



# ENGINEERING STUDY

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## DEWEY HILL G NEIGHBORHOOD ROADWAY IMPROVEMENTS

Bonnie Brae Drive, Hyde Park Circle, Hyde Park  
Drive, Hyde Park Lane

IMPROVEMENT NO. BA-415

November 10, 2014

ENGINEERING DEPARTMENT  
CITY OF EDINA

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

  
Patrick E. Wrase      25093      11/10/14  
Reg. No.      Date



## ENGINEERING STUDY – BA-415

### ENGINEERING DEPARTMENT CITY OF EDINA

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#### DEWEY HILL G NEIGHBORHOOD ROADWAY IMPROVEMENTS NOVEMBER 10, 2014

##### **SUMMARY:**

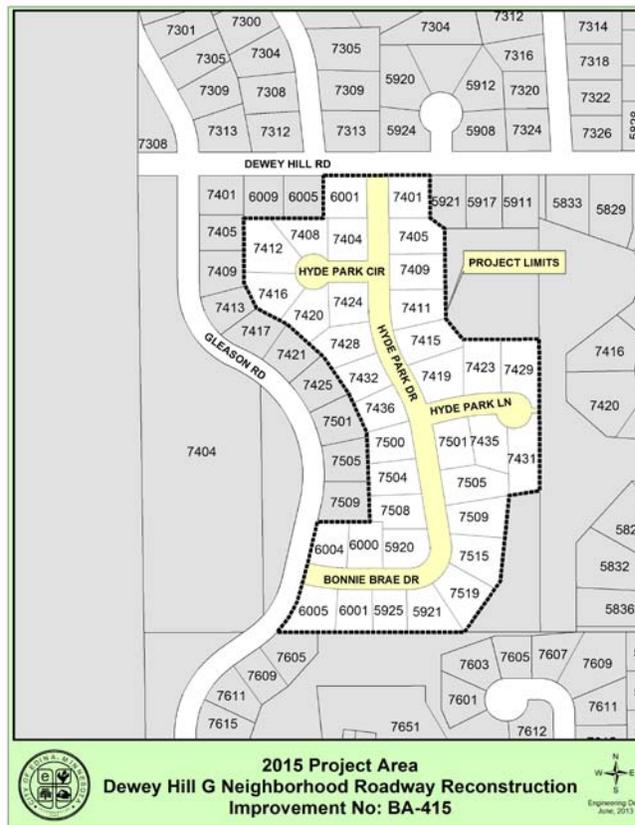
The project involves localized rehabilitation of the sanitary sewer, upgrades to the storm sewer system and fire hydrants, concrete curb and gutter spot repair, and reconstruction of bituminous pavement.

The estimated total project cost is \$1,058,035. The estimated roadway construction cost is \$429,375 and will be funded by special assessments at a rate of \$12,507 per residential equivalent unit (REU). Utility improvements and repairs amount to \$628,660 and will be funded through the respective utility fund.

The project can be completed during the 2015 construction season. Staff believes the project is feasible, cost effective, and necessary to maintain a livable environment and a sound public infrastructure, as initiated by Edina's 2000 strategic plan, Vision 20/20.

##### **LOCATION:**

The project includes Bonnie Brae Drive, Hyde Park Drive, Hyde Park Circle, and Hyde Park Lane. Below is a detailed location map of the Dewey Hill G Neighborhood Roadway Improvement Project (Figure 1).



**Figure 1. Project Area Map**

**INITIATION & ISSUES:**

The Dewey Hill G Neighborhood project was initiated by the Engineering Department as part of the City's Neighborhood Reconstruction Program, identified in the Capital Improvement Plan. This project addresses updating aging infrastructure with improvements associated with the pavement condition, storm water, sanitary sewer, and watermain systems, and bicycle and pedestrian facilities.

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

**City of Edina 2008 Comprehensive Plan Update**

**Sidewalk Facilities**

Chapter 7 of the plan addresses locations of proposed sidewalk facilities within the City. As shown in Figure 7.10 of Appendix D, there are no proposed sidewalk facilities indicated within the project limits.

**Bicycle Facilities**

Chapter 7 of the plan addresses locations of proposed bicycle facilities within the City, as part of the Comprehensive Bicycle Transportation Plan. As

shown in Figure 7.11 of Appendix D, there are no proposed bicycle facilities indicated within the project limits.

### **Living Streets Policy and Sustainability Evaluation**

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

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

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

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

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

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

- Equity: How well does the project provide or maintain core city services such as transportation, sanitation, clean water, emergency access, and emergency service? How does the project influence the well-being of the community?
- Environment: How does the project influence the natural environment, such as surface or ground water health, forest canopy, natural resource diversity, wildlife habitat, air quality, noise, and others?
- Economy: How does the project influence the local economy? What are the short term and long term costs? Is the continued service worth the price?

The following is a summary of this evaluation:

Equity: The project maintains access and mobility to the transportation network. Where available, this includes transportation options for a variety of user groups including, but not limited to, children, seniors, and disabled

individuals. Updates to the fire hydrants provide public safety staff the ease of connection needed during an emergency.

**Environment:** The project provides homeowners a piping system to discharge ground water into; this will eliminate standing water and/or algae buildup along the 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 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 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 rather than removing and replacing them).

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

### **Staff Issues**

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

- Existing sanitary sewer and watermain system conditions
- Stormwater drainage
- Private utilities
- Existing street lighting
- Existing pavement surface condition
- Existing landscaping, retaining walls, and driveways
- Traffic speed and volume
- Pedestrian accessibility and safety

### **Resident Input**

As part of the Engineering Department's practice of notifying residents 2-3 years prior to a potential reconstruction project, residents were invited to an open house on October 8<sup>th</sup>, 2012. Residents were also invited to a second open house on September 9<sup>th</sup>, 2013. Materials from these meetings are available upon request.

We followed up with a questionnaire to the property owners on June 4, 2014, inquiring about drainage problems, pedestrian accommodations, street lighting, and other project-related concerns. The questionnaire was completed and returned by 25 of the 34 property owners, a return rate of 74%. The full questionnaire and responses can be found in Appendix B.

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The following is a summary of feedback received from residents:

- 2 of 25 (8%\*) felt sidewalks were needed; 23 (92%) opposed new sidewalks
  - 7 (28%) identified traffic concerns in the neighborhood
  - 6 (24%) identified localized drainage problems in the neighborhood
  - 4 (16%) felt street lighting was inadequate and favored upgrades
- \*Percentages based on number of returned surveys

A neighborhood informational meeting was then held on July 28, 2014 to discuss the improvements planned for this neighborhood. The meeting was attended by 42 residents representing 35 properties. Materials from this meeting can be found in Appendix A.

Resident input was also taken in the form of emails regarding the project. Those emails can be found in Appendix J.

### **Staff Input**

A draft engineering study was provided to the Public Works, Fire, and Police Departments.

Fire: The Fire Department commented on the need for fire hydrants to be upgraded to hydrants with Storz type connections. All fire hydrants within the project will be replaced with new Storz style hydrants. The Fire Department also asked that fire hydrant spacing be reviewed to insure a maximum spacing of 350' in order to meet fire code and that hydrants be placed to minimize snow accumulation. Engineering staff will review current hydrant placement and will insure compliance with these requests.

Public Works: The Public Works Department inquired as to the condition of the street lighting and related wiring within the project area. The Engineering Department met with Xcel Energy and other private utility representatives on August 28<sup>th</sup>, 2014 for a project introduction meeting. Engineering Department staff will continue conversations with Xcel Energy on this topic to insure that street lighting system is capable of achieving long service life similar to that of the reconstructed streets.

### **Edina Transportation Commission Input**

A preliminary overview of the Dewey Hill G project was presented to the Edina Transportation Commission (ETC) at the August 21<sup>st</sup>, 2014 regular meeting. Prior to the October 23<sup>rd</sup> meeting, the draft Dewey Hill G Engineering Study was provided for review. Relevant minutes from the ETC meetings are included in Appendix K.

## **EXISTING CONDITIONS: Streets**

The roadways in this neighborhood were originally constructed in the late 1960s and 70s. All of the streets in the neighborhood currently have concrete curb and gutter, and the average roadway width is 30 feet. The typical street

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section has 4 inches of bituminous pavement over a sand and gravel base, according to record plans of the original construction. Street sections have been verified by a recent geotechnical evaluation of the project area.

The pavement condition varies throughout the neighborhood, but is in relatively poor condition. The average pavement condition index (PCI) for the City of Edina is 51 and the average PCI for Dewey Hill G is 20. Examples of the current street condition can be seen in Photos 1 & 2.



**Photo 1. Existing Pavement Condition**



**Photo 2. Existing Pavement Condition**

The City of Edina contracts with a consultant to evaluate all bituminous roadways within the City. The streets 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; 100 representing a brand-new road surface and 0 being extremely poor. The City evaluates the PCI values of streets within a neighborhood to determine a proper maintenance program. Neighborhoods with a PCI greater than 65 are considered for seal coats, PCIs between 65 and 45 are evaluated for mill and overlays, and PCIs less than 45 are evaluated for total reconstruction.

The pavement throughout these streets is near the end of its useful life. The costs to maintain and repair the roadways will steadily increase, and seal coating or overlaying is no longer feasible.

### **Traffic and Crash Data**

City staff measured traffic volumes and speeds within the neighborhood. Average daily traffic volumes ranged from 67 to 102 cars per day with 85<sup>th</sup> percentile speed ranging from 22.7 to 23.3 mph. The traffic and crash data is shown in Appendix F.

### **Public Utilities**

#### **Sanitary Sewer**

The existing sanitary sewer system consists of 8-inch and 9-inch vitrified clay pipe (VCP), 8" ductile iron pipe (DIP), and 8" cast iron pipe (CIP), installed between 1969 and 1976. Historical records indicate there have been few

sewer back-ups or blockages in the area. The trunk sanitary sewer system has been televised and will be evaluated for upgrades.

#### Watermain

The existing watermain system consists of 6-inch DIP and 1 ½-inch copper pipe, installed between 1969 and 1976. The overall system has experienced no breaks. The fire hydrants are original to the neighborhood and lack the STORZ nozzle fittings desired by the Edina Fire Department for quick connection of fire hoses.

#### Storm Sewer

The storm sewer system is located within the legal boundary of the Nine Mile Creek Watershed District. Further evaluation will be done by staff regarding drainage issues resulting from the resident questionnaires.

#### Private Utilities

Providers of privately owned gas, electric, communications, and cable television utilities are present in the neighborhood. These utilities are buried underground within and outside the street right-of-way.

Street lighting consists of standard “ladder rack,” “postop,” and “coach lantern” lights mounted on wood poles located throughout the project area as shown in Appendix H.

#### Sidewalks

Sidewalks are currently located along the south side of Dewey Hill Road to the north of the project area, and along the east side of Gleason Road to the west of the project area.

#### Landscaping

Some properties have vegetation, hardscapes (such as boulders and retaining walls), or other landscaped items within the City right-of-way. A portion of these landscape items will interfere with some of the proposed infrastructure improvements and will need to be removed in order to complete the necessary work.

### **PROPOSED IMPROVEMENTS:**

#### Streets

The pavement section is proposed to be completely reconstructed to the subgrade. The existing pavement will be recycled for use as base material in the new roadway. A minimum of 8 inches of recycled gravel material will be graded and compacted as the base layer prior to placement of 2.5 inches of bituminous base and 1.5 inches of bituminous wear course. The reconstructed gravel and pavement sections will meet the requirements of a minimum 20-year design life based on projected traffic loadings. With prescriptive maintenance procedures, including regular seal coating and periodic thin overlays, the design life can be extended considerably.

Due to the limited scope of the utility repairs, the majority of the concrete curb and gutter will remain in-place, and the current roadway widths will not be altered. While our Living Streets Policy sets a design guideline to keep street pavement widths to the minimum necessary and the draft Living Street Plan has defined the minimum street width as 27 feet, it is not cost effective to include these features within this project. It is anticipated that as part of the next street reconstruction project for this area, the utility systems will have reached the end of their service lives, thereby requiring extensive rehabilitation. This will require the removal of the majority of the curb and gutter, thereby allowing the Living Street design guidelines to be implemented in a cost effective manner.

### **Public Utilities**

#### **Sanitary Sewer**

The trunk sanitary sewer has been televised and based on our evaluation, portions will be repaired using a combination of open cut and cured-in-place-pipe (CIPP) methods. Grease deposits and minor cracking account for the majority of the issues.

#### **Watermain**

Watermain improvements include replacing all the gate valves and upgrading fire hydrants to City standard. Additionally, the undersized 1 ½ -inch copper water mains will be upgraded to 6-inch systems and additional fire hydrants will be installed to meet current public safety standards. The replacement of these critical safety components is necessary to insure proper operation of the water system in times of need.

#### **Storm Sewer**

Spot repairs will be made to concrete curb and gutter segments that are deficient or no longer functioning properly. Any new or replaced curb and gutter is funded through the storm sewer fund, not under the roadway special assessment. The storm sewer network will have modifications to improve existing drainage issues at various locations throughout the neighborhood. Some of the existing structures will be removed and replaced due to their poor condition. Sump drains will be installed where feasible to allow property owners to connect their sump pump discharges directly into the storm sewer system.

The resident questionnaires highlighted a localized drainage issue in the backyards of 7500 and 7436 Hyde Park Drive (See Appendix E, Figure 1-1, SWP\_24). An existing catch basin structure located in the backyards connects to the storm sewer system on Hyde Park Drive through an 18-inch reinforced concrete pipe (RCP). It is proposed to upgrade the existing pipes in this vicinity with 21-inch pipes to help minimize flooding during large rain events. Staff is reviewing this project with a Water Resources consultant to determine the feasibility of this improvement. Preliminary costs for this work to be funded by the stormwater utility fund have been included in the project cost estimate.

### Sidewalks

As previously mentioned, the 2008 Comprehensive Plan Update shows no proposed sidewalks within the project limits. In addition, the results from the resident questionnaires show that property owners do not want to add sidewalks. Therefore, Staff is not recommending the addition of sidewalks in this neighborhood.

### Other Improvements

Pedestrian Curb Ramps: All pedestrian curb ramps will be constructed to meet the current design standards of the Americans with Disabilities Act (ADA).

Lighting: The results of the questionnaire show that property owners do not want to reconstruct the street lights. Currently, the City does not have a standard to determine where and when street lighting should be improved. These concerns will be addressed with the Living Streets Plan that is under development.

Unlike other infrastructure improvements, lighting can be installed at a later date with minimal disturbance through the use of trenchless technologies. The lighting in the neighborhood is sufficient to delineate the intersections; therefore, staff is recommending no revisions to the current street lighting.

Private Utilities: Private utility owners have expressed some interest in upgrading portions of their networks within the project limits. This work is not part of the City's project, but will be coordinated to occur prior to our construction activities. A meeting was held with the private utility operators on August 28, 2014 to introduce the private utility operators to this project.

The proposed improvements acknowledge many of the comments and concerns raised by residents throughout the information gathering process, while still maintaining the desired minimum standards of the Engineering and Public Works staff.

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

The right-of-ways for Bonnie Brae Drive, Hyde Park Drive, Hyde Park Circle, and Hyde Park Lane are all 60 feet wide. All proposed improvements stay within the right-of-way and no additional easement requirements are anticipated.

### **PROJECT COSTS:**

The total estimated project cost is \$1,058,035 (Table 1). The total cost includes direct costs for engineering, clerical, and construction finance costs from the start of the project to the final assessment hearing. The estimated roadway construction cost is \$429,375 and will be funded by special assessments. Utility improvements and repairs amount to \$628,660 and will be funded through the respective utility fund.

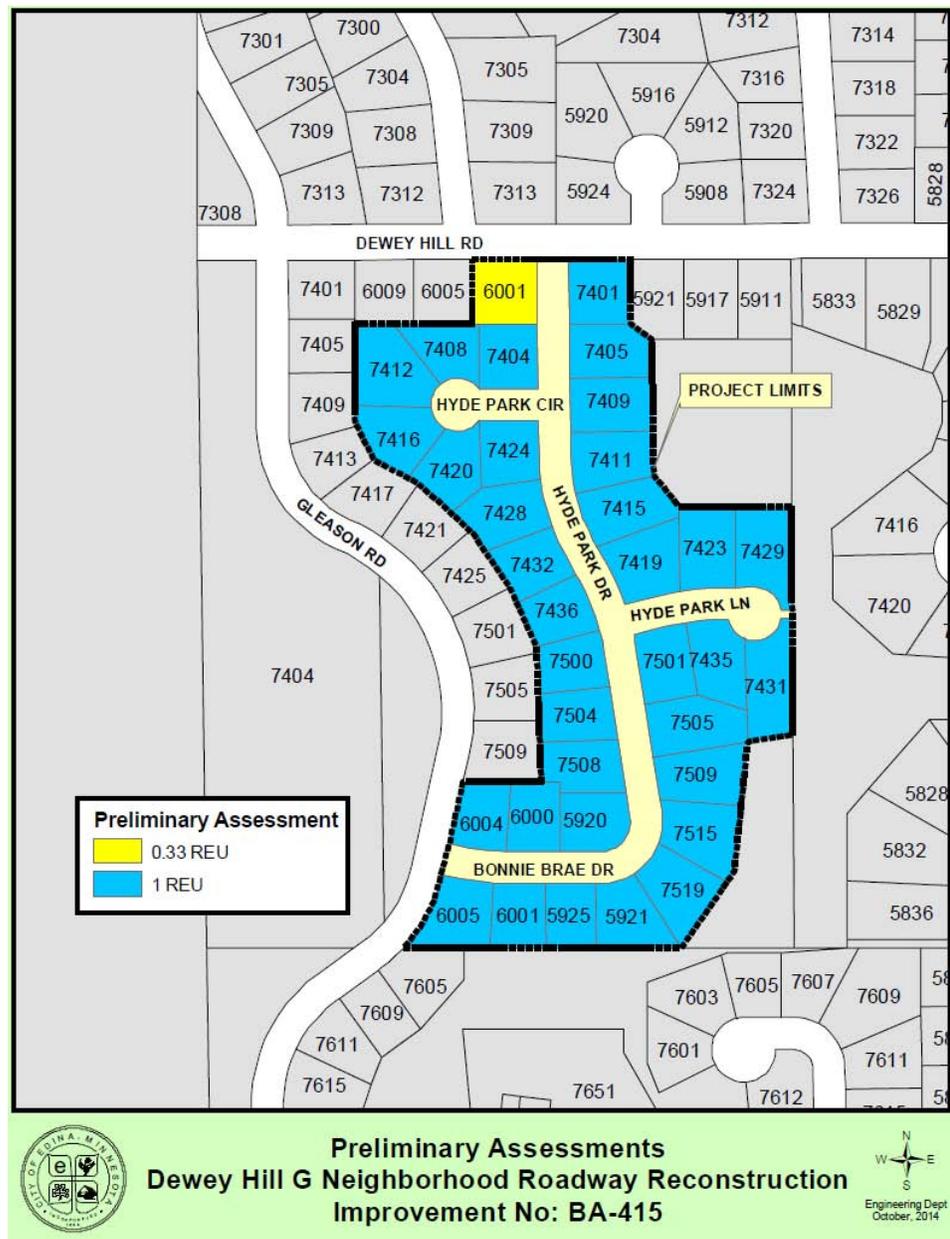
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<b>Item</b>	<b>Amount</b>	<b>Total Cost</b>
<b>Roadway:</b>	\$ 429,375	
<b>Roadway Total:</b>		<b>\$ 429,375</b>
<b>Utilities:</b>		
Storm Sewer	\$ 437,485	
Watermain	\$ 64,730	
Sanitary Sewer	\$ 126,445	
<b>Utility Total:</b>		<b>\$ 628,660</b>
<b>Total Project:</b>		<b>\$ 1,058,035</b>

**Table 1. Estimated Project Costs**

**ASSESSMENTS:**

Based on the City's Special Assessment Policy, there are 34.33 residential equivalent units (REU) in the Dewey Hill G project area. Assessments will be levied against the benefiting adjacent properties, as shown in Appendix C. The estimated assessment per REU is \$12,507 (Figure 2).



**Figure 2. Preliminary Assessment Map**

The formula for calculating REUs for properties that are corner lots is described below:

Single-Family Residential Corner Lots:

6001 Dewey Hill Rd  

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

**Engineering Study  
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November 10, 2014**

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

Project Open House 2012	October 8, 2012
Neighborhood Informational Meeting	July 28, 2014
ETC Feasibility Study Review	October 21, 2014
Receive Feasibility Report and Public Hearing	December 9, 2014
Bid Opening	March/April 2015
Award Contract	Spring 2015
Begin Construction	Spring 2015
Complete Construction	Fall 2015
Final Assessment Hearing	Fall 2016

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

- APPENDIX:**
- A. 2015 Neighborhood Roadway Reconstruction Informational Meeting
  - B. Property Owners Questionnaire
  - C. Preliminary Assessment Roll
  - D. 2008 City Comprehensive Plan Update – Sidewalk and Bicycle Facilities
  - E. Proposed Storm Water Improvements
  - F. Traffic and Crash Data
  - G. Sewer Blocks and Watermain Breaks
  - H. Existing Street Lights and Signs
  - I. Living Streets Policy
  - J. Correspondence with Residents
  - K. ETC Meeting Minutes

**APPENDIX A**

**2015 Neighborhood  
Roadway Reconstruction  
Informational Meeting**



June 4, 2014

## 2015 Neighborhood Roadway Reconstruction Dewey Hill G 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. 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.

Please save the date of **Monday, July 28** to attend an informational meeting from 6 to 8 p.m. to learn about how projects are funded, a typical construction timeline, how you will be impacted and how you can prepare. A meeting reminder will be mailed to you approximately two weeks prior.

Meantime, we'd like to hear from you. The City would like your input regarding key components of the project via the attached questionnaire. Please read the instructions, fill out the questionnaire and return it to us in the enclosed envelope by June 17.

### How the City will use your input:

- Your responses help us design the project. Components of a project vary and are based on both the condition of the infrastructure and questionnaire responses.
- Residents pay a portion of the overall project cost in the form of a special assessment. The estimated special assessment for your neighborhood will not be determined until information is gathered from the questionnaires and a feasibility report is completed in early September. You will not be billed for the special assessment until fall 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 various items. Other utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility fund and are not assessed to property owners.

After we review questionnaire responses, we will continue the project planning process. We will present the feasibility report at the public hearing in December. Construction will begin in spring/early summer and end in late fall of 2015.

If you have any questions, please contact me at 952-826-0443 or [pwrase@EdinaMN.gov](mailto:pwrase@EdinaMN.gov) or Engineering Specialist Sharon Allison at 952-826-0449 or [sallison@EdinaMN.gov](mailto:sallison@EdinaMN.gov).

Sincerely,

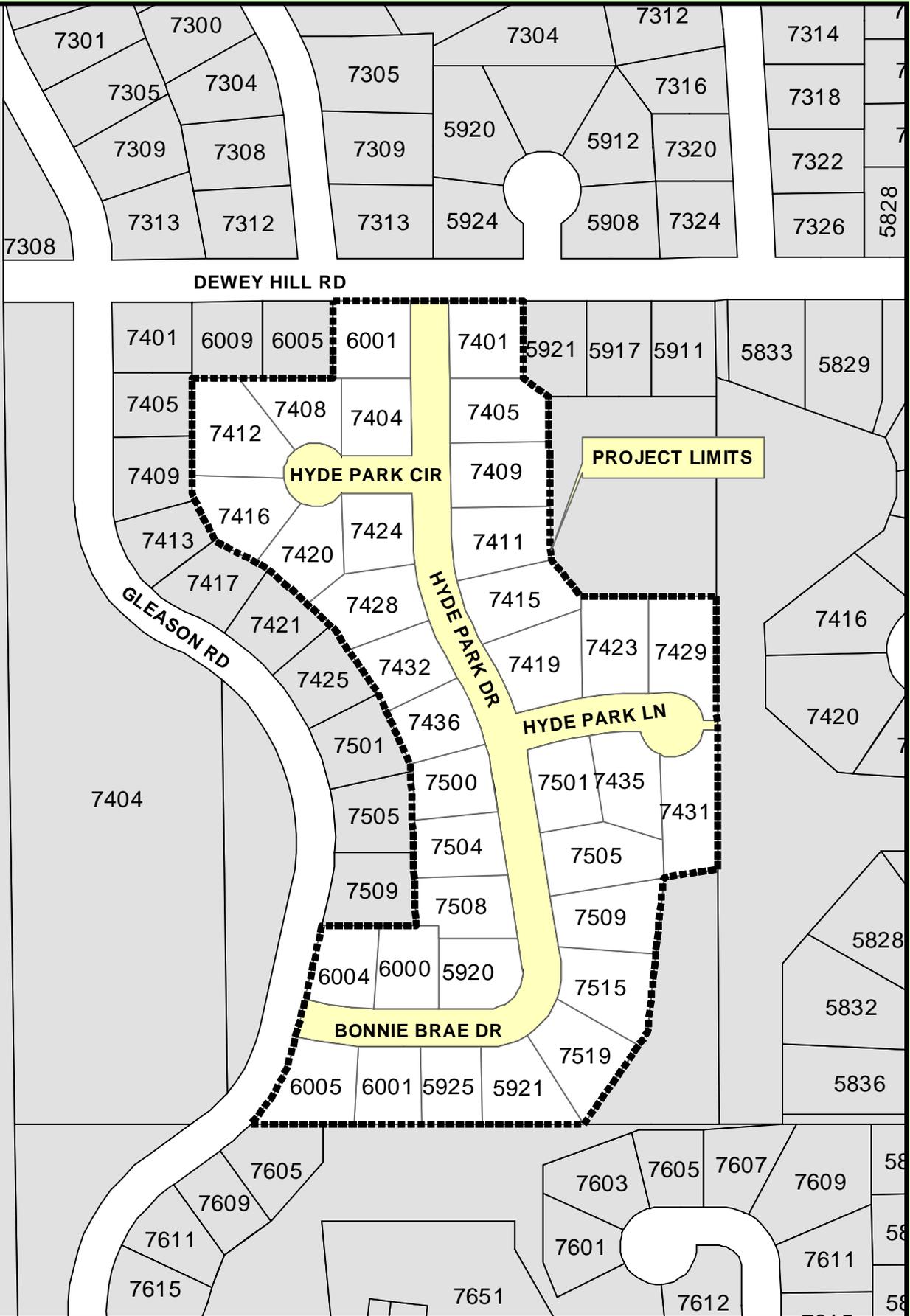
Patrick Wrase, PE  
Assistant City Engineer

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

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### ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439  
[www.EdinaMN.gov](http://www.EdinaMN.gov) • 952-826-0371 • Fax 952-826-0392



**2015 Project Area**  
**Dewey Hill G Neighborhood Roadway Reconstruction**  
**Improvement No: BA-415**



Engineering Dept  
June, 2013

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## 2015 Neighborhood Roadway Reconstruction Informational Meeting

July 28, 2014

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### 2015 Projects

**Countryside H – 164 Properties**  
**Prospect Knolls B – 39 Properties**  
**Dewey Hill G – 35 Properties**

**Arden Park D – 225 Properties**  
**- Consultant Project**  
**Valley View Road – Municipal State Aid**  
**54<sup>th</sup> Street – Municipal State Aid**

Note: Neighborhood Names

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### Agenda

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

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### Introductions

Engineering Technicians		Engineering Coordinator	
Aaron Kuznia	Andrew Scipioni	Sharon Allison	
			
Environmental Engineer	Transportation Planner	Assistant City Engineer	Director of Engineering
Ross Bintner	Mark Nolan	Patrick Wrase	Chad Millner
			

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### Project Process



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### Typical Project Timeline

July – September 2014	Feasibility report and estimates provided
December/January 14/15	Public hearing
January-March 2015	Plan preparation and bidding
April/May 2015	Construction begins
October/November 2015	Construction concludes
Spring 2016	Warranty work
Fall 2016	Final assessment hearing

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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 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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**Project Details – Countryside H Neighborhood**

- 164 Properties
- 1.97 miles of roads
- 30,100 square yards of street pavement
- 8 fire hydrants
- 49 sanitary manholes



2015 Project Area  
Countryside H Neighborhood Roadway Reconstruction  
Improvement No. SA-413

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**Project Details – Prospect Knolls B Neighborhood**

- 39 Properties
- 0.4 mile of roads
- 6,100 square yards of street pavement
- 4 fire hydrants
- 13 sanitary manholes



2015 Project Area  
Prospect Knolls B Neighborhood Roadway Reconstruction  
Improvement No. SA-414

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**Project Details – Dewey Hill G Neighborhood**

- 35 Properties
- .39 mile of roads
- 6,000 square yards of street pavement
- 3 fire hydrants
- 8 sanitary manholes



2015 Project Area  
Dewey Hill G Neighborhood Roadway Reconstruction  
Improvement No. SA-415

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**Existing Conditions**

- All of streets have curb and gutter
- Average Pavement Condition Index (PCI) of 11/100



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**Existing Conditions**

- Varied driveway materials
- Some properties already have concrete driveway entrances



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**Existing Conditions**

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

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**Proposed Improvements - Streets**

- Curb and gutter replacement – selective
- New roadbed and pavement surface

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**Proposed Improvements - Driveways**

- Spot driveway entrance replacement

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**Proposed Improvements - Utilities**

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

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**Proposed Improvements - Sidewalks**

- Based on draft Edina Living Streets Sidewalk Facilities Plan
- Final design will be evaluated based on questionnaire responses and Feasibility Report

← Arden Park D  
Countryside H →

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**Edina City Council – Project Approval**

- December 2014 Council Meeting
- Feasibility Study Presented to Council
- Public Hearing for Project
  - Opportunity for Project Area residents to voice concerns and comments for the project
- Vote on Reconstruction Project - Assessed Project
  - Requires 4-1 vote by Council to Approve
  - 4-1 vote required by MN Statute Chapter 429
- Vote on Sidewalk Component – Not Assessed
  - Requires a 3-2 vote of City Council to Approve

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**What You Can Expect**

- Dust, noise, vibrations, and mud
- Localized flooding during rainfall
- Occasional timeline delays due to inclement weather
- May be asked to limit water use
- Homes may be connected to temporary water line



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**What You Can Expect**

- Driveways may be inaccessible for 3-5 days
- Neighborhood streets may be periodically inaccessible
- Irrigation and pet containment systems mostly likely will 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
- Contractor will accommodate special access needs



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**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
  - Disturbed areas will be seeded after the project is complete



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

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### Funding

- Projects are funded by a combination of Special Assessments to residents, the City's Utility Funds, and the Pedestrian and Cyclist Safety (PACS) Fund

	Roadway Costs	Sanitary Sewer Costs	Storm Sewer Costs	Watermain Costs	Sidewalks, Bike lanes, etc.
Funding Source	Special Assessments	Utility Fund	Utility Fund	Utility Fund	PACS Fund

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### Special Assessments

- Assigned to adjacent properties that stand to benefit from construction improvements
- Cover 100% of roadway costs



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### City Utility Fund

- Collection of utility service charges paid to the City
- Covers 100% of:
  - Concrete curb and gutter (includes driveway aprons)
  - Sanitary sewer
  - Water main
  - Storm sewer
  - Sump pump pipe



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### Pedestrian and Cyclist Safety (PACS) Fund

- Revenue from Xcel and CenterPoint Energy franchise fees
- Promotes non-motorized transportation throughout the City
- Covers 100% of:
  - Sidewalks
  - Signage
  - Crosswalks
  - Street striping



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### Preliminary Assessments

Neighborhood	Estimated Assessment Range per REU*	# of REUs	Square Yards of Paving	Square Yards of Paving per REU
Countryside H	\$8,600 - \$10,900	172.59	30,100	174
Prospect Knolls B	\$8,800 - \$11,200	35.52	6,115	172
Dewey Hill G	\$9,100 - \$11,400	33.33	6,000	180

\*Residential equivalent unit (1 single-family home = 1 REU)

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**CITY OF EDINA**



### Payment Options

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

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**CITY OF EDINA**



**Providing Input**

- Public hearings and questionnaire mailed to your home
- Weigh in on:
  - Sump pump connection options
  - Street drainage issues
  - Traffic/pedestrian issues
  - Streetlight upgrades

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**CITY OF EDINA**



**Questionnaire Results**

Neighborhood	% of Questionnaires Returned
Countryside H	49% (78/158)
Prospect Knolls B	45% (17/38)
Dewey Hills G	68% (23/34)
Total Responses To Date	51% (118/230)

Questionnaire results are available.

www.EdinaMN.gov

**CITY OF EDINA**



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

www.EdinaMN.gov

**CITY OF EDINA**



**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

www.EdinaMN.gov

**CITY OF EDINA**



**How to Prepare**

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

www.EdinaMN.gov

**CITY OF EDINA**



**Contact Us**

Email: [mail@edinamn.gov](mailto:mail@edinamn.gov)  
 Call: 952-826-0371  
 Visit: Engineering Department  
 7450 Metro Blvd.  
 Hours: 7:00 a.m. – 3:30 p.m.



www.EdinaMN.gov

CITY OF EDINA



Thanks for your time!  
Questions?

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

**2015 NEIGHBORHOOD ROADWAY RECONSTRUCTION  
INFORMATIONAL MEETING  
July 28th, 2014**

	NAME	ADDRESS
1	JIM McNulty	6001 BONNIE BRAE
2	Richard Letzle	7435 Hyde Park Lane
3	Alan Sweet	5904 Merold Dr
4	John Anne Cronin	7308 Claredon Dr
5	LARRY SINESIO	6064 Olive Ave Cir.
6	Tom + Rebecca Wagner	6004 Bonnie Brae
7	Judith Schmitz	5900 Merold dr
8	Peggy FAULHABER	5908 AMY Dr.
9	Paul Daniels	6030 Berner Cir
10	Derek Anderson	7308 Schey Dr.
11	Julie Eide	5817 Merold Drive
12	Andy Roy	5900 Arbor Ave
13	Jason KAGREEN	5711 GROVE
14	Vivjen Talghader	7504 Hyde Park Dr.
15	Mike Kest + Amy Kest	5805 Merold Dr
16	Ryan Gordon	5901 Merold Dr
17	John Krieger	6032 Berner Circle
18	Tom SHAUGHNESSY	5705 WYCLIFFE DR
19	Andrew Gardner	5821 Merold
20	Scott May	5817 Arbor Ave
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

**2015 NEIGHBORHOOD ROADWAY RECONSTRUCTION  
INFORMATIONAL MEETING  
July 28th, 2014**

	NAME	ADDRESS
1	Jean Upson	5809 Amy Dr.
2	Roger Upson	-"-
3	<del>GAIL R. P. MAZUR</del>	6005 Bonnie Lane Dr
4	First Florence Jovino	7408 HYDE PARK CIRCLE
5	LORI REILAND	5820 Grove St
6	Jennifer Collins	2500 Hyde Park Drive
7	Andy Vesey	6050 Woodward Ct
8	Jennifer Al-Majim	5920 Dewey Hill Rd.
9	Sheila Gregory	6001 Dewey Hill Rd.
10	Paul & Sheryl Gage	5813 Amy Dr.
11	TERRY PARKER MASSO	5713 HAWKES DR
12	GARY LEE	5621 WYCLIFFE RD
13	Leffert Tye law	5816 Stuel Ave
14	Scott Phimmey	6028 Olinger Circle
15	Kevin Lawless	5809 Grove St
16	David + Kathie Johnston	<del>7420</del> Hyde Park Circle
17		
18		
19		
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2015 Neighborhood Roadway Reconstruction - 42 People Attended  
 Question and Answer Session from the July 28th, 2014 Open House Meeting  
 Held at Public Works and Park Maintenance Facility from 6 to 8 pm

Number	Question	Answer
1	What is an REU?	An REU is a residential equivalent unit. One single-family home is 1 REU. All single-family homes within a project area are assessed the same because they will receive the same benefit.
2	Does that include corner lots?	Per the assessment policy, corner lots are assessed a total of 1 REU. Depending on the address, the property may get a 1/3, 2/3, or 1 REU value for the current project. Past projects may have already charged the property a partial REU. All properties will be reviewed for reu calculations during the feasibility study phase of the project.
3	How are the REUs calculated?	Each single-family home is 1 REU. Other facilities (higher-density residential, industrial, schools, churches, etc.) are assessed based on land use, total building are, number of units, and access to the project area.
4	What determines the estimate range in the presentation?	The more details that are known about the project, the more precise we can be with out estimate. The price range presented to you is based on average unit prices and estimated quantities of work to be done. As we move further along in the design process, we can give you a better idea of what the assessment will be.
5	When does construction begin?	Pending council approval at the public hearing in December, the contract will be awarded around March or April. Depending on the contractor's schedule, work typically takes place between May and September or October. A period of 8-10 weeks is preferred for neighborhood construction, but, like we've seen this year, sometimes weather can extend that timeline.
6	What are the finance charges?	Residents are charged at 1% over the rate that the City can borrow money. It is normally between 3% and 5%
7	What happens to mailboxes within the project areas?	Depending on the project, they may all stay in place, some may have to be relocated, or all may need to be relocated. We will coordinate with homeowners and the postal service when we know more about the extent of the project.
8	How far into the right-of-way does construction go?	This type of construction usually extends 10-15 feet behind the curb onto your property. Depending on the extend of the utility work needed, there may be additional disruptions. All disturbed areas within the project areas will be seeded following construction.
9	When will I know the extent of the interruption onto my property?	Once construction begins, we will know more about how far into your property we will have to go.
10	How do you determine which driveway aprons to replace?	It depends on the current structural condition of the apron, if it is cracked or settled, or if it is preventing the flow of storm water down the curb line. It also depends on if the driveway is constructed from brick pavers or is a lifetime-warranty concrete driveway.
11	Does the same contractor perform all of the work, and do the projects happen sequentially?	When the contracts are sent out for bids, the City typically receives bids from the same dozen or so contractors every year. Countryside will be bid as one contract, but Prospect Knolls and Dewey Hill will most likely be incorporated into the same contract. It is possible that the same contractor might be awarded both, but more than likely, there will be multiple contractors. The scheduling of the work will be dependent on the contractors.
12	Will the new street be asphalt or concrete? Do we get to have a say in that?	The new streets will be bituminous, not concrete. In the City's experience, concrete streets are more expensive to construction and maintain. Our staff normally recommends bituminous streets.
13	Will the whole neighborhood have curb replaced, or do you go house by house?	In these neighborhoods, we are looking at performing spot repair/replacement of curb. This means our inspectors will examine the entire project area, noting locations where the curb is cracked, settled, flat, or otherwise damaged. It is often more cost-effective to do this than to replace the entire length of curb in a neighborhood. However, if we find a large portion of the curb needs replacement, then we will look into potentially replacing all of the curb.
14	Do you seed or sod after the project?	The City has gravitated towards seeding instead of sodding after the projects. Seeding is more drought-resistant, requires less water, and is more environmentally friendly than sod. In past projects, the City has had better success at getting permanent turf established with seed than with sod.
15	Does the seeding occur immediately after yard disruptions?	All restoration work will occur after the first layer of asphalt and before the final layer is paved. This is done to prevent heavy construction equipment from driving on the new road surface, potentially damaging it.
16	What are the costs involved in the sump pump installation?	Sump pump drainage pipes will be installed in the project areas where feasible. The costs of installing the pipe are covered by the City Utility Fund. Once the pipe is installed, homeowners wishing to connect will need to obtain a building permit from the City and connect themselves. The costs to the homeowner may be between \$500 and \$1,500.
17	Someone in a project area this year said you encouraged residents to have their main lines inspected before the project?	If you need to or would like to replace or upgrade your services, now would be a good time to do so. If you were to wait until after the project is completed, any holes dug into the new roadway will need to be patched approximately 30' by 30', a cost which the resident would have to pay for. The City will also work with homeowners who wish to improve their services to have those costs put on their special assessment if they wish.
18	If we want to upgrade our service, does the City pay for upgrading/adapting the connection?	Only if such an upgrade or adaption is required as part of the project. Any changes made beyond City standards will not be paid for by the City.
19	How much does a 30' x 30' street patch cost?	In the City's experience, anywhere between \$3,000 to \$5,000.
20	Will the water be shut off?	There will be occasional water shut-offs during the project in order to replace fire hydrants and gate valves. We will do our best to limit the number of shut-offs, and let you know ahead of time when and where they are going to occur.
21	What does the sidewalk design look like?	We are looking into designing a 5-foot sidewalk with a 5-foot boulevard between the sidewalk and the back of curb. This boulevard acts as a safety buffer between pedestrians and vehicles. The sidewalks are only anticipated to be installed along one side of the streets on which they are proposed. The City is currently studying the property impacts involved with installation to determine a preferred alignment.
22	Will there be crosswalks?	Painted crosswalks will most likely not be included with this project unless they already exist within the project area. The need for additional crosswalks will need to be evaluated by our Traffic Safety Coordinator.
23	How far into the property will the sidewalk go?	Construction related to installing a new 5-foot sidewalk with a 5-foot boulevard will typically extend an additional 6 feet onto the property. The boulevard width may vary depending on existing obstacles (trees, driveways, terrain, etc.) that change the alignment of the sidewalk.
24	What will happen if I have a driveway apron with concrete aggregate or brick pavers?	If the driveway apron is in poor shape, the City will work with the homeowner to replace it to current City standards. Typically, we will work with the homeowner and contractor to replace pavers or exposed aggregate driveways. The City does not replace lifetime guaranty aprons, and any related costs will not be paid by the City. We try our best to distrurb special driveways as little as possible during construction to avoid replacement costs.
25	How do you install sidewalks in a cul-de-sac?	Currently, there are no sidewalks planned for any of the cul-de-sacs within these project areas.
26	Do we have the option to have our driveway apron replaced or not?	It depends on the current structural condition of the apron, if it is cracked or settled, or if it is preventing the flow of storm water down the curb line. Typically, we do not leave poor aprons in place. The cost for replacing the aprons is covered under the City Utility Fund, as your driveway apron is considered a part of our stormwater conveyance system.
27	If we live in an area with surmountable curb, will you be changing it to bulkhead style?	Since we are only planning for spot replacement of curb, the existing styles will stay in place. The City tends to favor the bulkhead style curb over surmountable curb because it conveys stormwater more easily and it helps prevent snowplows from damaging lawns in the winter.
28	You said irrigation systems and pet containment fences will probably be damaged?	If an irrigation system or pet containment fence is damaged, the contractor will perform a temporary repair so the system can still be used. After the majority of the project is completed, the contractor will then permanently repair all damaged systems within the project area before final paving.
29	How are the major roadways assessed?	The Municipal State Aid-designated roadways in Edina are maintained and reconstructed with funds obtained from the state gas tax. Properties that live on State Aid roads are assessed 20% of the project costs. This assessment typically is half that of a standard residential assessment. The reason for the lower assessment is because residents who live on a State Aid roadway typically have lower property values and have to deal with much higher volumes of traffic than residents who live in a residential neighborhood. Both the City's State Aid and non-State Aid assessment policies are available on our website.



# City of Edina 2014-2019 Anticipated Local Bituminous Street Reconstruction

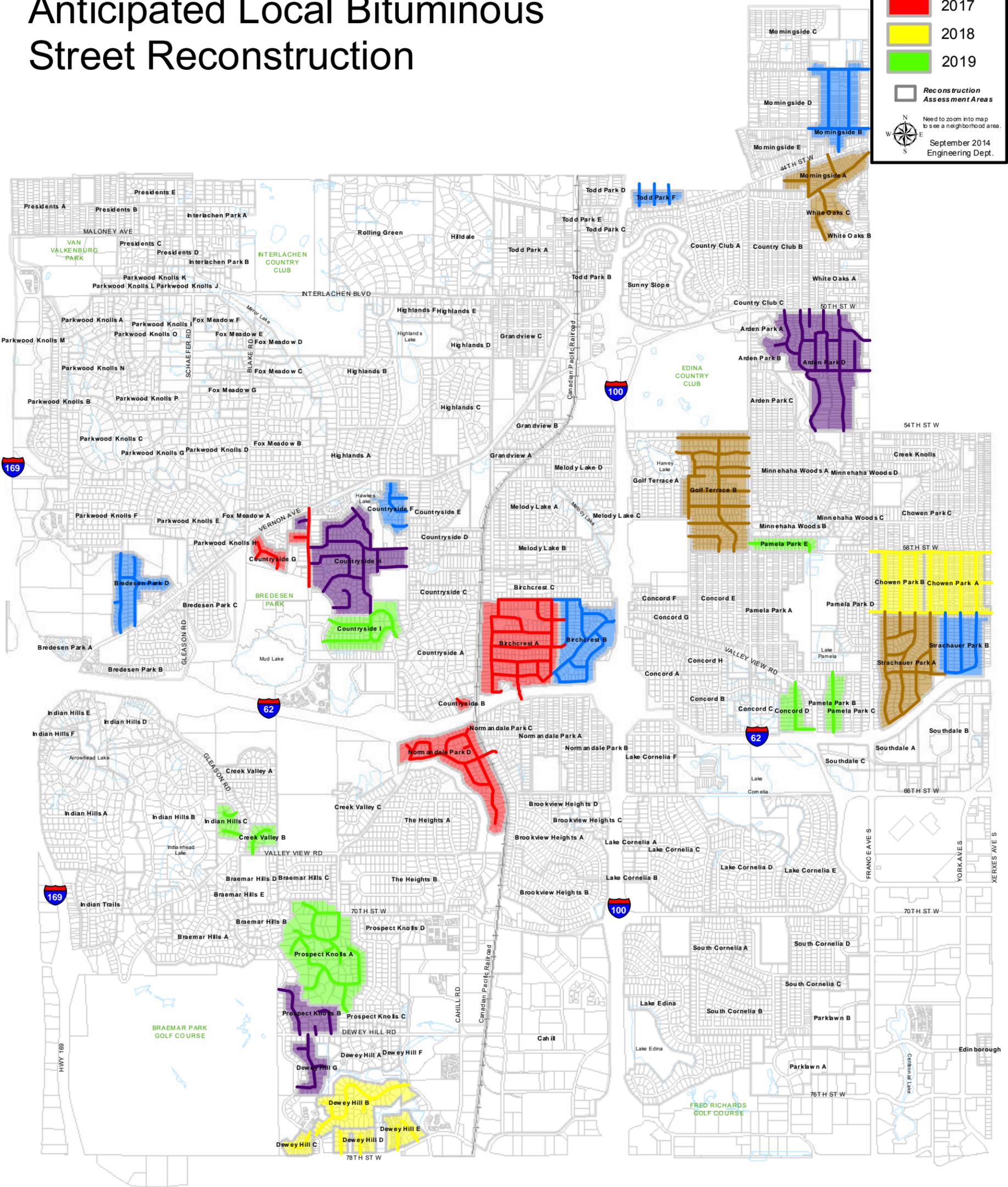
**Legend**

**Anticipated Year**

- 2014
- 2015
- 2016
- 2017
- 2018
- 2019

Reconstruction Assessment Areas

Need to zoom into map to see a neighborhood area.  
September 2014  
Engineering Dept.



### Note/Disclaimer

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

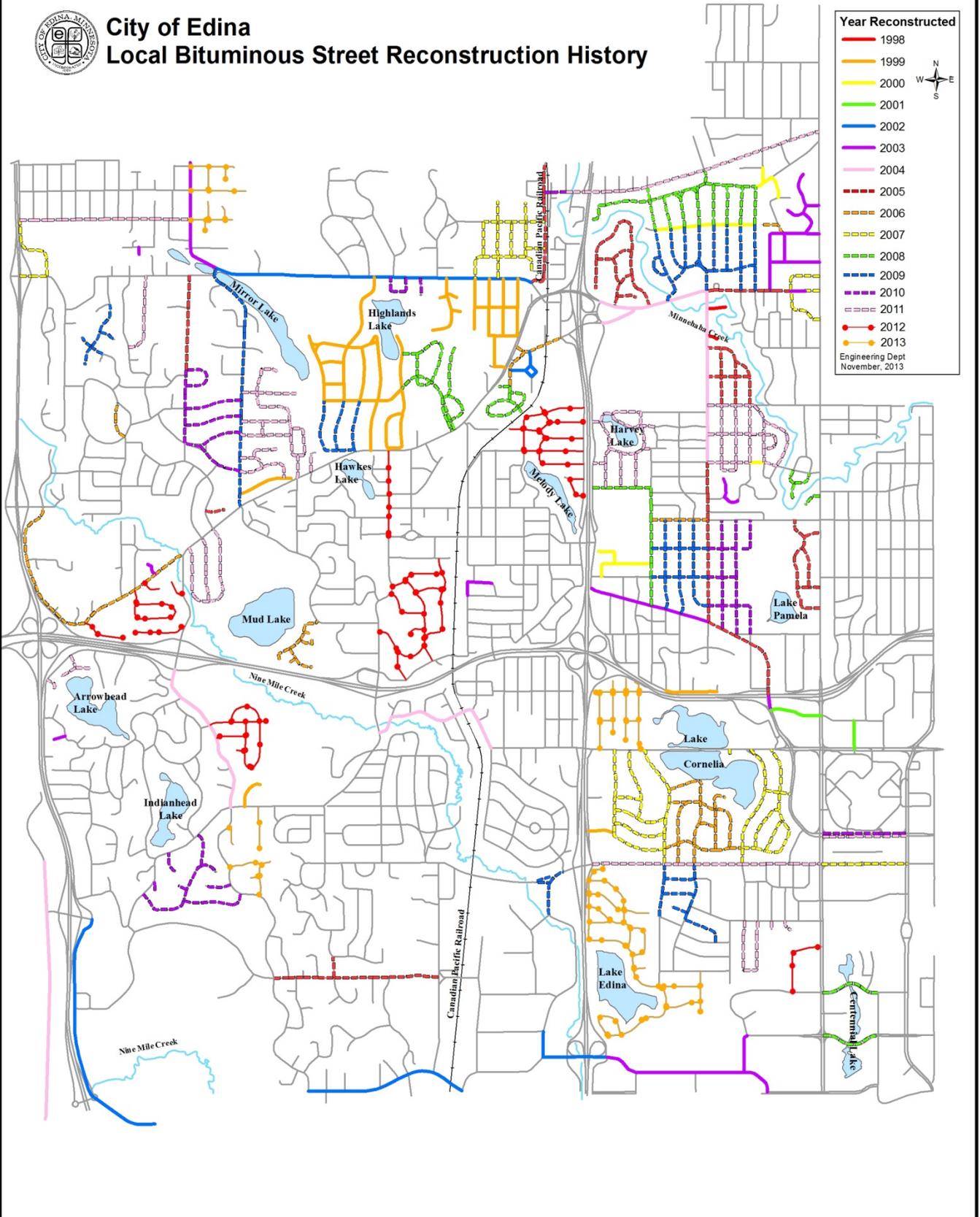
The City of Edina's street improvement policy is to assess residents for a portion of the roadway reconstruction costs. Public utility improvements are paid for from the City's utility fund.

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

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



# City of Edina Local Bituminous Street Reconstruction History



**APPENDIX B**

**Property Owners**  
**Questionnaire**



## **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 connection. However, the City sump drain system is funded through the storm sewer utility fund.

#### **II. Local Drainage Problems**

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

#### **III. Private Underground Utilities**

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

As part of all reconstruction projects, staff typically asks if residents see a need to add sidewalks in the neighborhood. Sidewalks are funded through the Pedestrian and Cyclist Safety (PACS) Fund.

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

## **VI. Traffic Management**

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

## **VII. Email Updates**

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

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

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

## **Need Help?**

If you have any questions about how to fill out the questionnaire, please contact Assistant City Engineer Patrick Wrase at 952-826-0443 or [pwrase@EdinaMN.gov](mailto:pwrase@EdinaMN.gov) or Engineering Specialist Sharon Allison at 952-826-0449 or [sallison@EdinaMN.gov](mailto:sallison@EdinaMN.gov).



## Resident Questionnaire

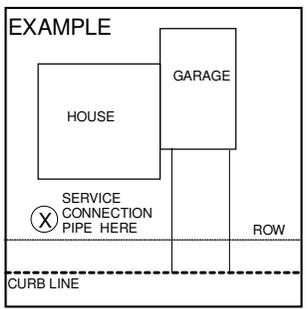
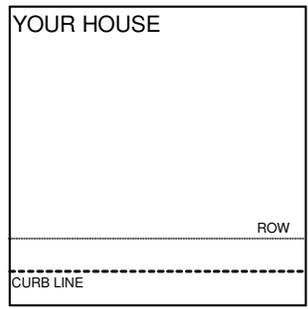
### Dewey Hill G Neighborhood Roadway Reconstruction

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

#### I. Drainage Service Connection:

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

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



#### II. Local Drainage Problems

Please describe specific surface water drainage problems in your neighborhood:

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#### III. Private Underground Utilities

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

**IV. Residential Streetlights:**

A. Residential streetlights are funded by special assessment. Is the existing streetlight system meeting the needs of the neighborhood?

- Yes                       No

B. Do you favor improving your streetlights?

- Yes                       No

**V. Pedestrian Issues:**

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

- Yes                       No

B. If yes, where? \_\_\_\_\_

C. Please describe specific neighborhood pedestrian issues below.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**VI. Traffic Management**

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

- Yes                       No

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**VII. Email Updates**

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

- Yes                       No

Thank you for completing the questionnaire. Please return it to the City in the enclosed envelope **by June 17.**



## **Dewey Hill G Neighborhood Roadway Reconstruction Resident Questionnaire Summary as of 9/24/14**

Surveys sent: **34**

Surveys returned: **25**

Return rate: **74%**

### **I. Drainage Service Connection**

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

Yes: **12**      No: **5**      Unknown: **8**

B. Does your home have a sump pump?

Yes: **12**      No: **12**      Unknown: **1**

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

Yes: **1**      No: **19**

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

Yes: **1**      No: **20**

### **II. Private Underground Utilities**

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

Yes: **22**      No: **2**

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

Yes: **8**      No: **17**

### **III. Residential Streetlights**

A. Do you favor upgrading your streetlights?

Yes: **4**      No: **19**

### **IV. Pedestrian Issues**

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

Yes: **2**      No: **23**

### **V. Traffic Management**

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

Yes: **7**      No: **18**

### **VI. Email Updates**

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

Yes: **21**      No: **3**

# **APPENDIX C**

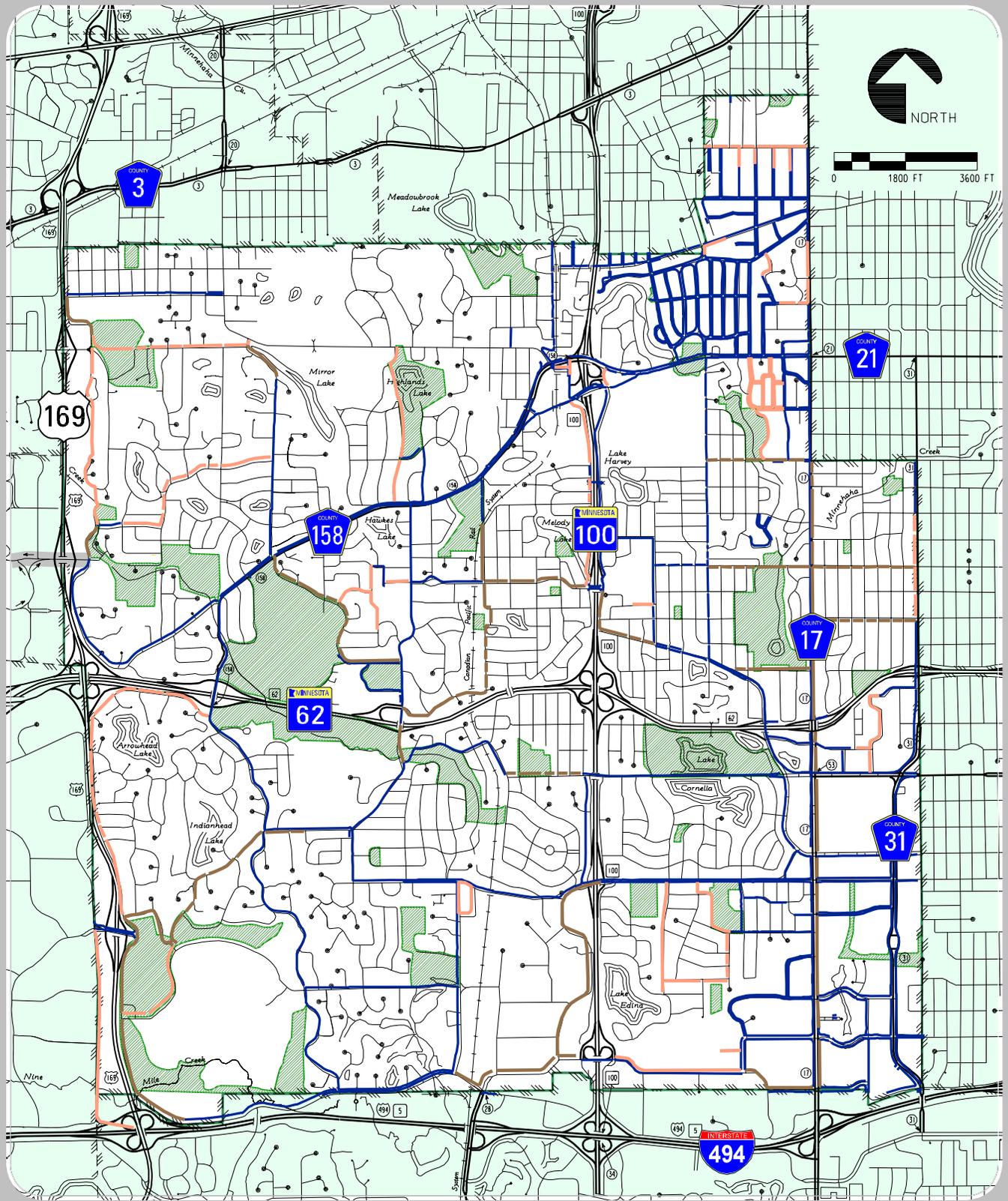
## **Preliminary Assessment Roll**

**DEWEY HILL G NEIGHBORHOOD ROADWAY RECONSTRUCTION  
IMPROVEMENT NO. BA-415  
PRELIMINARY ASSESSMENT ROLL**

	<b>PID</b>	<b>Owner</b>	<b>House No.</b>	<b>Street</b>	<b>Assessable REU</b>	<b>Assessable Amount</b>
1	811621320055	Rolf Running & Judith Running	5920	Bonnie Brae Dr	1	\$ 12,507.23
2	811621320048	Brooks F Poley & Margaret M Poley	5921	Bonnie Brae Dr	1	\$ 12,507.23
3	811621320049	Susan J Wilcox	5925	Bonnie Brae Dr	1	\$ 12,507.23
4	811621320059	Paul K Steen & Melissa A Steen	6000	Bonnie Brae Dr	1	\$ 12,507.23
5	811621320025	James A McNulty & Sheran R McNulty	6001	Bonnie Brae Dr	1	\$ 12,507.23
6	811621320058	Thomas C Wagner & Rebecca A Wagner	6004	Bonnie Brae Dr	1	\$ 12,507.23
7	811621320024	Mary M Maijer & Carl R Maijer	6005	Bonnie Brae Dr	1	\$ 12,507.23
8	811621320002	Sheila Gregory	6001	Dewey Hill Rd	0.33	\$ 4,127.39
9	811621320023	Jeffrey E Barin & Wendy S Fox	7404	Hyde Park Cir	1	\$ 12,507.23
10	811621320022	James P Trainor & Florence J Trainor	7408	Hyde Park Cir	1	\$ 12,507.23
11	811621320021	Charles D Luther II	7412	Hyde Park Cir	1	\$ 12,507.23
12	811621320020	George W Westfall & Peggy L Westfall	7416	Hyde Park Cir	1	\$ 12,507.23
13	811621320019	David Johnston	7420	Hyde Park Cir	1	\$ 12,507.23
14	811621320033	Patricia E Charnell & Robert D Charnell	7401	Hyde Park Dr	1	\$ 12,507.23
15	811621320034	David W Polly & Shirley M Polly	7405	Hyde Park Dr	1	\$ 12,507.23
16	811621320035	TCF National Bank	7409	Hyde Park Dr	1	\$ 12,507.23
17	811621320036	Troy D Johnson & Tara D Johnson	7411	Hyde Park Dr	1	\$ 12,507.23
18	811621320037	Ming Hong Fan & Yan Zhang	7415	Hyde Park Dr	1	\$ 12,507.23
19	811621320038	Kehar Singh	7419	Hyde Park Dr	1	\$ 12,507.23
20	811621320018	Marlese K Alden	7424	Hyde Park Dr	1	\$ 12,507.23
21	811621320017	Karen L Madich & Michael Madich	7428	Hyde Park Dr	1	\$ 12,507.23
22	811621320050	Stephen G Bishop & Ann M Bishop	7432	Hyde Park Dr	1	\$ 12,507.23
23	811621320051	Robert Mayer & Jody Beresford	7436	Hyde Park Dr	1	\$ 12,507.23
24	811621320052	Robert Hussey & Jennifer Collins	7500	Hyde Park Dr	1	\$ 12,507.23
25	811621320043	Patrick S Downey & Susan M Downey	7501	Hyde Park Dr	1	\$ 12,507.23
26	811621320053	Joseph J Talghader & Vivien W Talghader	7504	Hyde Park Dr	1	\$ 12,507.23
27	811621320044	Pankaj Gupta & Kalpna Gupta	7505	Hyde Park Dr	1	\$ 12,507.23
28	811621320054	James E Nicholson & Deborah Nicholson	7508	Hyde Park Dr	1	\$ 12,507.23
29	811621320045	Rishi Kaushal & Chhavi Chadha	7509	Hyde Park Dr	1	\$ 12,507.23
30	811621320046	Thomas Fischer & Barbara J Fischer	7515	Hyde Park Dr	1	\$ 12,507.23
31	811621320047	Zakery J Kroschel & Lisa M Bolin	7519	Hyde Park Dr	1	\$ 12,507.23
32	811621320039	Duane F Anderson	7423	Hyde Park La	1	\$ 12,507.23
33	811621320040	Jorge E Amadeo	7429	Hyde Park La	1	\$ 12,507.23
34	811621320041	Nathan Richard Opsata & Evangeline Jaynie Leung	7431	Hyde Park La	1	\$ 12,507.23
35	811621320042	Richard Letsche/Trustee & Bernadine Letsche/Trustee	7435	Hyde Park La	1	\$ 12,507.23
	<b>Total</b>				<b>34.33</b>	<b>\$ 429,373.21</b>

# **APPENDIX D**

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



**LEGEND:**

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

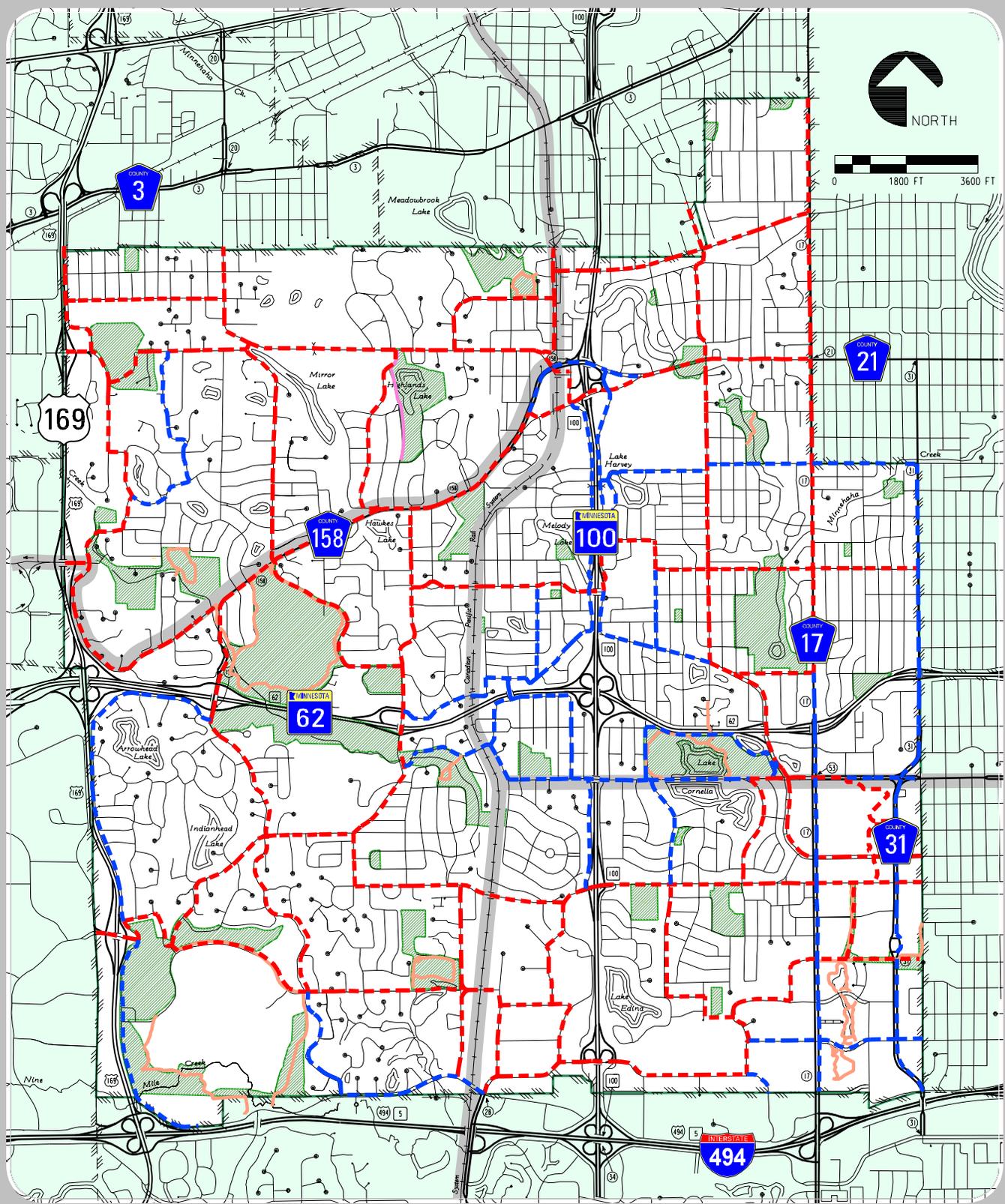
*Note: Park Pathways are included on Figure 7.11*



**City of Edina  
2008 Comprehensive Plan Update**

**Sidewalk Facilities**

Figure 7.10



**LEGEND:** Existing Park Pathway   Existing Hennepin County Corridors   Proposed Park Pathway   From the 2007 Edina Comprehensive Bicycle Transportation Plan

----- Primary Route   ----- Secondary Route

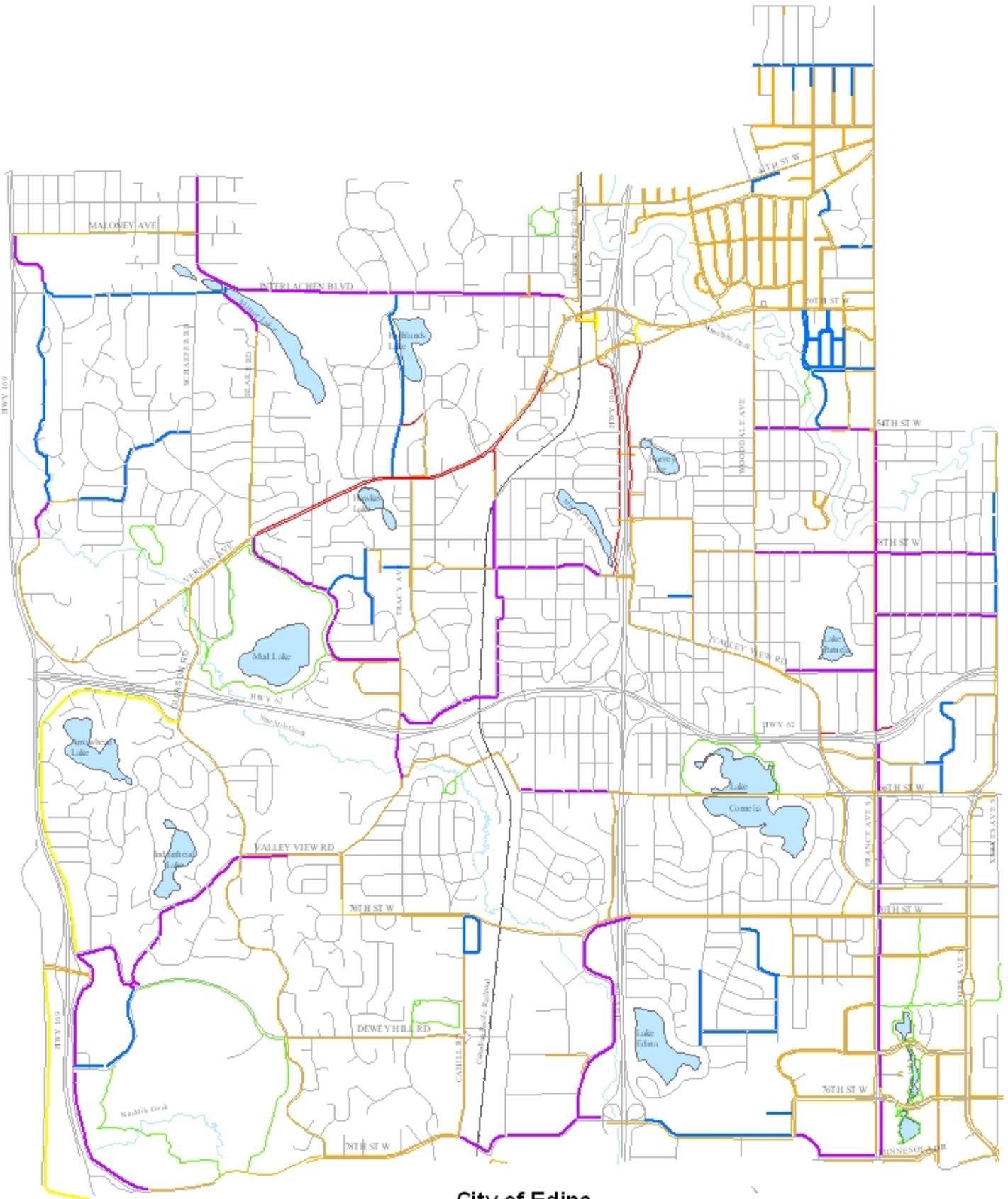


**City of Edina  
2008 Comprehensive Plan Update**

**Bicycle Facilities**

Figure 7.11

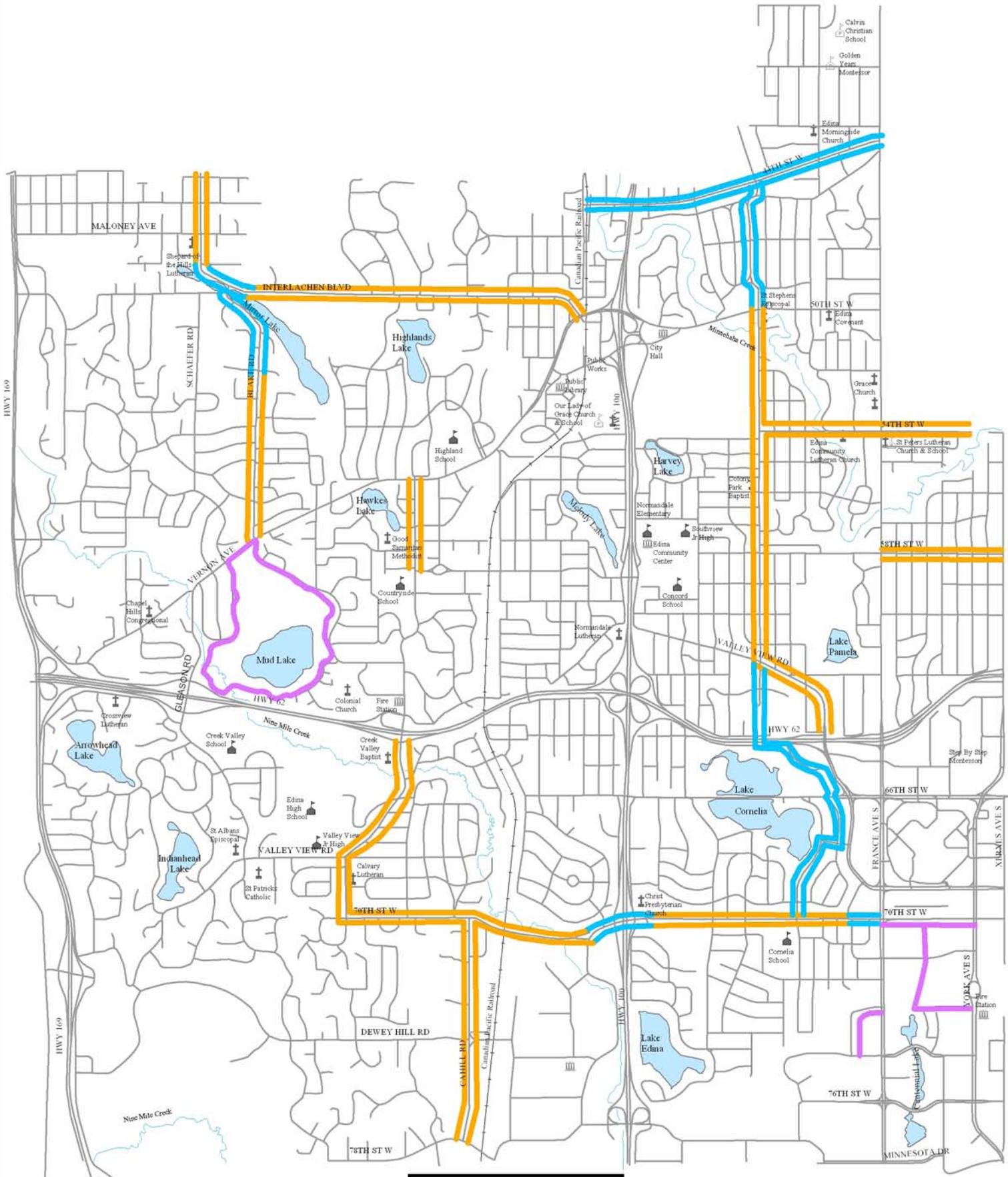
Date Printed: 10/22/2008  
 MSB Filename: K:\0686-03\Cad\Plan\Fig-7-11.dgn



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

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





**Bicycle Facilities**

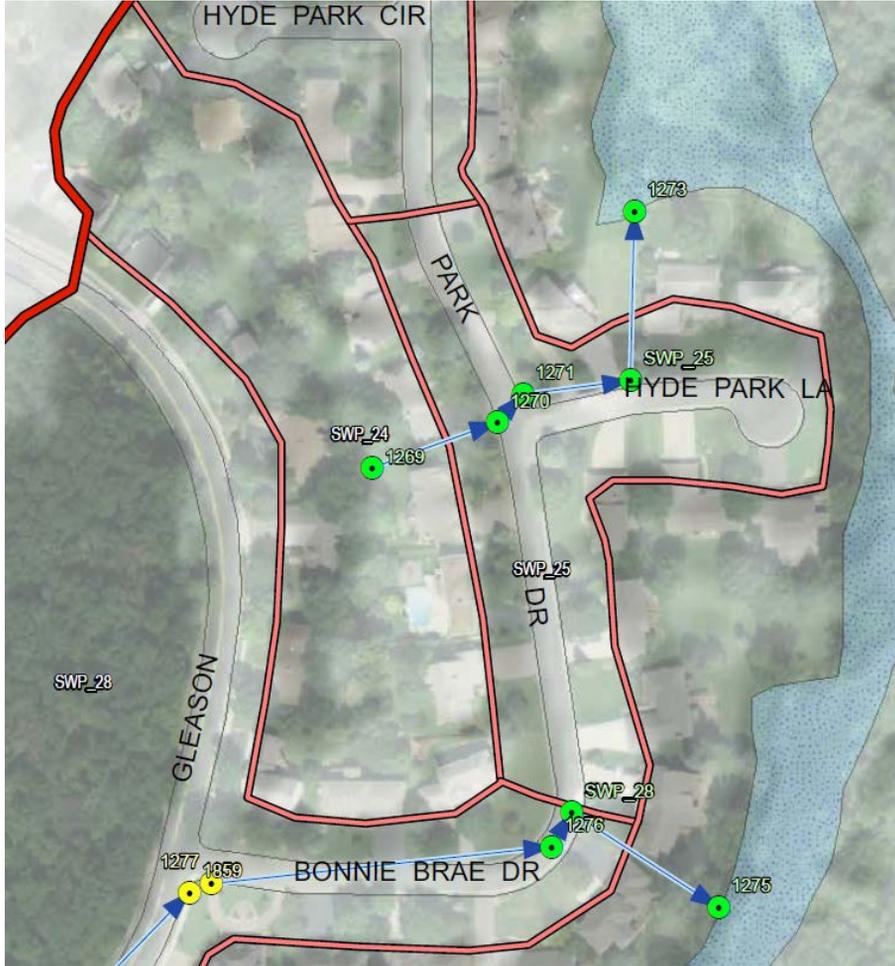
- Bike Lanes
- Bike Paths
- Share the Road



**APPENDIX E**

**Proposed Storm Water  
Improvements**

Figure 1-1. Backyard Drainage Problem between Hyde Park Drive and Gleason Road



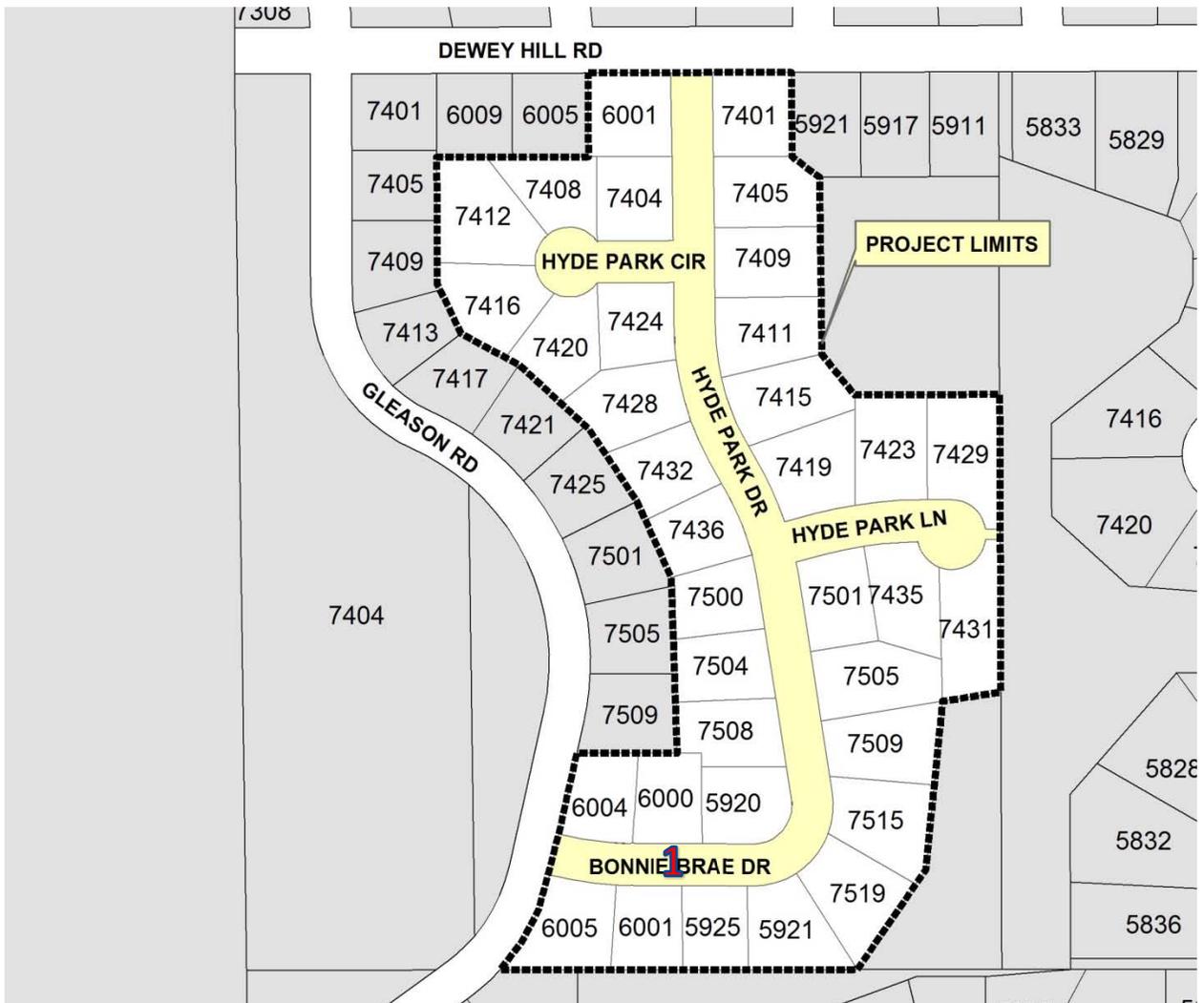
SOUTHWEST PONDS  
HYDRAULIC MODEL RESULTS  
Comprehensive Water Resource  
Management Plan  
City of Edina, Minnesota

- |                                                                                                                    |                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
|  City of Edina Boundary         |  Potential Flooding During 100-Year Frequency Event |
|  Roads/Highways                 |  Pipes                                              |
|  Creek/Stream                   |  Manhole                                            |
|  Lake/Wetland                   |  Manhole Surcharge During 100-Year Frequency Event  |
|  Southwest Ponds Drainage Basin |  Manhole Surcharged During 10-Year Frequency Event  |
|  Subwatershed                   |                                                                                                                                        |

# **APPENDIX F**

## **Traffic and Crash Data**

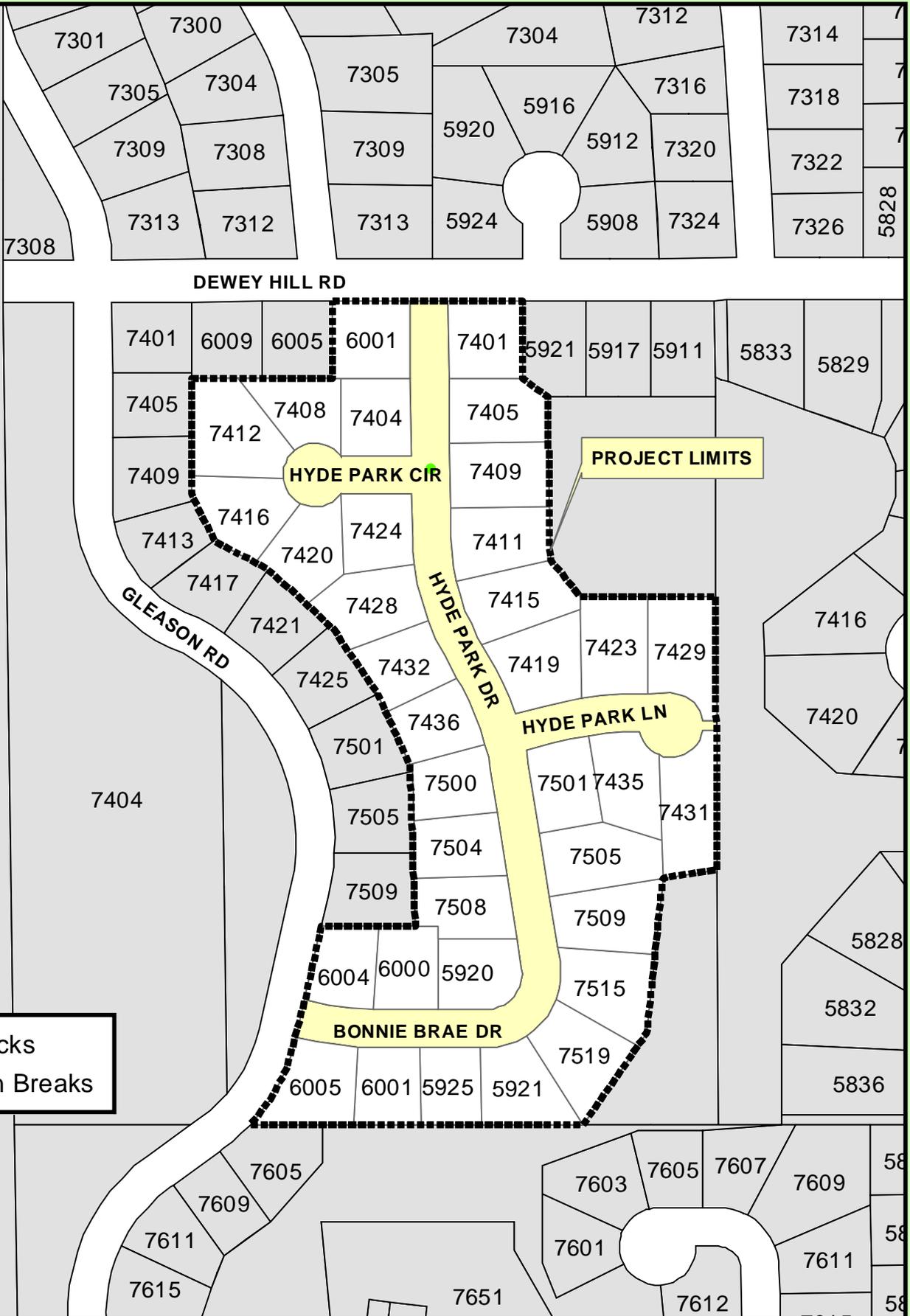
# Dewey Hill G Traffic and Crash Data



Traffic Data				
Location	Description	Year	Average Daily Traffic	85th Speed, mph
1	Bonnie Brae Drive	2014	102	22.7
Crash Data				
Location	Severity	Year	Month	Time
-	-	-	-	-

# **APPENDIX G**

## **Sewer Blocks and Watermain Breaks**



- Sewer Blocks
- Watermain Breaks

**PROJECT LIMITS**

**HYDE PARK CIR**

**GLEASON RD**

**HYDE PARK DR**

**HYDE PARK LN**

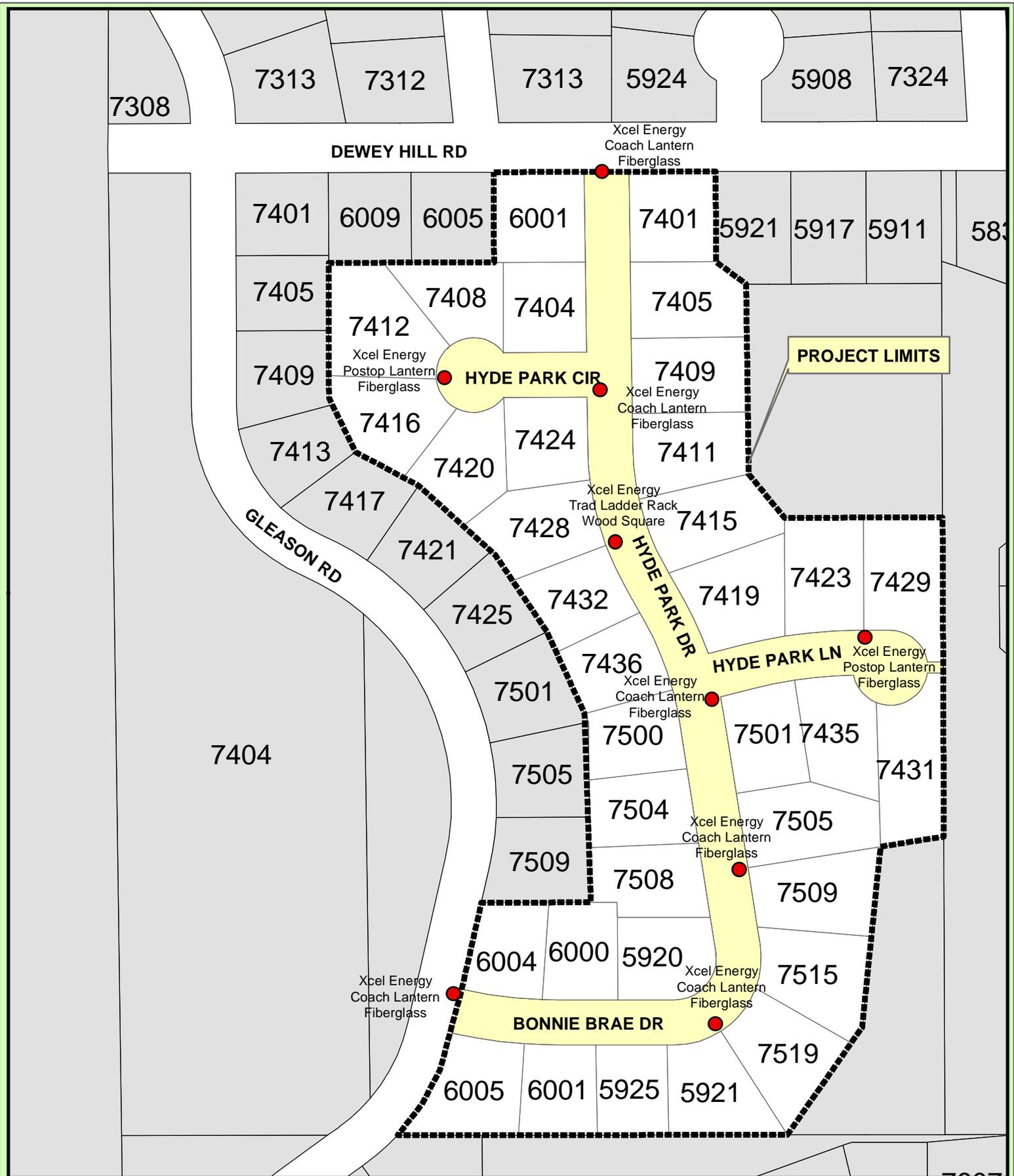
**BONNIE BRAE DR**



**Sewer Blocks and Watermain Breaks  
Dewey Hill G Neighborhood Roadway Reconstruction  
Improvement No: BA-415**

# **APPENDIX H**

## **Existing Street Lights and Signs**

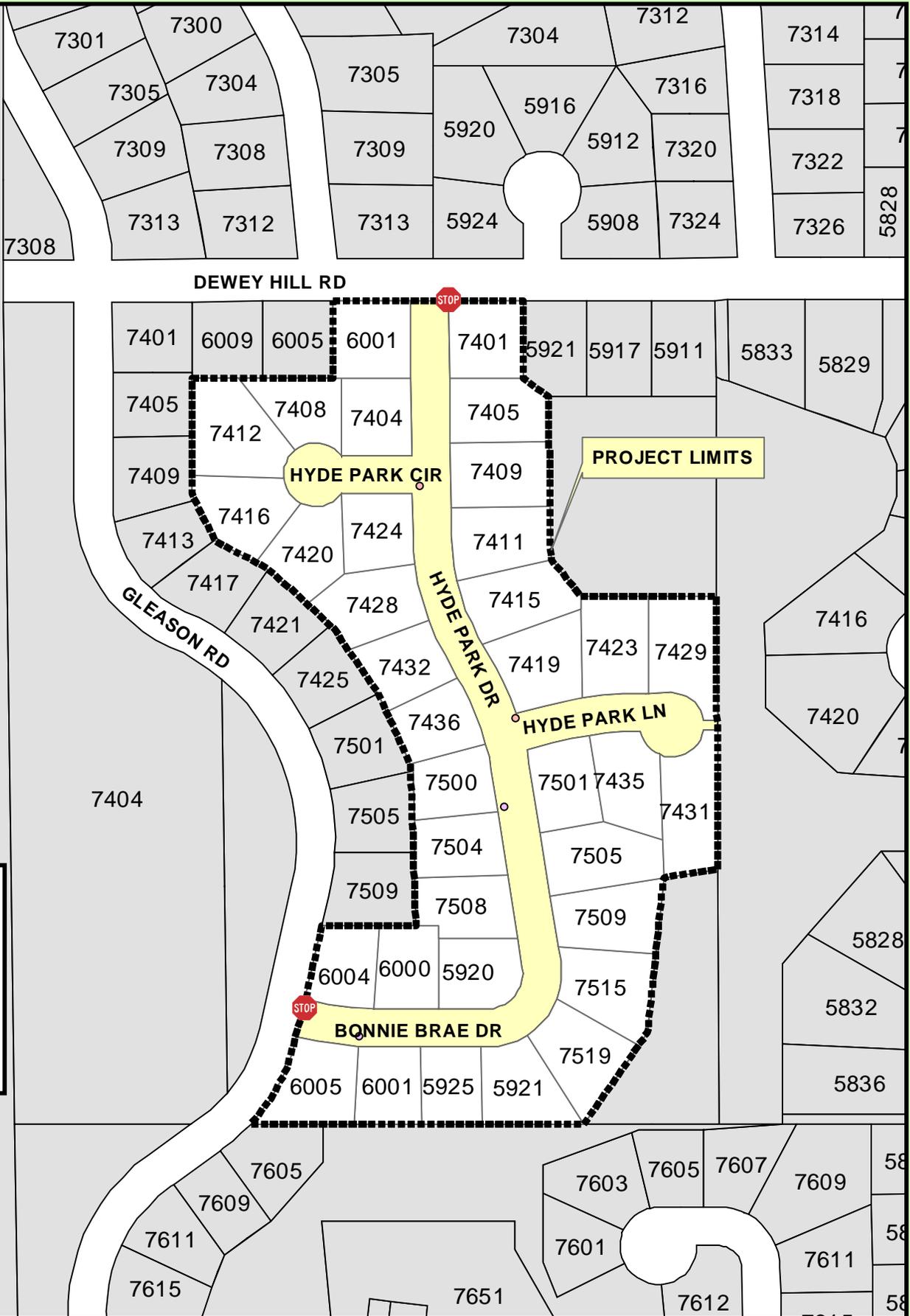


## Street Lights

# Dewey Hill G Neighborhood Roadway Reconstruction

## Improvement No: BA-415





**Street Signs**

**TYPE**

- D3-X1
- R1-1
- W-11

# Signs

## Dewey Hill G Neighborhood Roadway Reconstruction Improvement No: BA-415



# **APPENDIX I**

## **Living Streets Policy**



**To:** City Council

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

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

**Action**

**Discussion**

**Date:** August 20, 2013

**Information**

**Subject:** Approve Living Streets Policy

### **Action Requested:**

Approve Living Streets Policy

### **Information / Background:**

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

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

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

Confirmed members of the external advisory group are:

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

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

Members of the internal advisory team are:

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

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

**Attachments:**

Proposed Living Streets Policy



# Living Streets Policy

## Introduction

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

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

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

## Living Streets Vision

Edina is a place where...

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

## Living Streets Principles

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

### All Users and All Modes

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

### Connectivity

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

### Application

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

### Exceptions

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

Exceptions:

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

### Design

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

The City's design guidelines will:

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

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

### Context Sensitivity

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

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

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

## **Benchmarks and Performance Measures**

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

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

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

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

## **Implementation**

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

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

Additional implementation steps include:

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

**APPENDIX J**

**Correspondence from  
Residents**

## Andrew Scipioni

---

**From:** Jennifer Collins <jenhussey7500@gmail.com>  
**Sent:** Thursday, March 13, 2014 8:18 AM  
**To:** Chad Millner  
**Subject:** Re: 20140313 RE: Dewey Hill 2015 Reconstruction Project

Oh, gosh! I don't want you to get rid of it. There are large volumes of water draining into it during thunderstorms. I just wanted to make sure that whole system was going to be evaluated to make sure drain lines are clear, etc. when you are doing the road project.

Thanks.

On Thursday, March 13, 2014, Chad Millner <[cmillner@edinamn.gov](mailto:cmillner@edinamn.gov)> wrote:  
Jennifer,

Thanks for the comments. We are aware of the storm structure in your backyard. A key part of all our reconstruction projects is assessing the condition of the underground utilities. So yes we would be reviewing the condition of the storm sewer in that area. A brief look at the elevations in the area, I agree with your assessment that many of the back yards drain to the area. The water is piped to the pond behind your neighbor's homes northeast of you. Quickly looking at the system, it appears necessary and I'm going to guess that it needs to stay in place to convey that water. There may be opportunities to improve it that we will look at during the project design.

Thanks again for your comments and if you have any other questions, please contact me.

Thanks,  
Chad

Chad Millner, Director of Engineering  
952-826-0318 | Fax 952-826-0392  
[cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
...For Living, Learning, Raising Families & Doing Business  
-----Original Message-----

From: Jennifer Collins [mailto:[jenhussey7500@gmail.com](mailto:jenhussey7500@gmail.com)]  
Sent: Tuesday, March 11, 2014 8:51 PM  
To: Chad Millner  
Subject: Dewey Hill 2015 Reconstruction Project

Chad,

My name is Jennifer Collins and I live at 7500 Hyde Park Drive. I was thinking about our future street reconstruction project today as I was walking and noticing how badly the pavement has deteriorated.

I am contacting you regarding the storm drain that lies in the corner of our back yard. This was installed well before we purchased the house. It is my understanding that this drain was installed because there was some flooding in our back yard and adjacent yards sometime soon after the homes in the area were built. The drain lies at a low point between the homes on Hyde Park Drive and Gleason Road. We get all the water from the backyards of these homes from Hyde Park Circle to the north and Bonnie Brae Drive to the south draining into

this drain. I don't know where the water goes from there. I am wondering if the town is aware of this drain and if you are planning on assessing its condition, along with the drainage line that runs away from it, during the road/storm sewer reconstruction project on our street.

Thank you,

Jennifer Collins

**APPENDIX K**

**ETC Meeting Minutes**

**MINUTES OF  
CITY OF EDINA, MINNESOTA  
TRANSPORTATION COMMISSION  
COMMUNITY ROOM  
AUGUST 21, 2014  
6:00 P.M.**

**ROLL CALL** Answering roll call were members Bass, Boettge, Iyer, Janovy, LaForce, Olson, and Whited.

**ABSENT** Members Nelson, Sierks, Spanhake, and Van Dyke.

**REPORTS/RECOMMENDATIONS**

**2015 Neighborhood Reconstruction Projects**

Assistant city engineer Patrick Wrase was introduced to the ETC and he presented the 2015 neighborhood reconstruction projects. The neighborhood projects presented were Countryside H, Prospect Knolls B and Dewey Hill G. He said Arden Park D is also scheduled for 2015 but is being handled by a consultant and would be presented at a later date.

Assistant city engineer Wrase said improvements will include the asphalt pavement, selective replacement of curb and gutter, new hydrants and gate valves, sanitary sewer spot repairs, storm sewer repairs, and new sump pump drain line. Sidewalk is proposed for Countryside H based on the Active Routes to School (ARTS) plan.

Regarding selective replacement of curb and gutter, member Olson said the old and new looks like patch work when it is completed and asked what the savings was from doing it this way. City engineer Millner said their rule of thumb is if 50% or more of the curb and gutter is in bad shape everything is replaced or if it is a watermain driven project, otherwise it would be expensive to replace everything. Member Janovy said residents' value aesthetics so staff should consider replacing everything if cost is not too unreasonable. He said curb and gutter is funded from the Storm Sewer Fund and it would be very costly.

Discussion ensued about the placement of the sidewalk in the Countryside H project area. Member Janovy thought they had prior discussion about adding the sidewalk to the school or park side. Planner Nolan said there are fewer impacts on the school and park side but the trips are generated on the side where the houses are. A combination of east/west sidewalk might be better. Staff is still evaluating placement.

Member Bass asked if staff knew where the children on Vernon Lane attended school. She said the ETC talked about making connections when possible to make it easier for students to be able to walk/bike and since Merold Drive is being constructed she asked if it would be possible to create a path to Vernon Lane. Member LaForce said the connection would be good for all pedestrians in the area to be able access Bredesen Park. Staff will check to see if there is an existing easement.

Member LaForce asked why Arden Park D was not presented and city engineer Millner said they are still looking at utility design, sidewalks and another public meeting. Member LaForce asked why the sidewalks went to City Council and bypassed the ETC and Mr. Millner said City Council asked about the sidewalks at last council meeting and current vehicle counts does not warrant sidewalks so they voted to remove them. Staff is still planning to reduce the roadway width from 30-ft to 27-ft (the standard width). He said this neighborhood is a watermain driven project so the entire curb and gutter will be replaced and this gives them the opportunity to narrow the roadway width. Member Janovy said it was brought up earlier that this neighborhood is being treated differently and it seems like it is because the curb and gutter is being replaced. Mr. Millner agreed and added that it is also because they knew the Living Streets policy would be approved and at an earlier workshop they sought City Council's input to implement elements of the plan and they were in favor.

**MINUTES OF  
CITY OF EDINA, MINNESOTA  
TRANSPORTATION COMMISSION  
COUNCIL CHAMBERS  
OCTOBER 23, 2014  
6:00 P.M.**

**ROLL CALL** Answering roll call were members Bass, Campbell, Iyer, Janovy, Nelson, Olson, Rummel, Spanhake and Whited.

**ABSENT** Members Boettge and LaForce.

**REPORTS/RECOMMENDATIONS**

**2015 Neighborhood Reconstruction Project Draft Engineering Reports**

Planner Nolan said last month assistant city engineer Wrase presented the 2015 projects and tonight he would take feedback to bring back to staff.

**Discussion – Countryside H**

Chair Bass asked if the school district commented on the sidewalk. Planner Nolan said both Millner and Wrase has been meeting with the school district and has a verbal agreement for an easement for the sidewalk and they're also talking about an ADA compliant access where the steps are in exchange for the sidewalk that was going to go in on the Benton Ave side.

Member Olson asked what would be the additional cost for replacing the entire curb and gutter if residents were willing to pay for it instead of replacing sections and having it look like patchwork.

Member Janovy noted that the streets width is 30 ft. and they are choosing to leave the curb and not reduce the streets to 27 ft. She said this is inconsistent. Planner Nolan said this is a cost issue and how much of the utility fund they would be able to use or is willing to put towards curb and gutter. He said further that there probably should be language in the Living Streets plan to address exceptions like this and that the policy talks about being sensitive to context and one may be fiscal context.

Member Janovy asked if lighting was reviewed for the sidewalk. Additionally, member Spanhake said it looks like a couple places could be very dark and ask how the decision is made to add streetlights.

**Discussion – Prospect Knolls B**

Member Spanhake said it was noted on the questionnaire that people run the stop signs at Gleason & Schey and asked if this was the intersection they discussed last month and decided that a broader discussion on traffic calming was needed. Chair Bass said yes, but Gleason is not a part of this project. At the same intersection, Chair Bass said in the questionnaire, a resident requested a wheelchair ramp and asked if there was a curb ramp there now. Planner Nolan does not believe there is one now but said staff is working on an ADA compliant policy that would address this and he would see if this could be fit in with the project.

Under proposed improvements – sidewalks, Member Janovy suggested deleting the current language and replace or add this to it - 'Sidewalks are not shown on the approved sidewalk map.' The suggestion is the same for Dewey Hill G.

**Discussion - Dewey Hill G** – see above.