107	Cary Schilling	5100	Halifax Ave	1	
174	1802824410073	JMS Custom Homes, LLC	5101	Halifax Ave	1	
175	1802824410108	Mark Patrick McDaris & Susanna Hope McDaris	5104	Halifax Ave	1	
176	1802824410074	Michael Groppetti & Shanda Groppetti	5105	Halifax Ave	1	
177	1802824410109	Charles Hamilton & Erica Rath	5108	Halifax Ave	1	
178	1802824410075	Ronald Pobiel & Mona Pobiel	5109	Halifax Ave	1	
179	1802824410110	David Maetzold	5114	Halifax Ave	1	
180	1802824410078	Jamiel Akhtar & Adrana Akhtar	5115	Halifax Ave	1	
181	1802824410111	Ethel Dunn	5116	Halifax Ave	1	
182	1802824410087	Scott Borene	5117	Halifax Ave	1	
183	1802824410112	Bennett Porter III & Mary Jo Porter	5120	Halifax Ave	1	
184	1802824410089	Nicholas Vanwinkle & Sarah Vanwinkle	5121	Halifax Ave	1	
185	1802824410113	Caroline Lindeman & John Lindeman	5124	Halifax Ave	1	
186	1802824410094	Hans Loeffler	5125	Halifax Ave	1	
187	1802824410114	Roger Nash & Nancy Nash	5128	Halifax Ave	1	
188	1802824410098	Richard Radder	5129	Halifax Ave	1	

	PID	Name	House No.	Street	Assessable REU	Assessable Amount
189	1802824410059	Alexander Blake Hanlon & Sarah Hanlon	5133	Halifax Ave	1	
190	1802824410058	Thomas Fletcher & Patricia Fletcher	5137	Halifax Ave	1	
191	1802824440054	Robert Soukup & Dena Soukup	5200	Halifax Ave	1	
192	1802824440053	Devanshu Kansara & Roma Kansara	5201	Halifax Ave	1	
193	1802824440055	Mary Balogh	5204	Halifax Ave	1	
194	1802824440051	Andrew Arthur & Christie Heikes	5205	Halifax Ave	1	
195	1802824440056	Nick Dzandzara & Jill Rocheleau	5208	Halifax Ave	1	
196	1802824440050	Thomas Bergstrom & Melissa Downey	5209	Halifax Ave	1	
197	1802824440057	D Wayne Wenger & Carolyn Wenger	5212	Halifax Ave	1	
198	1802824440049	Bert Mcdonough & Marie Mcdonough	5213	Halifax Ave	1	
199	1802824440058	Stephanie Vitt	5216	Halifax Ave	1	
200	1802824440048	Harland Halvorson	5217	Halifax Ave	1	
201	1802824440059	Joshua Reiner & Jennifer Reiner	5220	Halifax Ave	1	
202	1802824440047	Devere Brekke & Joyce Brekke	5221	Halifax Ave	1	
203	1802824440060	John Smaby & Linda Smaby	5224	Halifax Ave	1	
204	1802824440101	Refined, LLC	5225	Halifax Ave	1	
205	1802824440061	Joseph Sriver & Allison Sriver	5228	Halifax Ave	1	
206	1802824440100	Lisa Harmening & Jeffrey Harmening	5229	Halifax Ave	1	
207	1802824440064	Orlando Flores & Marti Flores	5232	Halifax Ave	1	
208	1802824440063	Steven Domke & Lisa Domke	5236	Halifax Ave	1	
209	1802824440062	Keith Nelsen & Katherine Nelsen	5240	Halifax Ave	1	
210	1802824440041	Matthias Feldkamp & Miriam Kim	5241	Halifax Ave	1	
211	1802824440065	John Meenan/Trustee & Christine Meenan/Trustee	5300	Halifax Ave	1	
212	1802824440040	Christopher Deets & Jennifer Deets	5301	Halifax Ave	1	
213	1802824440066	John Kirchner & Catherine Kirchner	5304	Halifax Ave	1	
214	1802824440039	Hartley Joseph Drannen	5305	Halifax Ave	1	
215	1802824440067	Jacqueline Mithun	5308	Halifax Ave	1	
216	1802824440038	TC Homebuilders, INC	5309	Halifax Ave	1	
217	1802824440068	Karel Laing	5312	Halifax Ave	1	
218	1802824440037	Mark Waterloo & Elizabeth Waterloo	5313	Halifax Ave	1	
219	1802824440069	Robert Pechman & Marie Pechman	5316	Halifax Ave	1	
220	1802824440036	Mike Marinovich	5317	Halifax Ave	1	
221	1802824440070	Stephen Dobbs & Nichole Dobbs	5320	Halifax Ave	1	
222	1802824440033	Alejandro Daniel Lerner & Jennifer Corrou	5321	Halifax Ave	1	
223	1802824440071	John Crist & Anne Bishop	5324	Halifax Ave	1	

	PID	Name	House No.	Street	Assessable REU	Assessable Amount
224	1802824440032	Kathleen O'Dea	5325	Halifax Ave	1	
225	1802824440072	Gino Peluso & Rita Peluso	5328	Halifax Ave	1	
226	1802824440031	John Hultman & Stephanie Hultman	5329	Halifax Ave	1	
227	1802824440073	Julie Frommelt & James Frommelt	5332	Halifax Ave	1	
228	1802824440095	TC Homebuilders Inc	5333	Halifax Ave	1	
229	1802824440074	John Adams & Cecile Adams	5336	Halifax Ave	0.67	
230	1802824440093	Del Johnson	5337	Halifax Ave	0.67	
231	1802824410160	Dromoland LLC	5017	Indianola Ave	1	
232	1802824410172	Gregory Dakin & Cari Dakin	5020	Indianola Ave	1	
233	1802824410161	Steven Farsht & Stephanie Farsht	5021	Indianola Ave	1	
234	1802824410171	Jennifer Service	5024	Indianola Ave	1	
235	1802824410106	Michael Rohlfesen & Mimi Cho Rohlfesen	5025	Indianola Ave	1	
236	1802824410105	Clifford Anderson & Virginia Anderson	5029	Indianola Ave	1	
237	1802824410104	Robert Griffiths/Trust & Mary Griffiths/Trust	5033	Indianola Ave	1	
238	1802824410103	Robert Larsen & Alice Larsen	5037	Indianola Ave	1	
239	1802824410123	David Posthumus & Gayle Posthumus	5100	Indianola Ave	1	
240	1802824410122	Stephen Fox	5101	Indianola Ave	1	
241	1802824410124	Jeffrey Busch & Mary McMahon Busch	5104	Indianola Ave	1	
242	1802824410121	Charles Donahue & Gina Donahue	5105	Indianola Ave	1	
243	1802824410125	Steven Stastny & Erin Stastny	5108	Indianola Ave	1	
244	1802824410120	Beth Klemmensen & Todd Klemmensen	5109	Indianola Ave	1	
245	1802824410126	Steven Bloomquist & Andrea Bloomquist	5112	Indianola Ave	1	
246	1802824410119	Caryn Pleasants & Stephen Pleasants	5113	Indianola Ave	1	
247	1802824410127	John Raichert	5116	Indianola Ave	1	
248	1802824410118	Daniel Young & Grayce Belvedere Young	5117	Indianola Ave	1	
249	1802824410128	Eugene Link & Ann Hirsch	5120	Indianola Ave	1	
250	1802824410117	Steven Christianson & Kristen Christianson	5121	Indianola Ave	1	
251	1802824410129	Steven London & Trisha London	5124	Indianola Ave	1	
252	1802824410116	Jade Anderson & Andrea McElligott	5125	Indianola Ave	1	
253	1802824410130	Ingo Schulz	5128	Indianola Ave	1	
254	1802824410115	Sachin Mehta & Kelly Mehta	5129	Indianola Ave	1	
255	1802824410131	Lawrence Anderson & Janet Anderson	5132	Indianola Ave	1	
256	1802824410132	Timothy Seeley & Melissa Seeley	5136	Indianola Ave	1	

	PID	Name	House No.	Street	Assessable REU	Assessable Amount
257	1802824410151	Erich Schellhas & Aline Schellhas	5028	Juanita Ave	1	
258	1802824410152	Dana Widstrom & Lisa Bjerken	5032	Juanita Ave	1	
259	1802824410235	Richard Ausman & Sara Ausman	5036	Juanita Ave	1	
260	1802824410280	Patricia Biersdorf & Daniel Biersdorf	5040	Juanita Ave	1	
261	1802824410281	Todd Schieffert & Andrea Schieffert	5044	Juanita Ave	1	
262	1802824410143	Roger Bildsten & Anne Bildsten	5100	Juanita Ave	1	
263	1802824410142	Megan McBurney & Daniel Katan	5101	Juanita Ave	1	
264	1802824410144	Paul Matthew Kline & Anna Kline	5104	Juanita Ave	1	
265	1802824410141	Jeremy Eaton & Mary Anne Eaton	5105	Juanita Ave	1	
266	1802824410145	Michael Miller	5108	Juanita Ave	1	
267	1802824410140	Paul Hammond & Suzanne Rand	5109	Juanita Ave	1	
268	1802824410146	Katherine Howes & David Seberson	5112	Juanita Ave	1	
269	1802824410139	Kerry Koch & Laurence Koch	5113	Juanita Ave	1	
270	1802824410147	Troy Paulson & Linda Paulson	5116	Juanita Ave	1	
271	1802824410138	Kimberly Kallevig	5117	Juanita Ave	1	
272	1802824410148	Kurt Halva & Lizabeth Halva	5120	Juanita Ave	1	
273	1802824410137	Margo Kosmas	5121	Juanita Ave	1	
274	1802824410149	Lawrence Swandby	5124	Juanita Ave	1	
275	1802824410136	Sheila Guzik & Thomas Guzik	5125	Juanita Ave	1	
276	1802824410150	Nancy Tarbox	5128	Juanita Ave	1	
277	1802824410135	Marlin Wiemer & Ann Wiemer	5129	Juanita Ave	1	
278	1802824410134	Stephen Sando & Mary Sando	5133	Juanita Ave	1	
279	1802824410133	Thomas Davidson Jr	5137	Juanita Ave	1	
280	1802824440107	Ryan Engle & Patricia Engle	5201	Minnehaha Blvd	1	
281	1802824440108	Peter Brosius & Rosanna Staffa	5205	Minnehaha Blvd	1	
282	1802824440089	Rita Ann Lehnert	5209	Minnehaha Blvd	1	
283	1802824440088	Robrt Bennett & Carol Bennett	5217	Minnehaha Blvd	1	
284	1802824440087	Joseph Jellen & Rosemary Jellen	5221	Minnehaha Blvd	1	
285	1802824440086	Nancy Carlson	5225	Minnehaha Blvd	1	
286	1802824440085	Kerry McGrain & Nora McGrain	5229	Minnehaha Blvd	1	
287	1802824430096	City of Edina (Arden Park**)	5230	Minnehaha Blvd	5	
288	1802824440084	Mauritz Mortenson Jr & Alice Mortenson	5233	Minnehaha Blvd	1	
289	1802824440082	Max Hintz & Sandra Hintz	5241	Minnehaha Blvd	1	
290	1802824440081	Filmore Enger & Kathleen Enger	5301	Minnehaha Blvd	1	

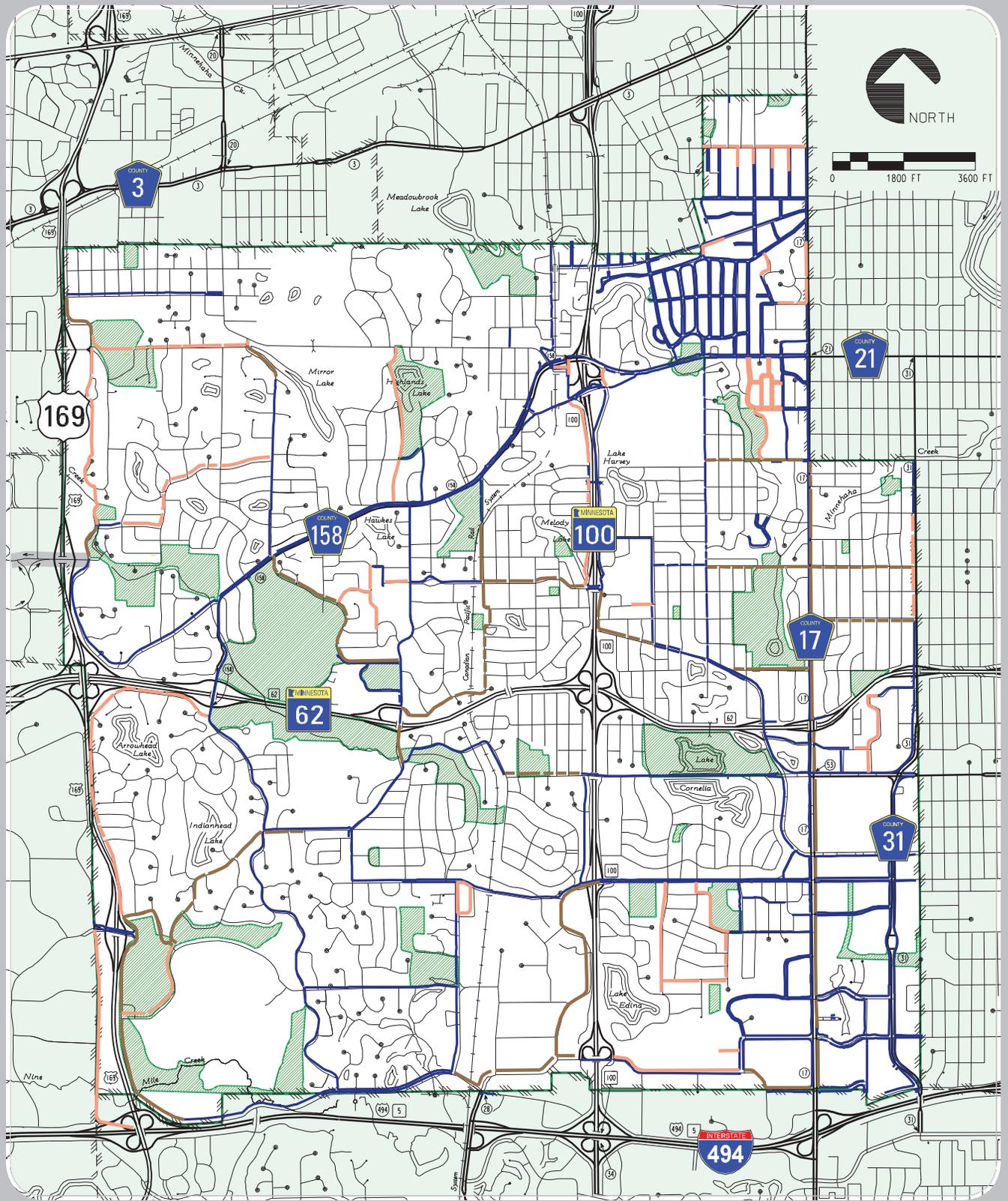
	PID	Name	House No.	Street	Assessable REU	Assessable Amount
291	1802824440080	Kerri Hiniker & Michael Hiniker	5309	Minnehaha Blvd	1	
292	1802824440079	David Satin & Lilah Ekim	5313	Minnehaha Blvd	1	
293	1802824440078	Lindsay Mccabe & Ann Mccabe	5321	Minnehaha Blvd	1	
294	1802824440099	Lisa O'Brien	5333	Minnehaha Blvd	0.67	
	<b>Total</b>				<b>238.42</b>	<b>0.00</b>

\*1802824410165, 1802824410168, 1802824410169, 1802824410170, and 1802824410173 are the auxiliary PIDs. For assessing purposes, only the primary PID is used.

\*\* Updated 8/1 by Sharon per Chad - 5 buildable lots.

# **APPENDIX H**

## **City Comprehensive Plan Update – Sidewalk and Bicycle Facilities**



**LEGEND:**

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

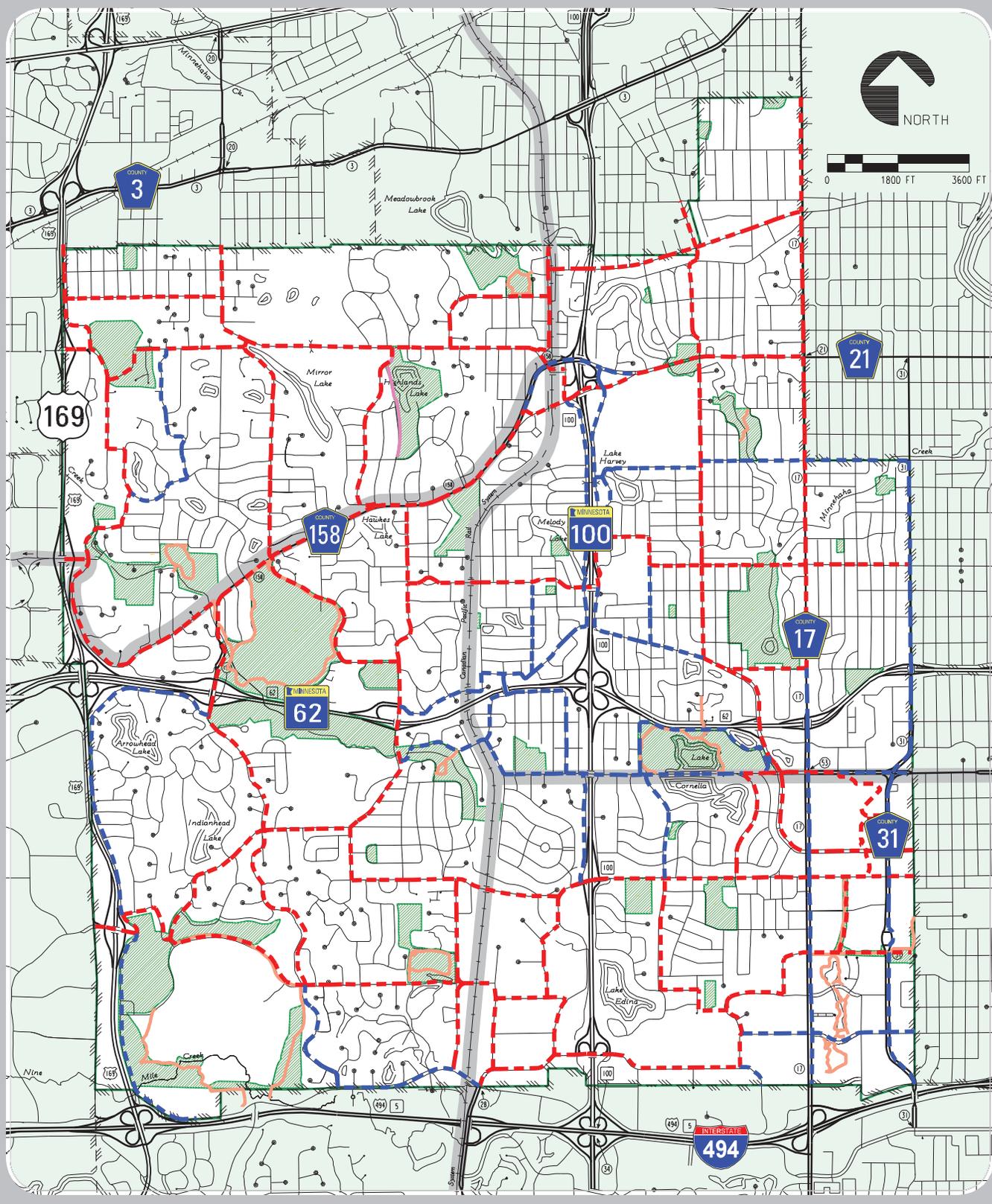
*Note: Park Pathways are included on Figure 7.11*



**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

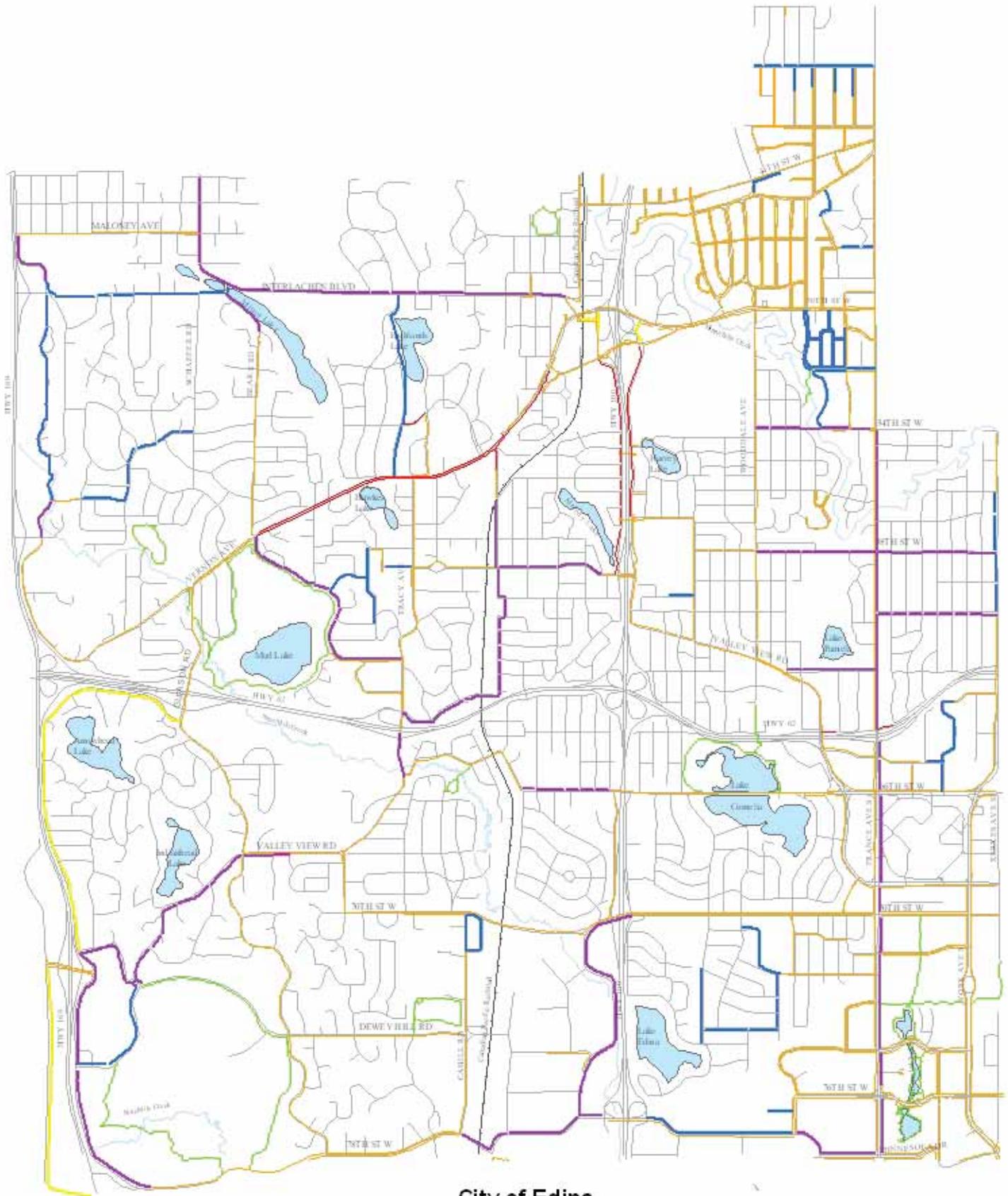
- - - Primary Route
- - - Secondary Route



**City of Edina  
2008 Comprehensive Plan Update**

**Bicycle Facilities**

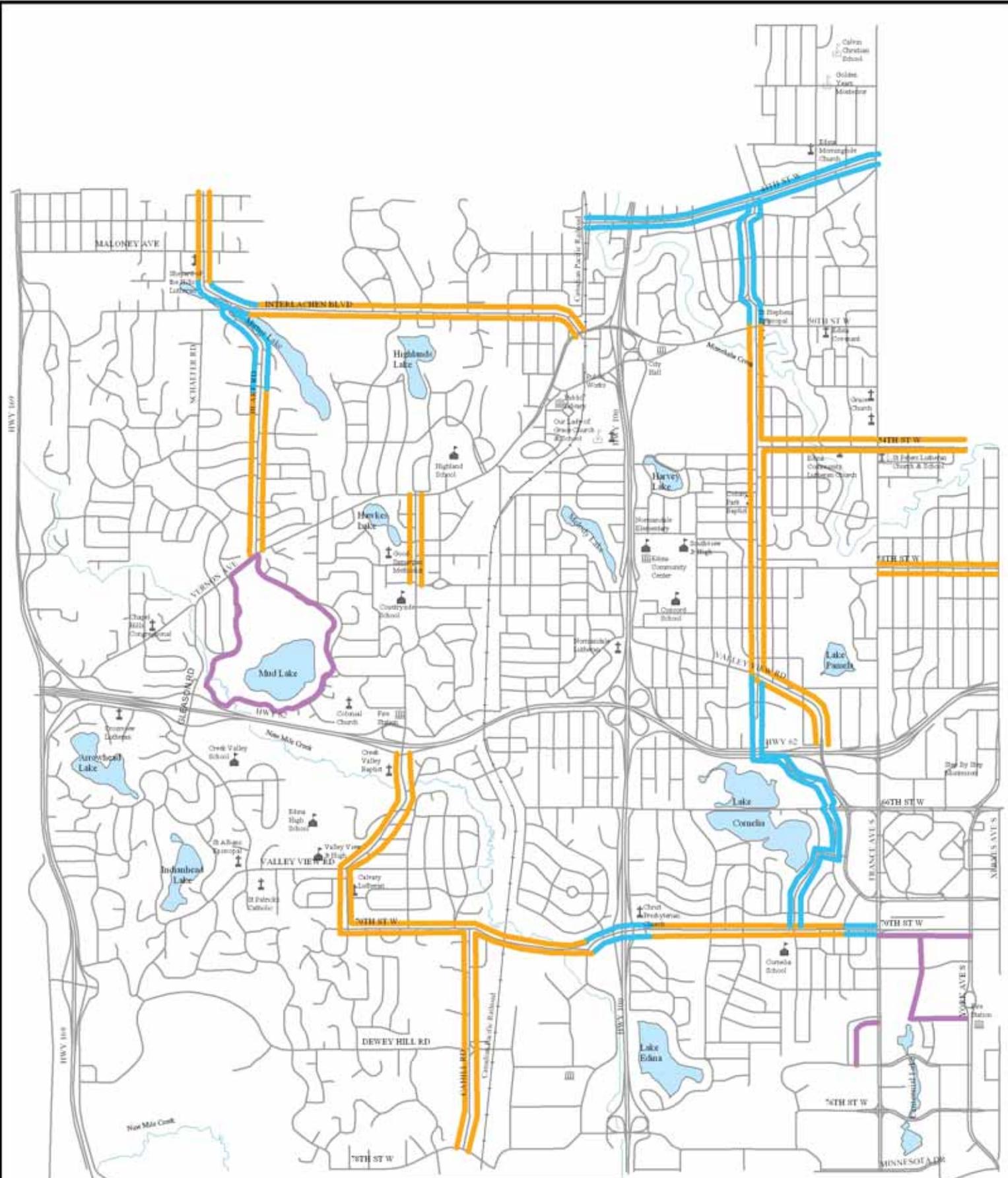
Figure 7.11



**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





**Bicycle Facilities**

- Bike Lanes
- Bike Paths
- Share the Road



# **APPENDIX I**

## **Traffic and Crash Data**

## BA-412 Arden Park D Neighborhood Roadway Reconstruction

Location	Date	M-F ADT	M-F 85% Speed
Arden Ave, N of W 50th St	10/01/01-10/06/01	993	-
5016 Arden Ave	09/27/99-10/07/99	505	28.3
5116 Arden Ave	09/27/99-10/07/99	652	25.4
Bruce Ave, N of W 50th St	10/01/01-10/06/01	679	-
Halifax Ave, S of W 50th St	MSA 1997	7475	-
Halifax Ave, S of W 50th St	MSA 1995	7439	-
Halifax Ave, S of W 50th St	MSA 1993	6639	-
Halifax Ave, S of W 50th St	MSA 1991	6516	-
Halifax Ave, S of W 50th St	MSA 1989	7952	-
Halifax Ave, S of W 50th St	MSA 1987	6378	-
Halifax Ave, S of W 50th St	MSA 1985	9021	-
Halifax Ave, S of W 50th St	MSA 1983	8053	-
Halifax Ave, S of W 50th St	MSA 1981	6748	-
Halifax Ave, S of W 50th St	MSA 1979	7043	-
Halifax Ave, S of W 52nd St	9/23/05-10/01/05	882	32.6
Halifax Ave, S of W 52nd St	09/03/03-09/11/03	773	32.1
Halifax Ave, S of W 52nd St	MSA 1975	1725	-
5115 Halifax Ave	05/22/08-05/31/08	1208	30.1
5115 Halifax Ave	08/03/07-08/10/07	1133	30.4
5236 Halifax Ave	09/23/05-10/01/05	884	32.3
5236 Halifax Ave	04/11/00-04/17/00	875	33
5236 Halifax Ave	10/20/99-10/27/99	270	33.5
5240-5300 Halifax Ave	05/22/08-05/31/08	934	29.4
5240 Halifax Ave	08/03/07-08/10/07	887	30.4
Minnehaha Blvd, N of W 54th St	05/18/12-05/25/12	513	26.2
Minnehaha Blvd, N of W 54th St	11/01/11-11/04/11	452	26.3
W 50th St, E of Wooddale Ave	MSA 2009	16616	31.7
W 50th St, E of Wooddale Ave	MSA 2005	18410	36.8
W 50th St, E of Wooddale Ave (WB)	07/23/01-07/27/01	11223	38.3
W 50th St, E of Wooddale Ave (EB)	MSA 1997	9229	-
W 50th St, E of Wooddale Ave (WB)	MSA 1997	11541	-
W 50th St, E of Wooddale Ave (EB)	MSA 1995	12949	-
W 50th St, E of Wooddale Ave (WB)	MSA 1995	13752	-
W 50th St, E of Wooddale Ave (EB)	MSA 1993	10944	-
W 50th St, E of Wooddale Ave (WB)	MSA 1993	11091	-
W 50th St, E of Wooddale Ave (EB)	MSA 1991	9877	-

Location	Date	M-F ADT	M-F 85% Speed
W 50th St, E of Wooddale Ave (WB)	MSA 1991	10463	-
W 50th St, E of Wooddale Ave (EB)	MSA 1989	14242	-
W 50th St, E of Wooddale Ave (WB)	MSA 1989	11175	-
W 50th St, E of Wooddale Ave (EB)	MSA 1987	9279	-
W 50th St, E of Wooddale Ave (WB)	MSA 1987	8495	-
W 50th St, E of Wooddale Ave (EB)	MSA 1985	9815	-
W 50th St, E of Wooddale Ave (WB)	MSA 1985	9000	-
W 50th St, E of Wooddale Ave (WB)	MSA 1983	10166	-
W 50th St, E of Wooddale Ave (EB)	MSA 1981	7800	-
W 50th St, E of Wooddale Ave (WB)	MSA 1981	8700	-
W 50th St, E of Wooddale Ave (EB)	MSA 1977	7344	-
W 50th St, E of Wooddale Ave (EB)	MSA 1975	6600	-
W 50th St, W of France Ave	MSA 2009	8547	22.6
W 50th St, W of France Ave (Recount)	MSA 2009	7260	22.6
W 50th St, W of France Ave	4/12/06-4/14/06	11436	-
W 50th St, W of France Ave	MSA 2005	11429	27.7
W 50th St, W of France Ave	09/10/01-09/14/01	10442	-
W 50th St, W of France Ave	MSA 1997	12434	-
W 50th St, W of France Ave	MSA 1995	13443	-
W 50th St, W of France Ave	MSA 1993	13279	-
W 50th St, W of France Ave	MSA 1991	11610	-
W 50th St, W of France Ave	MSA 1989	13260	-
W 50th St, W of France Ave	MSA 1987	11025	-
W 50th St, W of France Ave	MSA 1985	12560	-
W 50th St, W of France Ave	MSA 1983	10456	-
W 50th St, W of France Ave	MSA 1981	11597	-
W 50th St, W of France Ave	MSA 1979	12823	-
W 50th St, W of France Ave	MSA 1977	9246	-
W 50th St, W of France Ave	MSA 1975	9,513	-
W 51st St, W of France Ave	MSA 2009	6678	28.2
W 51st St, W of France Ave	MSA 2005	6450	30.6
W 51st St, W of France Ave	06/20/02-06/29/02	2647	33.5
W 51st St, W of France Ave	08/20/01-08/24/01	2449	-
W 51st St, W of France Ave	MSA 1997	5524	-
W 51st St, W of France Ave	MSA 1995	6130	-
W 51st St, W of France Ave	MSA 1993	5430	-
W 51st St, W of France Ave	MSA 1991	6156	-
W 51st St, W of France Ave	MSA 1989	6016	-
W 51st St, W of France Ave	MSA 1987	5347	-
W 51st St, W of France Ave	MSA 1985	5715	-
W 51st St, W of France Ave	MSA 1983	5,493	-

Location	Date	M-F ADT	M-F 85% Speed
W 51st St, W of France Ave	MSA 1975	3908	-
W 54st St, E of Minnehaha Creek Bridge	05/18/12-05/25/12	2353	30.2
W 54th St & Minnehaha Creek Bridge	05/05/08-05/13/08	2734	30.1
W 54th St, W of France Ave	MSA 2013	2437	26.5
W 54th St, W of France Ave	MSA 2009	2577	27.8
W 54th St, W of France Ave	MSA 2005	2721	29.7
W 54th St, W of France Ave	07/09/02-07/16/02	161	20.3
W 54th St, W of France Ave	04/10/01-04/17/01	882	32.2
W 54th St, W of France Ave	06/20/00-06/29/00	418	32.1
W 54th St, W of France Ave	MSA 1997	2818	-
W 54th St, W of France Ave	MSA 1995	2824	-
W 54th St, W of France Ave	MSA 1993	2390	-
W 54th St, W of France Ave	MSA 1991	2319	-
W 54th St, W of France Ave	MSA 1989	3168	-
W 54th St, W of France Ave	MSA 1987	2520	-
W 54th St, W of France Ave	MSA 1985	2293	-
W 54th St, W of France Ave	MSA 1983	2248	-
W 54th St, W of France Ave	MSA 1981	2283	-
W 54th St, W of France Ave	MSA 1979	2391	-
W 54th St, W of France Ave	MSA 1977	1847	-
W 54th St, W of France Ave	MSA 1975	1568	-







Time	Peds (SB)	SB Vehicles	NB Peds	NB Vehicle	SB Bikes	SB Trucks	NB Bikes	NB Trucks
4:00	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0
5:00	0	0	0	1	0	0	0	0
5:15	0	0	0	0	0	0	0	0
5:30	0	0	1	0	0	0	0	0
5:45	0	0	1	0	0	0	0	0
6:00	0	0	0	0	0	1	0	0
6:15	1	0	0	0	0	0	0	0
6:30	0	1	0	0	0	0	0	0
6:45	0	1	0	3	0	0	0	0
7:00	0	0	0	0	0	0	1	0
7:15	2	1	0	0	0	1	0	0
7:30	1	3	2	0	0	0	0	0
7:45	1	0	0	0	0	0	0	0
8:00	3	0	2	2	0	0	0	0
8:15	0	1	0	1	0	0	0	0
8:30	1	2	0	0	0	0	0	0
8:45	1	2	0	1	0	0	0	0
9:00	0	2	0	3	0	0	0	0
9:15	0	0	1	0	0	0	0	0
9:30	3	2	0	1	1	0	0	0
9:45	0	0	0	0	0	0	0	0
10:00	2	2	0	2	1	0	0	0
10:15	2	0	0	0	0	0	0	0
10:30	0	0	0	1	0	0	0	2
10:45	1	2	0	0	0	0	1	0
11:00	0	0	0	2	0	0	0	0
11:15	0	3	0	2	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	3	1	0	1	0	0	0	0
12:00	0	1	0	5	0	0	0	0
12:15	0	1	0	2	0	0	0	0
12:30	0	0	1	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
13:00	0	0	0	1	0	0	0	0
13:15	0	0	0	0	0	1	0	0
13:30	0	1	0	1	0	0	1	0
13:45	0	0	1	0	0	0	0	0
14:00	2	3	0	0	0	0	0	0
14:15	0	1	0	1	0	0	0	0
14:30	0	0	0	1	0	0	0	0
14:45	0	1	1	0	0	0	0	0
15:00	0	0	0	1	0	0	0	0
15:15	0	3	0	0	0	0	0	0





TOTAL	Peds	Passenger Cars	Bikes	Heavy Vehicles
	93	117	23	5

Date of Data Collection  
6/22/2014-6/23/2014  
Hours of Data Collection  
4AM-4AM



# Crash Detail Report

Crash Detail Report

Report Version 1.0 March 2010

<b>Crash ID:</b> 100560065	<b>Date:</b> 02/04/2010	<b>Time:</b> 1609	<b>Sys:</b> 05-MSAS
<b>County:</b> HENNEPIN	<b>City:</b> EDINA		<b>Route:</b> 11050158 000+00.130

<b>Severity:</b> POSSIBLE INJURY	<b>First Event:</b> ON ROADWAY
<b>Road Type:</b> 2 LANES UNDIV 2_WAY	<b>To Junction:</b> NON-JUNCTION
<b>Road Char:</b> CURVE AND LEVEL	<b>Traffic Device:</b> NOT SPECIFIED
<b>Crash Type:</b> COLL W/MV IN TRANSPORT	<b>Speed Limit:</b> 30
<b>Surf Cond:</b> SLUSH	<b>Diagram:</b> RIGHT ANGLE
<b>Light Cond:</b> DAYLIGHT	<b>Officer:</b>
<b>Weather 1:</b> SLEET/HAIL/FREEZE-RAIN	<b>Reliability:</b> CONFIDENT
<b>Weather 2:</b> NOT SPECIFIED	<b># of Vehicles:</b> 2.00

	Unit 1	Unit 2	Unit 3
<b>Trav Dir:</b>	W	MC	
<b>Veh Act:</b>	STRAIGHT AHEAD	STRAIGHT AHEAD	
<b>Veh Type:</b>	SPORT UTILITY VEHICLE	PASSENGER CAR	
<b>Age:</b>	18	64	
<b>Gender:</b>	M	M	
<b>Cond:</b>	NORMAL	NORMAL	
<b>Cont Fact</b>	ILLEGAL SPEED	NO IMPROPER DRIVING	
<b>Cont Fact</b>	OVER CENTERLINE	NOT SPECIFIED	

<b>Crash ID:</b> 122350027	<b>Date:</b> 08/20/2012	<b>Time:</b> 1857	<b>Sys:</b> 10-M
<b>County:</b> HENNEPIN	<b>City:</b> EDINA		<b>Route:</b> 11050735 000+00.190

<b>Severity:</b> PROPERTY DAMAGE	<b>First Event:</b> ON ROADWAY
<b>Road Type:</b> 2 LANES UNDIV 2_WAY	<b>To Junction:</b> NON-JUNCTION
<b>Road Char:</b> STRAIGHT AND LEVEL	<b>Traffic Device:</b> NOT APPLICABLE
<b>Crash Type:</b> COLL W/PARKED MV	<b>Speed Limit:</b> 30
<b>Surf Cond:</b> DRY	<b>Diagram:</b> REAR END
<b>Light Cond:</b> DAYLIGHT	<b>Officer:</b>
<b>Weather 1:</b> CLEAR	<b>Reliability:</b> CONFIDENT
<b>Weather 2:</b> NOT SPECIFIED	<b># of Vehicles:</b> 2.00

	Unit 1	Unit 2	Unit 3
<b>Trav Dir:</b>	W		
<b>Veh Act:</b>	STRAIGHT AHEAD		
<b>Veh Type:</b>	PASSENGER CAR		
<b>Age:</b>	32		
<b>Gender:</b>	F		
<b>Cond:</b>	NORMAL		
<b>Cont Fact</b>	VISION OBSCURED - SUN OR H		
<b>Cont Fact</b>	NOT SPECIFIED		

**Crash ID:** 123420261      **Date:** 12/07/2012      **Time:** 1836  
**County:** HENNEPIN      **City:** EDINA

**Sys:** 05-MSAS  
**Route:** 11050158      000+00.130

<b>Severity:</b> PROPERTY DAMAGE	<b>First Event:</b> ON ROADWAY
<b>Road Type:</b> OTHER	<b>To Junction:</b> NON-JUNCTION
<b>Road Char:</b> CURVE AND GRADE	<b>Traffic Device:</b> NOT APPLICABLE
<b>Crash Type:</b> COLL W/MV IN TRANSPORT	<b>Speed Limit:</b> 30
<b>Surf Cond:</b> ICE/PACKED SNOW	<b>Diagram:</b> SIDESWIPE OPPOSING
<b>Light Cond:</b> DARK - STREET LIGHTS ON	<b>Officer:</b>
<b>Weather 1:</b> SNOW	<b>Reliability:</b> CONFIDENT
<b>Weather 2:</b> SLEET/HAIL/FREEZE-RAIN	<b># of Vehicles:</b> 2.00

	Unit 1	Unit 2	Unit 3
<b>Trav Dir:</b>	NW	SE	
<b>Veh Act:</b>	STRAIGHT AHEAD	STRAIGHT AHEAD	
<b>Veh Type:</b>	PASSENGER CAR	PASSENGER CAR	
<b>Age:</b>	19	57	
<b>Gender:</b>	F	F	
<b>Cond:</b>	NORMAL	NORMAL	
<b>Cont Fact</b>	WEATHER	NO IMPROPER DRIVING	
<b>Cont Fact</b>	WEATHER	NO IMPROPER DRIVING	

**Crash ID:** 123660180      **Date:** 12/31/2012      **Time:** 1751  
**County:** HENNEPIN      **City:** EDINA

**Sys:** 10-M  
**Route:** 11050540      000+00.211

<b>Severity:</b> PROPERTY DAMAGE	<b>First Event:</b> OFF ROADWAY ON SHOULDER
<b>Road Type:</b> 2 LANES UNDIV 2_WAY	<b>To Junction:</b> NON-JUNCTION
<b>Road Char:</b> CURVE AND LEVEL	<b>Traffic Device:</b> NOT APPLICABLE
<b>Crash Type:</b> COLL W/PARKED MV	<b>Speed Limit:</b> 30
<b>Surf Cond:</b> WET	<b>Diagram:</b> REAR END
<b>Light Cond:</b> DARK - STREET LIGHTS ON	<b>Officer:</b>
<b>Weather 1:</b> CLEAR	<b>Reliability:</b> LESS CONFIDENT
<b>Weather 2:</b> NOT SPECIFIED	<b># of Vehicles:</b> 2.00

	Unit 1	Unit 2	Unit 3
<b>Trav Dir:</b>	S	MC	
<b>Veh Act:</b>	00	00	
<b>Veh Type:</b>	SPORT UNTILITY VEHICLE	SPORT UNTILITY VEHICLE	
<b>Age:</b>	901	901	
<b>Gender:</b>	NULL	NULL	
<b>Cond:</b>	NOT SPECIFIED	NOT SPECIFIED	
<b>Cont Fact</b>	NOT SPECIFIED	NOT SPECIFIED	
<b>Cont Fact</b>	NOT SPECIFIED	NOT SPECIFIED	

**Selection Filter:**

WORK AREA: COUNTY\_CODE('27') - FILTER: CRASH\_YEAR('2009','2010','2011','2012','2013','2014') - SPATIAL FILTER APPLIED

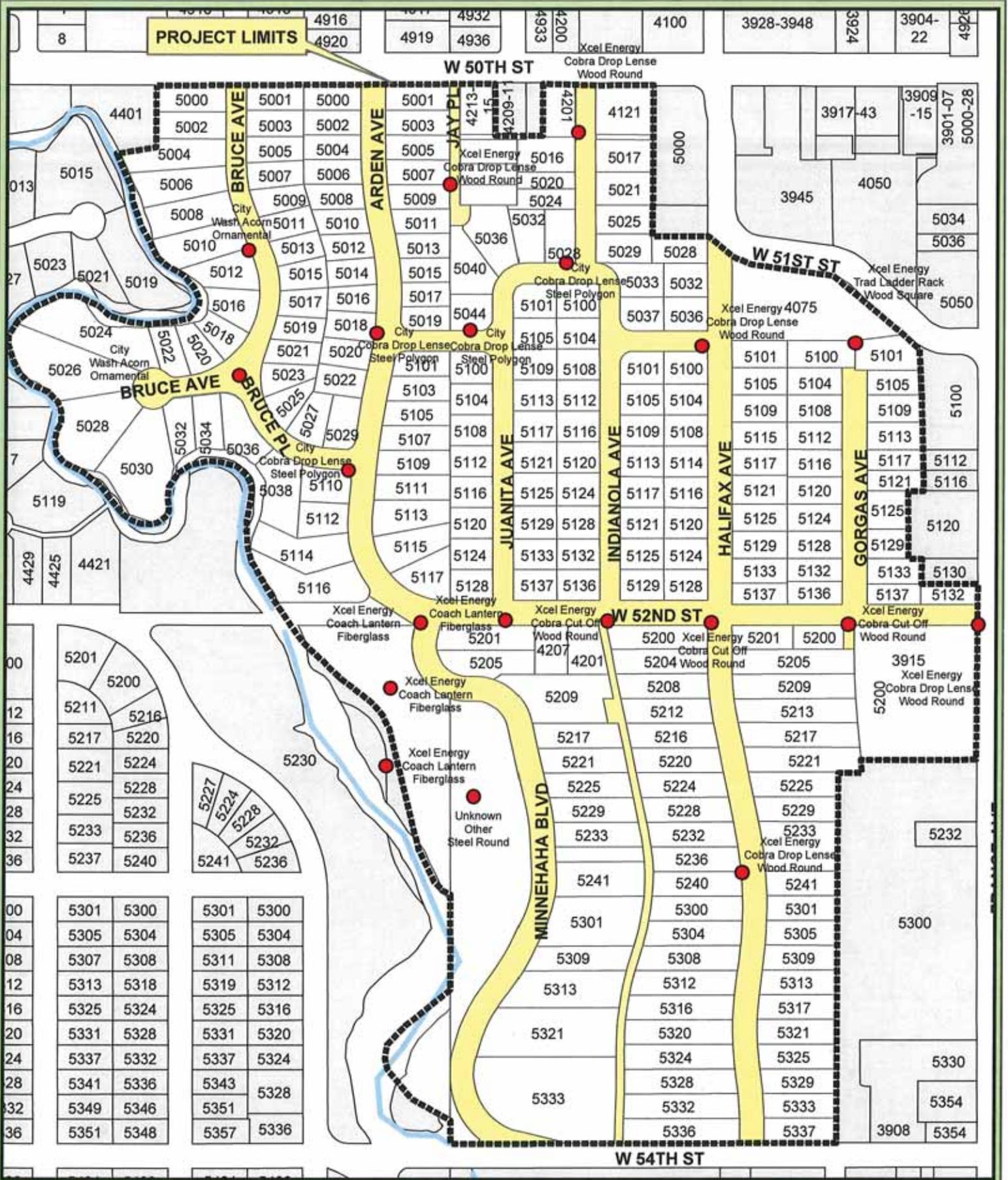
**Analyst:**

Joseph Totten

**Notes:**

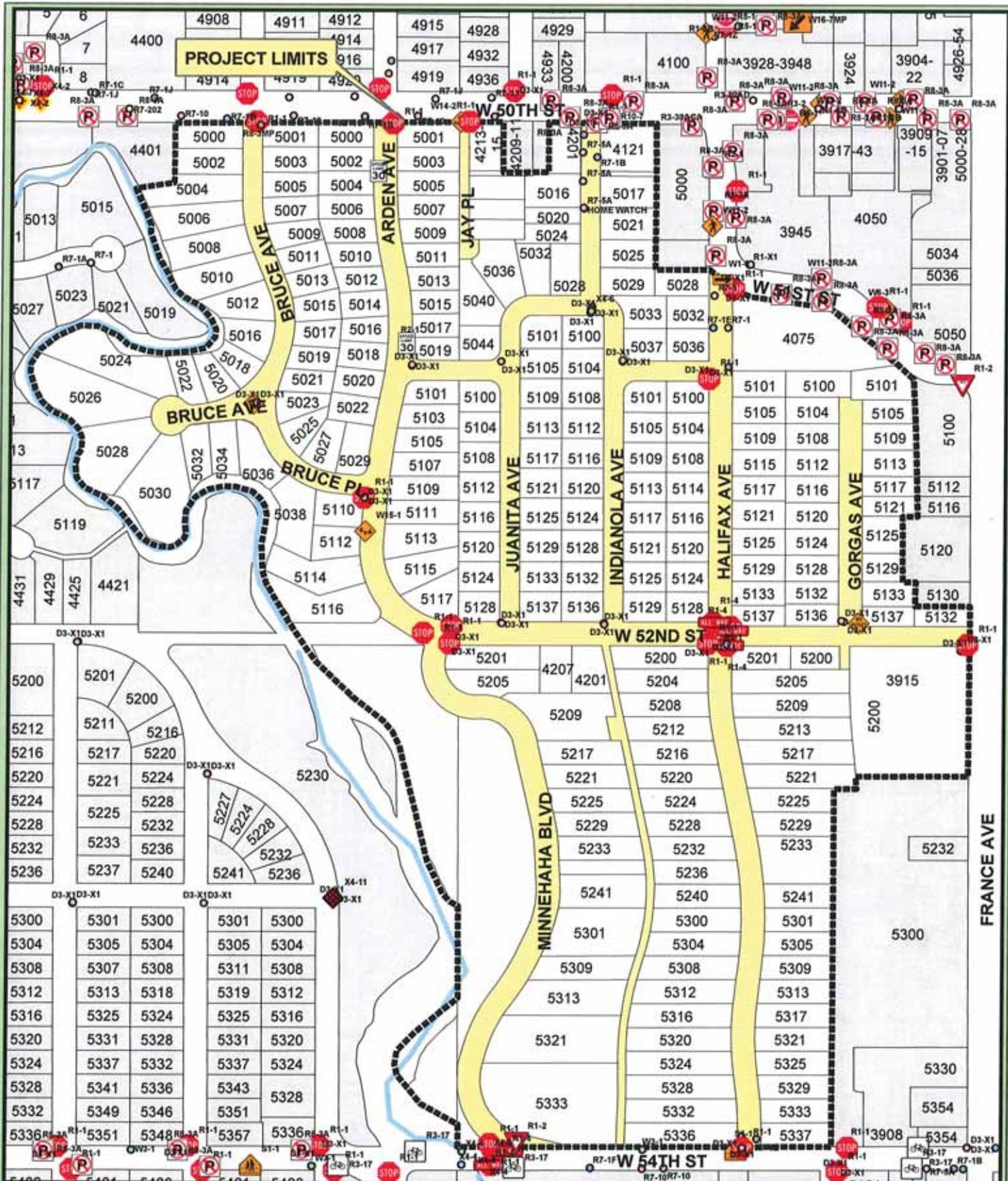
# **APPENDIX J**

## **Existing Street Lights and Signs**



**Street Lights**  
**Arden Park D Neighborhood Roadway Reconstruction**  
**Improvement No: BA-412**





**Signs**  
**Arden Park D Neighborhood Roadway Reconstruction**  
**Improvement No: BA-412**



# **APPENDIX K**

## **Living Streets Policy**



**To:** City Council

**Agenda Item #:** VIII. A.

**From:** Karen M. Kurt  
Assistant City Manager

**Action**   
**Discussion**   
**Information**

**Date:** August 20, 2013

**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:

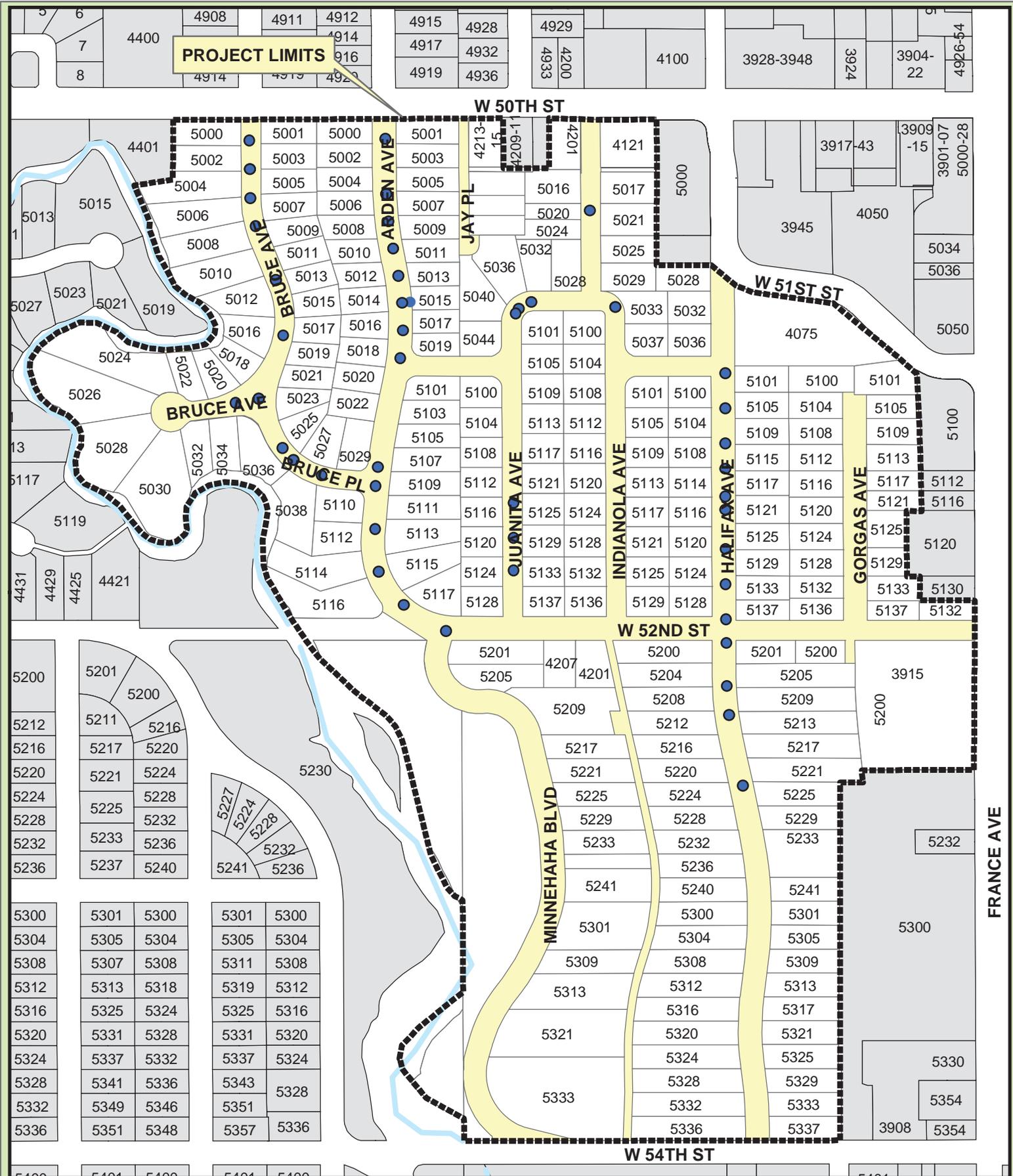
- Identify and implement standards or guidelines for street and intersection design, universal pedestrian access, transit accommodations, and pedestrian crossings;
- Identify and implement standards or guidelines for streetscape ecosystems, including street water management, urban forestry, street furniture, 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.

# **APPENDIX L**

## **2015 Water Main and Service Breaks**

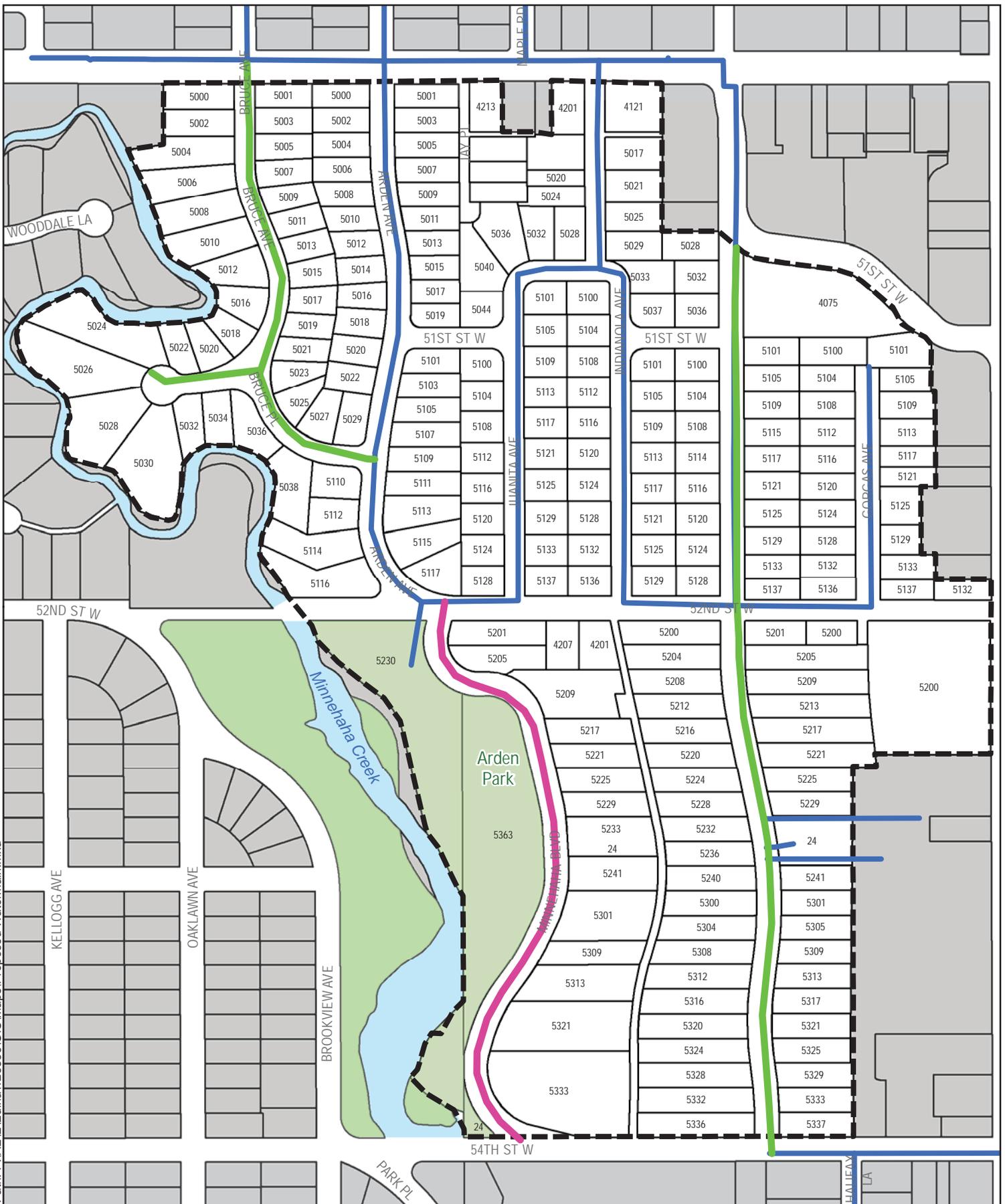


**2015 Watermain and Service Breaks**  
**Arden Park D Neighborhood Roadway Reconstruction**  
**Improvement No: BA-412**

# **APPENDIX M**

## **Appendix Drawings**

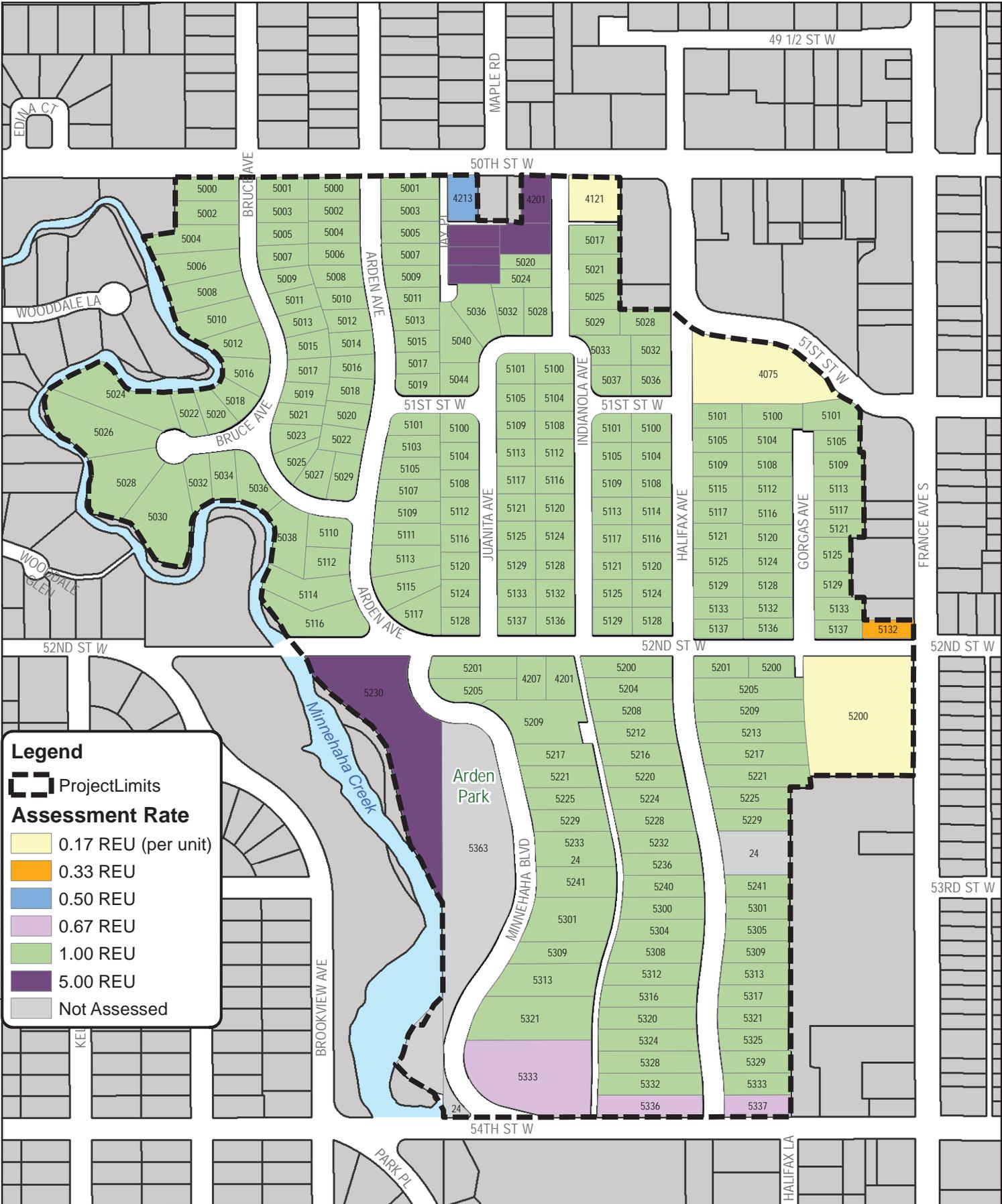
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Project: EDINA 128385  
 Date: 10/6/2014  
 Map by: MSS  
 Projection: Hennepin County Coords  
 Source: Henn. County, City of Edina,  
 Microsoft Virtual Earth

**Arden Park D Neighborhood  
 Roadway Reconstruction  
 Edina, Minnesota**

**Drawing  
 1**



**Legend**

Project Limits

**Assessment Rate**

- 0.17 REU (per unit)
- 0.33 REU
- 0.50 REU
- 0.67 REU
- 1.00 REU
- 5.00 REU
- Not Assessed

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Project: EDINA 128385  
 Date: 10/6/2014  
 Map by: MSS  
 Projection: Hennepin County Coords  
 Source: Henn. County, City of Edina, Microsoft Virtual Earth

**Arden Park D Neighborhood  
 Roadway Reconstruction**  
 Edina, Minnesota

**Drawing  
 2**