



FEASIBILITY STUDY

LAKE EDINA NEIGHBORHOOD ROADWAY IMPROVEMENTS

Aspasia Cir, Aspasia Ln, Hibiscus Ave, Kellogg Ave,
Lantana Ln, Larkspur Ln, Monardo Ln,
Normandale Rd, Phlox Ln, Poppy Ln, Sedum Ln,
Trillium Ln and West Shore Dr

IMPROVEMENT NO. BA-398

November 14, 2012

**ENGINEERING DEPARTMENT
CITY OF EDINA**

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

Chad A. Millner 43970 11/13/12
Chad A. Millner Reg. No. Date

Approved Wayne D. Houle 11/13/12
Wayne D. Houle, PE Date
Director of Engineering



FEASIBILITY STUDY – BA-398

ENGINEERING DEPARTMENT

CITY OF EDINA

LAKE EDINA NEIGHBORHOOD ROADWAY IMPROVEMENTS

NOVEMBER 14, 2012

SUMMARY:

The project involves spot repairs to the sanitary sewer trunk pipe, upgrades to the watermain and storm sewer systems, spot repairs to the concrete curb and gutter, and reconstruction of the bituminous pavement.

The total estimated project cost is \$5,587,500 (Table 2). The total cost includes direct costs for engineering, clerical and construction finance costs from start of project to final assessment hearing. Funding for the entire project will be from a combination of special assessment, utility funds and Active Living Infrastructure Fund (ALIF).

The estimated cost for roadway and cosmetic sound wall improvements is \$3,092,500 and will be 100 percent funded by special assessments. If sidewalks are approved, it will be funded by the Active Living Infrastructure Fund at an estimated cost of \$395,000. The new concrete curb and gutter is included under the storm sewer fund not under the roadway special assessment. Utility improvements and repairs amount to \$2,100,000 and will be funded through their respective utility fund.

The project can be completed during the 2013 construction season. Staff believes the project is necessary, cost effective and feasible to improve the infrastructure as initiated by the vision of Edina's Vision 20/20 – "Livable Environment" and "A Sound Public Infrastructure".

LOCATION:

The project includes Aspasia Cir, Aspasia Ln, Hibiscus Ave, Kellogg Ave, Lantana Ln, Larkspur Ln, Monardo Ln, Normandale Rd, Phlox Ln, Poppy Ln, Sedum Ln, Trillium Ln and West Shore Dr. The drawing below is a detailed project location map of the Lake Edina Neighborhood Roadway Improvement Project (Figure 1).



Figure 1. Project Area Map

INITIATION & ISSUES:

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

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

City of Edina 2008 Comprehensive Plan Update

Sidewalk Facilities

Chapter 7 of the plan addresses locations of proposed sidewalks facilities within the City. As shown in Figure 7.10 of Appendix F there are 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 F, a primary bike route is designated along West Shore Drive to Hibiscus Avenue, east on Hibiscus Avenue to Kellogg Avenue, and south along Kellogg Avenue to the cul-de-sac bordering Fred Richards Golf Course.

City of Edina Comprehensive Water Resource Management Plan

The Lake Edina Neighborhood project is located within the Nine Mile Creek Watershed district. The Comprehensive Water Resource Management Plan indicates one known or modeled storm water issue in the neighborhood. An area on Hibiscus Avenue between West Shore Drive and Phlox Lane including a backyard area at 4708 and 4712 Hibiscus Avenue. This area will be evaluated by staff for possible mitigation measures.

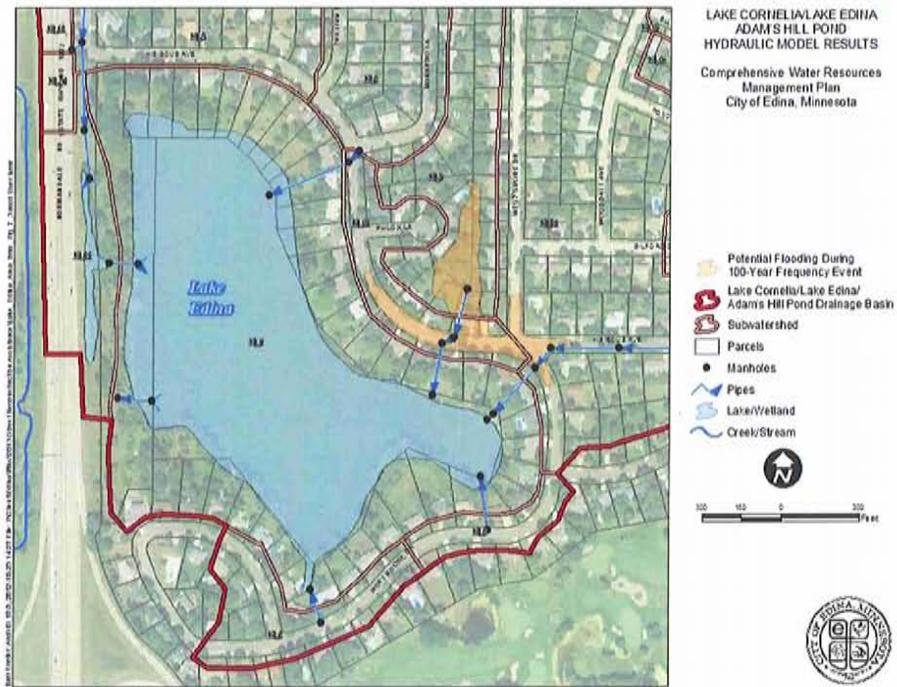


Figure 2. Potential Storm Water Drainage Issue

Draft Living Streets Policy Framework and Sustainability Evaluation

The Edina Transportation Commission (ETC) is currently developing a Living Streets Policy Framework, which will then progress to developing a Living Street Policy and Plan for the City, see attached Memo from HRGreen and BARR Engineering; consultants helping the ETC with this project. The vision statement expresses the need to look at projects differently in the future:

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance

community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

Although the Living Streets Policy and 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. This is the first year to include this analysis and we anticipate a more refined analysis in the future that will include review and input from a sustainability team.

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

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

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

The following is a summary of this evaluation:

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

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

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

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

Staff Issues

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

- Storm water drainage
- Poor condition of existing pavement
- Existing landscaping, retaining walls, and driveways.
- Sanitary sewer and watermain deficiencies
- Existing mature trees
- Existing lighting

Resident Input

As part of the Engineering Departments practice of notifying residents 18 - 24 months prior to a potential reconstruction project, the residents were invited to an open house on September 22, 2011 to discuss the City's process for street reconstruction.

A resident questionnaire was sent to the property owners on July 13, 2012. The questionnaires were completed and returned by 141 of the 247 property owners, a return rate of 57%.

Due to the council's decision to amend the assessment policy to no longer include assessments for sidewalks and street lights and the potential creation of a franchise fee to fund these improvements, a second questionnaire was sent to the property owners on August 17, 2012. Questionnaire No. 2 was completed and returned by 130 or 247 property owners, a return rate of 53%.

The two key issues that were addressed in this questionnaire were the addition of new sidewalks and installation of decorative lighting. The responses to those questions are shown in Table 1. The full questionnaire and responses can be found in Appendix B and C.

Lake Edina Neighborhood Roadway Improvements –
 Results from July 13, 2012 Questionnaire Sheet

Questionnaires Sent	Questionnaires Returned	Prefer New Sidewalk		Change Existing Lighting	
		Yes	No	Yes	No
247	141	12	128	47	88
% of Returned Questionnaires	57%	9%*	91%*	33%*	62%*

Lake Edina Neighborhood Roadway Improvements –
 Results from August 17, 2012 Questionnaire No. 2 Sheet

Questionnaires Sent	Questionnaires Returned	Prefer New Sidewalk		Change Existing Lighting	
		Yes	No	Yes	No
247	130	23	100	64	62
% of Returned Questionnaires	53%	18%*	77%*	49%*	48%*

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

Table 1. Results from Questionnaires

A neighborhood informational meeting was then held on August 8, 2012 to discuss the improvements planned for this neighborhood. The meeting was attended by 20 residents representing 17 properties. Input from this meeting and comments received throughout the planning of this project have been included in Appendix.

A second informational meeting was held on November 7, 2012 to discuss the recommendation of sidewalks from the ETC and the cosmetic issues associated with the sound wall along Highway 100. The meeting was attended by 34 residents representing 29 properties. Details from that meeting can be found in Appendix K.

EXISTING CONDITIONS: Public Utilities

Sanitary Sewer

Historical records indicate only a few sewer backups or blockages in the area. The majority of the trunk sanitary sewer system has been televised and evaluated for areas that will need repair. Portions of the sanitary sewer along Hibiscus Avenue will be televised in the next few weeks by public works staff. This portion of the sanitary sewer trunk pipe is a collector pipe with high flows.

Watermain

The existing watermain system consists of 6", 8", and 12" cast iron pipe (CIP). The system has experienced relatively few breaks since being installed. The 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 Nine Mile Creek Watershed. Resident questionnaires commented on a few locations of localized surface drainage issues that will be addressed where feasible with storm sewer additions and sump pump drain pipe. The larger street network of storm sewer is being reviewed with the help of BARR Engineering to determine if storm sewer upgrades are feasible for the issue raised in the Comprehensive Water Resources Management Plan (Figure 2).

Private Utilities

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

Street lighting consists of standard "cobra head" lights mounted on wood poles that are typically located at intersections. Locations of the street lights are shown in Appendix J.

Streets

The majority of the roadways in this neighborhood were originally constructed in the 1960's. The neighborhood has concrete curb and gutter and the roadway width is approximately 31 feet. The pavement condition varies throughout the neighborhood and is in relatively poor condition (Photos 1 & 2).

The average pavement condition index (PCI) for the City of Edina is 51 and the average PCI for Lake Edina Neighborhood as calculated in June 2009 is 18. Examples of the raveling and alligator cracking can be seen in photos 1 & 2. The City of Edina recently hired a consultant to evaluate all bituminous roadways within the City. The streets were graded based on a number of conditions such as sagging, alligator cracking, raveling and potholes. Streets are rated on a scale from 0 to 100; with 0 being extremely poor and 100 representing a brand new road surface. The City evaluates the PCI values of streets to determine a proper maintenance program. Streets with a PCI less than 45 are evaluated for total reconstruction, PCI's between 45 and 65 are evaluated for mill and overlays, and PCI's greater than 65 are considered for seal coats.

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

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



Photo 1. Existing Pavement Condition



Photo 2. Existing Pavement Condition

Landscaping

Some properties have vegetation, hardscapes (such as boulders and retaining walls) or other landscaped items within the City right-of-way. Many of these landscape items are located directly behind the curb or around

existing fire hydrants. Some of these landscape items will need to be removed in order to complete the necessary reconstruction work.

Traffic and Crash Data

City staff measured traffic volumes and speeds at ten locations within or near the neighborhood. Average daily traffic volumes ranged from 117 to 1259 cars per day with 85th percentile speed ranging from 24.0 to 34.6 mph. The traffic and crash data is shown in Appendix G.

Sound Wall

A concrete sound wall exists along the west side of Normandale Road from 70th Street to Hibiscus Avenue to reduce noise and sight of traffic from Highway 100. In the past, the wall has been tagged with graffiti. MnDOT is responsible for the maintenance of the sound wall. MnDOT maintenance paints over the graffiti with a variety of colors (Photo 3). Over the past 5-years a neighborhood group on Larkspur Lane has planted ivy and junipers to create a natural covering on the wall (Photo 4).



Photo 3. Sound Wall at Hibiscus Avenue



Photo 4. Sound Wall at Larkspur Lane

MnDOT is responsible for the maintenance of the sound wall. They do not have a budget for sound wall cosmetic improvements other than graffiti control. MnDOT has indicated that cosmetic improvements to the sound wall can be completed by the neighborhood.

PROPOSED IMPROVEMENTS:

The Lake Edina Neighborhood Improvement project involves spot repairs to the sanitary sewer trunk pipe, upgrades to the watermain and storm sewer systems, spot repairs to the concrete curb and gutter, reconstruction of the bituminous pavement, cosmetic improvements to the sound wall and potentially sidewalk installation.

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

Public Utilities

Sanitary Sewer

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

Watermain

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

Storm Sewer

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

The storm sewer network will have modifications to improve existing drainage issues at various locations throughout the neighborhood. Some of the existing structures will be removed and replaced due to their poor condition. The installation of a storm water treatment structure is anticipated to collect sediment from storm water prior to discharging into Lake Edina.

The project will install additional storm sewer pipe between 4708 and 4712 & 4709 and 4713 Hibiscus Ave to address the potential storm water ponding issue in the backyards of 4708 and 4712 Hibiscus Avenue (Figure 3). This installation may occur this winter to reduce disturbance to existing turf. It will be installed by horizontal directional drilling methods.



Figure 3. Hibiscus Storm Sewer Improvements

The project will also extend storm sewer pipe along Aspasia Ln from Normandale Rd to Larkspur Ln to address storm water drainage on Larkspur Ln.

Installation of sump drains will be installed where feasible to allow the property owners to connect their sump pump discharges directly into the storm sewer system.

Private Utilities

The local gas utility company, CenterPoint Energy, and cable utility company, CenteryLink, have indicated that they will upgrade or replace portions of their infrastructure within the project limits. CenterPoint Energy may also coordinate moving gas meters to the exterior of the homes. This work is not

part of the City's project but will be coordinated to occur prior to our construction activities.

The other privately utility owners have expressed some interest in upgrading some of their networks within the project limits.

Streets

The project will reconstruct the streets with a bituminous surface to the same width as today while maintaining the majority of the existing curb and gutter. In addition to the new bituminous pavement surface, staff is also recommending to tighten up the oversized intersection at Hibiscus Avenue and West Shore Drive. Reconfiguration of this intersection reduces storm water runoff, maintenance requirements of the pavement, and provides some traffic calming.

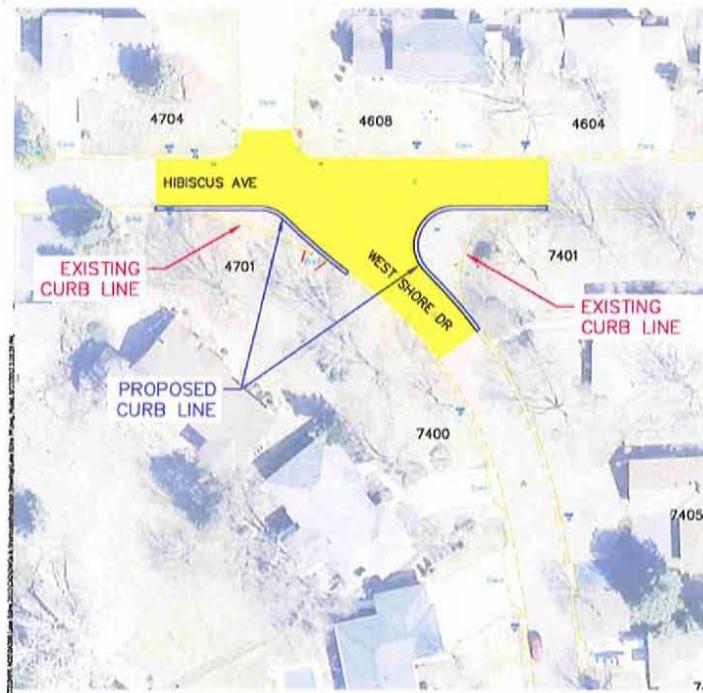


Figure 4. Reconfiguration of Hibiscus Ave and W. Shore Dr

Residential Roadway Lighting

The questionnaire asked if residents wanted to reconstruct the street lights in the project area. The results from Table 1 show that property owners are split on whether or not to reconstruct the street lights. The lighting of the neighborhood is sufficient to delineate the intersections. Staff feels the benefits do not outweigh the costs for a new lighting system. Staff is not recommending making any revisions to the current street lighting.

Sidewalks

At the August 8, 2012 neighborhood informational meeting staff indicated to the residents that sidewalks within the neighborhood were unlikely. This was based on both the results of the first questionnaire and the Comprehensive Plan. The results of questionnaire No. 2 also showed limited support for sidewalks within this project.

The Edina Transportation Commission (ETC) reviewed the proposed reconstruction plan at their October 25, 2012 meeting. The ETC is recommending a sidewalk along the following roadways:

- East side of Normandale Road from West 70th Street to Hibiscus Avenue
- North side of Hibiscus Avenue from Normandale Road to Kellogg Avenue

If sidewalk is approved for the ETC route, staff would like the council to consider a sidewalk along the east side of Kellogg Ave towards the Fred Richards Golf Course. The City's Parks Department has preliminary plans for a path from Kellogg Ave to Parklawn Ave. traveling east along the golf course (Figure 5).

The proposed ETC recommendation to construct sidewalk in the neighborhood was communicated to the residents at a sidewalk informational meeting on November 7, 2012. Details from that meeting can be found in Appendix K.

There are 30+ existing mature trees along the recommended streets for sidewalks. In order to accommodate sidewalks along these streets without removing any of the existing trees, the east and north curb lines of Normandale Dr. and Hibiscus Ave. would be shifted approximately 3-ft west and south, respectively. It would be the adjacent homeowner's responsibility to remove snow from these sidewalks based on current City policy.



Lake Edina Neighborhood
 Improvement No: BA-398
 Proposed Sidewalk



- Proposed 5ft Concrete Sidewalk
- Proposed Park and Rec Lake Edina Path



Figure 5. Sidewalk and Path Alignments

Sound Wall

Staff discussed cosmetic improvement options with the residents at the November 7, 2012 Informational Meeting. Options presented at the meeting were painting the wall, continue the planting style started near Larkspur Lane over the entire wall or a combination of both. Estimated resident costs for each were presented at the meeting.

Based on discussions with residents at the November 7, 2012 Informational Meeting, residents supported removing the existing paint by pressure washing, protecting the existing plantings along the wall started by residents of Larkspur Ln, and installing new plantings along the remainder of the wall. The new plantings would match the ivy and junipers planted at Larkspur Lane.

**Feasibility Study
 Lake Edina Neighborhood Improvements No. BA-398
 November 14, 2012**

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

The right-of-way for Phlox Lane and Poppy Lane is 50 feet wide. Hibiscus Ave right-of-way is 65 feet wide; All other street right-of-way is 60 feet wide. All proposed improvements stay within this right-of-way and no additional easement requirements are anticipated.

PROJECT COSTS:

The total estimated project cost is \$5,587,500 (Table 2). The total cost includes direct costs for engineering, clerical and construction finance costs from start of project to final assessment hearing. Funding for the entire project will be from a combination of special assessment, utility funds and Active Living Infrastructure Fund.

The estimated cost for roadway and cosmetic sound wall improvements is \$3,092,500 and will be 100 percent funded by special assessments. If sidewalks are approved, it will be funded by the Active Living Infrastructure Fund at \$395,000. The new concrete curb and gutter is included under the storm sewer fund not under the roadway special assessment. Utility improvements and repairs amount to \$2,100,000 and will be funded through their respective utility fund.

Item	Amount	Total Cost
Roadway:		\$ 3,043,020
Sound Wall:		\$ 49,480
Sidewalks:		\$ 395,000
Utilities:		
Storm Sewer	\$ 1,370,000	
Watermain	\$ 393,000	
Sanitary Sewer	\$ 337,000	
Utility Total:		\$ 2,100,000
Total Project:	T	\$ 5,587,500

Table 2. Estimated Project Costs

ASSESSMENTS:

The assessments are based on the City's Special assessment policy, dated August 21, 2012. Based on this policy there are 247.40 residential equivalent units (REU); four of the properties are duplexes with individual ownership and are shown as a 0.8 REU's, and two of the properties are duplexes, where the owner owns both units, are shown as 1.6 REU's. The roadway assessment is \$12,300 per REU and the cosmetic sound wall improvements assessment is \$200 per REU for a total estimated assessment per REU of \$12,500 (Figure 4).



Figure 4. Preliminary Assessment Map

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

Project Open House 2011	September 22, 2011
Neighborhood Informational Meeting	August 8, 2012
ETC Feasibility Study Review	October 25, 2012
Neighborhood Sidewalk Informational Meeting	November 7, 2012
Receive Feasibility Report and Public Hearing	December 11, 2012
Bid Opening	March/April 2013
Award Contract	Spring 2013
Begin Construction	Spring 2013
Complete Construction	Fall 2013
Final Assessment Hearing	Fall 2014

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

- APPENDIX:**
- A. 2011 Open House Meeting Letter and Presentation
 - B. Property Owners Questionnaire
 - C. Property Owners Questionnaire No. 2
 - D. 2013 Neighborhood Roadway Reconstruction Informational Meeting
 - E. Preliminary Assessment Roll

**Feasibility Study
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- F. City Comprehensive Plan Update – Sidewalk and Bicycle Facilities (Fig. 7.10 and 7.11)
- G. 2012 Lake Edina Traffic and Crash Data
- H. Memo: Edina Living Streets – Review of Existing Plan and Policies, Peer Review Lessons, and Draft Living Streets Policy Framework
- I. Recommendation to Set Public Hearing, Notice of Public Hearing to residents and Notice of Public Hearing Advertisement
- J. Edina Transportation Commission Review Data and Meeting Minutes
- K. 2013 Neighborhood Roadway Reconstruction – Sidewalk Informational Meeting

APPENDIX A

2011 Open House Meeting

Lake Edina Neighborhood Roadway and Utility Improvements

September 9, 2011

RE: 2013 Roadway and Utility Improvements

Dear Resident:

The City of Edina has initiated the process of roadway and utility improvements for the summer of 2013 for your neighborhood. The first step is to have an open house to familiarize you with the City's process for street reconstruction.

You are invited to attend an open house on Thursday, September 22, 7:00 p.m. at the Public Works and Park Maintenance Facility, located at 7450 Metro Boulevard. The meeting will consist of a short presentation starting at 7:15 p.m. with question and answer to follow. The presentation will cover topics such as "How are streets selected for reconstruction; Who funds the project; Special assessment; What can I expect during construction; How can I stay informed." Please keep in mind that this meeting will not cover project specific details, that meeting will come at a later time.

The exact amount that you will be assessed for this project will not be available in time for the open house; however, based on past projects, you can expect the amount to be between \$6,000 to \$9,000.

To better communicate the overall happenings of the project, the City has introduced the City Extra e-mail notification service. This service is free and allows individuals to sign up to receive e-mail messages from the City on a variety of topics. To sign up for the service go to the City Extra website at <http://cityextra.cityofedina.com> and place a check mark in the box next to your neighborhood project name (**Lake Edina**). Please contact the City at 952-927-8861 if you are having trouble signing up for City Extra.

If you cannot attend the open house and have questions on the process please contact either Assistant City Engineer Jack Sullivan at 952-826-0445 or email at jsullivan@ci.edina.mn.us or Project Manager Jamie Cynor at 952-826-0440 or email jcynor@ci.edina.mn.us.

Sincerely,

Wayne D. Houle, P.E.
Director of Public Works/City Engineer

OPEN HOUSE

for

2013 Neighborhood Roadway Improvements

9/22/2012

1



WHY ARE WE HERE?

- For Engineering staff to communicate to residents the reconstruction process directed by Council
- Staff is not here to debate the process but rather to educate and to gather input from residents
- Council determines if a street reconstruction project proceeds

2



AGENDA

Introductions

Road Reconstruction Video

Presentation

1. Process
2. Funding sources
3. Assessments
4. Communication with residents
5. What to expect during construction
6. What can I do to prepare for the project?

Questions

3



TYPICAL TIMELINE

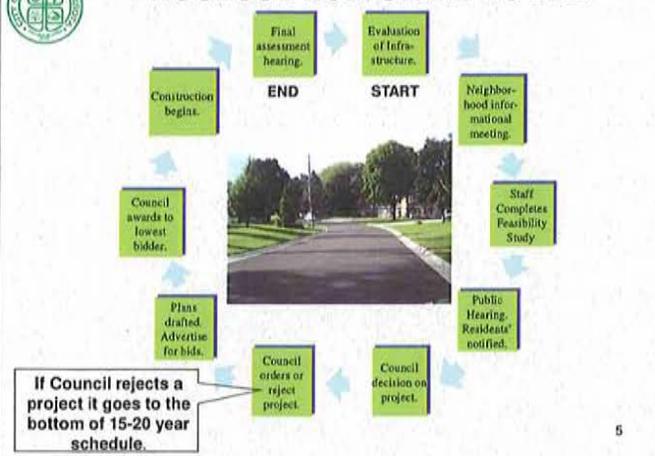
FROM FIRST NOTIFICATION TO END OF CONSTRUCTION

April	Kick-off informational letter to residents
May	Open House (for preceding two years)
July / August	Neighborhood Informational Meeting – draft project plans and estimated costs are provided
December / January	Feasibility Report and Public Hearing
January / February / March	Plan Preparation / Bidding
April / May	Construction Begins
October / November	Construction Complete
Following Spring	Warranty Work
Following Summer / Fall	Final Assessment Hearing

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PROCESS FROM START TO END



5



AGENDA – change background to new style??

Introductions

Road Reconstruction Video

Presentation

1. Process
2. Funding sources
3. Assessments
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5. What to expect during construction
6. What can I do to prepare for the project?

Questions

6



FUNDING

Special Assessment pays 100% of the following (approximately \$x,000 to \$xx,000 per Residential Equivalent Unit (REU):

- Roadway – replacing entire roadbed
- Sidewalks
- Decorative Streetlights (optional)
- Traffic Management (optional)

7



FUNDING

The **Utility Fund** which covers sanitary sewer, storm sewer and watermain pays 100% of the following:

- Curb & Gutter (will be added or may be replaced)
- Sanitary Sewer – trunk pipe only within the roadway
- Storm Sewer – trunk pipe within roadway and within easements on private property
- Watermain – trunk pipe in roadway up to the curb stop of private property
- Sump Pump Pipe – for residents to connect sump pumps

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AGENDA

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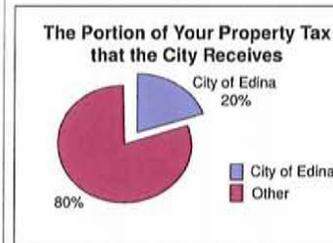
Questions

9



WHAT DO YOUR TAXES PAY FOR?

Allocation



- Police
- Fire
- Parks
- Public Works
 - Snowplowing
 - Pothole Repairs
 - Seal coating
 - Other Street Maintenance

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SPECIAL ASSESSMENTS – PAYMENT OPTIONS

A final special assessment hearing is held the fall after the project is completed (sometimes one year later).



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AGENDA

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Questions

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COMMUNICATING WITH YOU



Our first contact with you is when we inform you of the informational meeting, followed by public hearings notification; open house; surveys; project plans and schedules; and construction update letters via regular mail. Our last communication to you is the notice of final special assessment hearing.



Public hearings will be published in the *Edina Sun-Current*.



Questionnaires will be sent during the early planning stage to help staff formulate a decision in areas such as street lighting and style of street lighting.



Weekly construction updates will be sent via the "City Extra" email. Stay in the loop by signing up for this free service.



Letters may be delivered to inform you of time-sensitive events such as water shut-offs 24-hrs in advance.

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HOW CAN YOU GIVE INPUT AND STAY INFORMED?

- www.EdinaMN.gov

Visit our website regularly. Information from open houses and other communications are archived on our website.

- edinamail@EdinaMN.gov

Drop us an email

- 952-826-0371

Call us; office hours are 7:00-3:30 p.m.

- Stop by the office

Public Works and Engineering Departments
7450 Metro Boulevard

- Schedule an appointment

952-826-0371

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RESIDENT QUESTIONNAIRE

The property owners questionnaire generally gathers information on the following topics:

- Sump Pump Discharge Service Line – do you have one and the location?
- Residential Roadway Lighting – do you want decorative street lights, style and pole location?
- Pedestrian Issues – what are the issues and do you favor sidewalks?
- Private Underground Utilities – do you have underground lawn irrigation and pet containment?
- Local Drainage Problems – have you noticed drainage issues in the neighborhood?

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AGENDA

Introductions

Road Reconstruction Video

Presentation

1. Process
2. Funding sources
3. Assessments
4. Communication with residents
5. [What to expect during construction](#)
6. What can I do to prepare for the project?

Questions

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WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- That the City will keep you informed of activities
- Private utility companies updating their systems prior to City's contractor
- Dusty, noisy, muddy (watering trucks will help to keep dust down)
- May be asked to limit water use

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WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- Irrigation system and pet containment may be damaged. The irrigation system will not be fixed until the end of the project.
- Prior to construction, residents will be given an opportunity to remove plantings and other landscape features in the boulevard.
- Boulevards will be restored with grass – regardless of previous planting or landscaping.

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WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- May be connected to temporary water



19



WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- May not be able to access your driveway for up to seven days



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WHAT CAN YOU EXPECT DURING CONSTRUCTION?

- May not be able to access the roadway for a few hours. Some days it may not be accessible by vehicle. Contractor will accommodate special needs.



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AGENDA

Introductions

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Questions

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WHAT CAN YOU DO TO PREPARE FOR THE PROJECT?

- Begin financial planning for the assessment
- Coordinate landscaping, driveway replacement and house remodeling projects with the reconstruction schedule
- Complete questionnaire to provide feedback
- Ask questions; inform staff of your concerns
- Sign-up for "City Extra" to receive updates via email notification

23



THANK YOU

24



AGENDA

Introductions

Road Reconstruction Video

Presentation

1. Process
2. Funding sources
3. Assessments
4. Communication with residents
5. What to expect during construction
6. What can I do to prepare for the project?

Questions

25

26

SIDEWALK FACILITIES



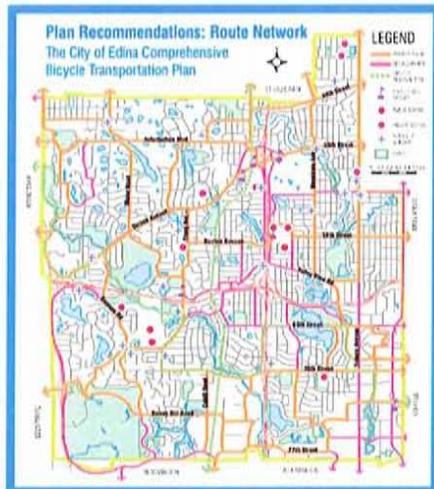
27

BICYCLE FACILITIES

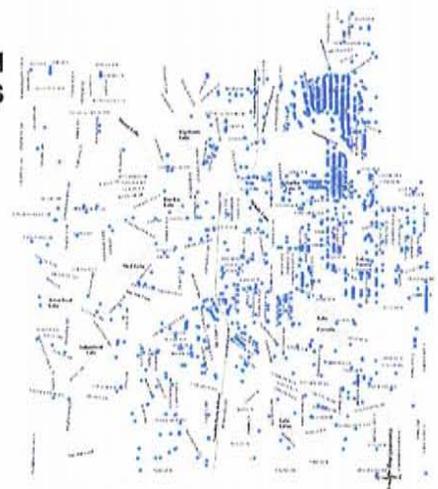


28

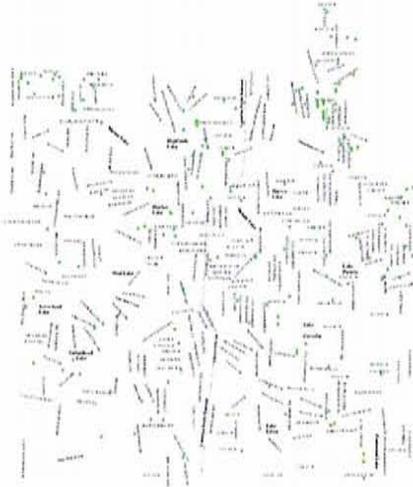
Bike Edina Task Force – Bike Routes



WATERMAIN BREAKS



**SEWER
BLOCKAGES**



**Construction
Photos**



APPENDIX B

Property Owners

Questionnaire

July 13, 2012

2013 Neighborhood Roadway Reconstruction Lake Edina 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 2013. See the attached map identifying your project area.

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

Meantime, we'd like to hear from you. The City would like your input regarding key components of the project via the attached questionnaire. Please read the instructions, fill out the questionnaire and return it to us in the enclosed envelope by July 30.

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 2014. The special assessment is payable over 10 years.
- The special assessment typically includes cost of the new roadway, sidewalk and streetlights. However, sidewalks and streetlights are not included with every project. The questionnaire helps us evaluate need for these items. Other utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility fund and are not assessed to property owners.

After we review questionnaire responses, we will continue the project planning process. We will present detailed project plans in October or November, followed by a public hearing in December or January. Construction will begin in spring/early summer and end in late fall of 2013.

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

Sincerely,

Chad Millner, PE
Assistant City Engineer

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



Project Area
Lake Edina Neighborhood
Roadway Reconstruction
Improvement No: BA-398



Engineering Dept
 May, 2012



Resident Questionnaire

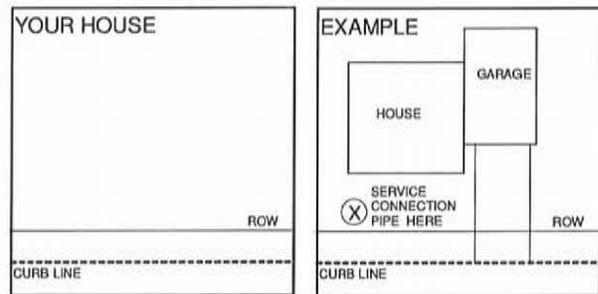
Lake Edina Neighborhood Roadway Reconstruction

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

I. Drainage Service Connection:

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

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



II. Local Drainage Problems

Please describe specific surface water drainage problems in your neighborhood:

III. Private Underground Utilities

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

IV. Residential Streetlights:

A. Do you favor upgrading your streetlights?

- Yes No

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

Acorn: _____

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



Dislike Like
1 2 3 4 5

Coach: _____

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



Dislike Like
1 2 3 4 5

Arlington Lantern: _____

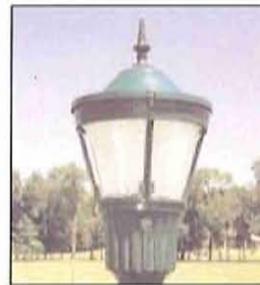
Style can be viewed in the Country Club neighborhood, just north of W. 50th St along Wooddale Ave, Edina.



Dislike Like
1 2 3 4 5

Round Lantern: _____

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



Dislike Like
1 2 3 4 5

V. Pedestrian Issues:

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

- Yes No

B. If yes, where? _____

C. Please describe specific neighborhood pedestrian issues below.

VI. Traffic Management

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

Yes No

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

VII. Construction Updates (Time Sensitive)

A. Where would you prefer to receive paper door hanger updates?

Front Door Other

B. If other, please explain.

VIII. 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 self-addressed, stamped-envelope **by July 30.**

Lake Edina Neighborhood Roadway Reconstruction Resident Questionnaire Summary as of 8/8/12

Surveys sent: **247**

Surveys returned: **128**

Return rate: **52%**

I. Drainage Service Connection

- A. Does your home have a drain tile/footing drain?
Yes: **17** No: **69** Unknown: **42**
- B. Does your home have a sump pump?
Yes: **20** No: **102** Unknown: **6**
- C. Would you be willing to connect your sump pump to a City drain if provided (at your own cost)?
Yes: **3** No: **71**
- D. Would you be willing to connect your roof drains to a City drain if provided (at your own cost)?
Yes: **7** No: **96**

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: **79** No: **49**
- B. Do you have an underground electric pet containment system in the City's right-of-way?
Yes: **13** No: **115**

III. Residential Streetlights

- A. Do you favor upgrading your streetlights?
Yes: **43** No: **80**

IV. Pedestrian Issues

- A. Do you see a need to add sidewalks in your neighborhood?
Yes: **12** No: **115**

V. Traffic Management

- A. Do you feel your neighborhood or roadway has any traffic issues?
Yes: **29** No: **99**

VI. Construction Update (Time Sensitive)

- A. Where would you prefer to receive paper door hanger updates?
Front Door: **124** Other: **3**

VII. Email Updates

- A. Do you have access to email to participate in the City Extra email notification service?
Yes: **111** No: **15**

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**LAKE EDINA
NEIGHBORHOOD ROADWAY RECONSTRUCTION
RESIDENT QUESTIONNAIRE**

Data Entered By: _____
 Last Date Data Entered: _____
 Due Date: _____
 Questionnaires Sent Out: 247
 Questionnaires Returned: 141
 Percent Returned: 57%

House #	Street Name	Returned Survey	Sump Pump Discharge Service Line						Drainage				Private Underground Utilities				Residential Roadway Lighting Option				Pedestrian Issues				Traffic Management			Construction Updates (Time Sensitive)		Email Updates																	
			Drainage or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems				Irrigation sys. in bld.		Pet containment system		Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need		Construct new sidewalks where?			Specific Neighborhood Pedestrian Issues		If yes, where?			Where to put notices		Access to email								
			Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain				Yes	No	Yes	No	Yes	No	Acorn	Coach	Arrington Lantern	Round Lantern	Yes	No				Yes	No	Yes	No	Yes	No										
7248	Monardo La	1			1		1					1			1			1		1	3	5	3			1									1			1			1						
7416	Kellogg Ave	1		1			1		1		1	1			1			1								1									1			1			1						
4909	Hibiscus Ave	1	1				1				1			1			1			1	1	4	3	5			1									1			1			1					
7212	Monardo La	1		1			1				1			1			1			1	5	2	1	4			1									1			1			1					
4900	Trillium La	1			1		1				1			1			1			1	5	1	1	1			1	Not applicable									1	None			1	Not applicable			1		
4700	Aspasia Cir	1		1			1				1			1			1			1	4	2	1	5			1									1			1			1					
4813	Larkspur La	1		1			1				1			1			1			1							1									1			1			1					
7224	Monardo La	1		1			1				1			1			1			1							1									1			1			1					
4936	Poppy La	1	1				1				1			1			1			1	1	4	5	3			1									1			1			1					
4808	Aspasia La	1		1			1				1			1			1			1	1	1	1	5			1									1			1			1					
4712	Hibiscus Ave	1		1			1				1			1			1			1							1									1			1			1					
7225	Monardo La	1		1			1				1			1			1			1							1									1			1			1					
4801	Aspasia La	1		1			1				1			1			1			1	1	3	3	5			1									1	None			1			1				
7209	Monardo La	1			1		1				1			1			1			1	4	2	3	4			1									1			1			1					
4704	Aspasia Cir	1			1		1				1			1			1			1	1	5	3	4			1									1			1			1					
7400	West Shore Dr	1		1			1				1			1			1			1	4	5	3	1			1									1			1			1					
4713	Aspasia Cir	1	1				1				1			1			1			1	1	3	4	3			1									1			1			1					
4716	Phlox La	1			1		1				1			1			1			1	4	3	5	4			1									1	None known			1			1				
4505	Sedum La	1		1			1				1			1			1			1	4	3	4	4			1									1			1			1					
4712	Phlox La	1		1			1				1			1			1			1	4	4	1	2			1									1			1			1					
4805	Trillium La	1			1		1				1			1			1			1	4	5	2	2			1									1			1			1					
4824	Larkspur La	1		1			1				1			1			1			1							1									1			1			1					
7503	West Shore Dr	1		1			1				1			1			1			1	3	3	3	3			1									1			1			1					
4505	Hibiscus Ave	1			1		1				1			1			1			1							1									1			1			1					
4909	Lantana La	1		1			1				1			1			1			1							1									1			1			1					
4913	Poppy La	1		1			1				1			1			1			1							1									1			1			1					
4805	Aspasia La	1			1		1				1			1			1			1	3	5	1	1			1	We have them already									1	None known to me			1			1			1
4817	Larkspur La	1			1		1				1			1			1			1							1									1			1			1					
4909	Larkspur La	1			1		1				1			1			1			1							1									1			1			1					
7208	Trillium La	1		1			1				1			1			1			1	3	1	1	1			1									1	Not applicable			1			1				
7424	West Shore Dr	1		1			1				1			1			1			1	3	4	5	2			1									1			1			1					
4804	Hibiscus Ave	1	1				1				1			1			1			1	2	4	4	3			1									1			1			1					
4520	Sedum La	1		1			1				1			1			1			1	2	4	2	2			1									1			1			1					
4920	Trillium La	1			1		1				1			1			1			1	5	3	2				1									1			1			1					
7405	West Shore Dr	1		1			1				1			1			1			1							1									1			1			1					
4512	Hibiscus Ave	1		1			1				1			1			1			1	1	4	3	2			1									1			1			1					
4904	Trillium La	1			1		1				1			1			1			1	4	2	3	5			1									1			1			1					
4516	Hibiscus Ave	1		1			1				1			1			1			1	1	5	1	3			1									1			1			1					
4821	Larkspur La	1		1			1				1			1			1			1	2	3	5	4			1	All residential streets									1	There are a number of people who walk in the neighborhood. Now they walk in the street. It would be safer if there were sidewalks.			1			1			

**LAKE EDINA
NEIGHBORHOOD ROADWAY RECONSTRUCTION
RESIDENT QUESTIONNAIRE**

ADDRESS	Returned Survey	Sump Pump Discharge Service Line										Drainage		Private Underground Utilities				Residential Roadway Lighting Option					Pedestrian Issues		Traffic Management			Construction Updates (Time Sensitive)		Email Updates																													
		Draintile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems		Irrigation sys. in blvd.		Pet containment system		Favors Upgrading Street Lights		Preferred Styles			Sidewalk Need		Construct new sidewalks where?		Specific Neighborhood Pedestrian Issues		If yes, where?			Front Door		Other																									
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Acorn	Coach	Arlington Lantern	Round Lantern	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No																								
4801	Trillium La	1		1		1		1		1		1		1		1		1	3	1	5	4	1		1		West side of Normandale Rd and either the north or south side of Hibiscus	It is unsafe to walk on either side of Normandale after dark. Sidewalks could separate pedestrians and traffic	1			1			1		1																						
7201	Monardo La	1			1		1		1		1		1		1		1							1										1		1		1																					
4724	Aspasia Cir	1		1		1		1		1		1		1		1		1						1												1		1		1																			
7461	West Shore Dr	1		1		1		1		1		1		1		1		1	1	4	5	4	4	1														1		1		1																	
7404	West Shore Dr	1			1		1		1		1		1		1		1		2	3	4	5		1															1		1		1																
7233	Monardo La	1			1		1		1		1		1		1		1		3	3	3	3		1																1		1		1															
7220	Monardo La	1		1		1		1		1		1		1		1		2	5	4	3		1																	1		1		1															
4916	Trillium La	1			1		1		1		1		1		1		1		4	1	5	3		1			There are none	No sidewalks	1													1		1		1													
4816	Aspasia La	1			1		1		1		1		1		1		4	3	3	2				1																		1		1		1													
4901	Hibiscus Ave	1		1		1		1		1		1		1		1								1																			1		1		1												
7228	Monardo La	1		1		1		1		1		1		1		1								1																						1		1		1									
4900	Larkspur La	1			1	1		1		1		1		1		1		2	5	4	3			1																						1		1		1									
4805	Hibiscus Ave	1			1		1		1		1		1		1		1		3	5	5	4		1			Hibiscus Ave, south side	West Shore/Hibiscus Intersection. Vehicles heading north on West Shore frequently miss the stop sign and drivers heading south assume it is a four way stop.	1																			1		1		1							
7416	West Shore Dr	1		1		1		1		1		1		1		1		4	3	2	2		1																								1		1		1								
4720	Aspasia Cir	1	1			1		1		1		1		1		1		5	5	3				1				at Normandale Rd off of 70th																					1		1		1						
4905	Hibiscus Ave	1		1		1		1		1		1		1		2	3	5	4					1																								1		1		1							
4909	Aspasia La	1		1		1		1		1		1		1		2	2	2	5					1																								1		1		1							
4821	Aspasia La	1		1		1		1		1		1		1		3	5	2	4					1																								1		1		1							
7221	Monardo La	1		1		1		1		1		1		1		5	2	1	2					1																									1		1		1						
4717	Aspasia Cir	1		1		1		1		1		1		1		2	5	4	2					1																									1		1		1						
4952	Poppy La	1			1		1		1		1		1		1		1	5	1	1				1																									1		1		1						
4712	Aspasia Cir	1			1		1		1		1		1		1		5	2	2	3				1																									1		1		1						
4809	Trillium La	1	1			1		1		1		1		1		1		5	5	1				1																									1		1		1						
4909	Poppy La	1		1		1		1		1		1		1		1		5	5	1				1																									1		1		1						
7425	West Shore Dr	1		1		1		1		1		1		1		1		1	1	5	3			1																										1		1		1					
7440	West Shore Dr	1		1		1		1		1		1		1		1		3	4	5				1				The front yard, along the curb on West Shore Drive	The street is used by MANY people who walk frequently. Sidewalks would greatly enhance pedestrian safety and enjoyment of the neighborhood. We would gladly sacrifice the needed area from our front yard for sidewalks!																								1		1		1		
7401	Kellogg Ave	1			1		1		1		1		1		1		2	5	4					1			NA																							1		1		1					
4800	Aspasia La	1		1		1		1		1		1		1		2	5	4	3					1																											1		1		1				
7433	West Shore Dr	1	1			1		1		1		1		1		1		1						1																											1		1		1				
4944	Poppy La	1		1		1		1		1		1		1		4								1																												1		1		1			
7445	West Shore Dr	1	1			1		1		1		1		1		3	1	2	5					1																												1		1		1			
4501	Sedum La	1		1		1		1		1		1		1		3	4	1	4					1																											1		1		1				
7448	West Shore Dr	1	1			1		1		1		1		1		5	1	1	1					1																													1		1		1		
4713	Hibiscus Ave	1			1		1		1		1		1		1		2	4	5					1																												1		1		1			
7429	West Shore Dr	1	1			1		1		1		1		1		5								1																													1		1		1		
4721	Aspasia Cir	1		1		1		1		1		1		1		2	2	4	5					1																													1		1		1		
4800	Trillium La	1		1		1		1		1		1		1		4	5	3	1					1																													1		1		1		
7444	West Shore Dr	1		1		1		1		1		1		1		5	1	1	5					1																														1		1		1	
4905	Lantana La	1		1		1		1		1		1		1		5	4	4	1					1																														1		1		1	
4820	Larkspur La	1			1		1		1		1		1		1		5	1	1	5				1																														1		1		1	
4724	Hibiscus Ave	1	1			1		1		1		1		1		5	3	1	1					1																														1		1		1	

**LAKE EDINA
NEIGHBORHOOD ROADWAY RECONSTRUCTION
RESIDENT QUESTIONNAIRE**

ADDRESS	Returned Survey	Sump Pump Discharge Service Line											Drainage		Private Underground Utilities				Residential Roadway Lighting Option				Pedestrian Issues		Traffic Management			Construction Updates (Time Sensitive)		Email Updates								
		Drainage or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems		Irrigation sys. in blvd.		Pet containment system		Favors Upgrading Street Lights		Preferred Styles		Sidewalk Need		Construct new sidewalks where?		Specific Neighborhood Pedestrian Issues			If yes, where?		Front Door		Access to email					
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	Acorn	Coach	Arlington Lantern	Round Lantern	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No						
4812 Larkspur La	1	1		1			1		1		1							1	3	5	4	1			1		1											
4905 Aspasia La	1		1		1				1		None that I know about		1		1			1	4	1	4	4																
4704 Phlox La	1		1				1		1		-	1		1																								
4812 Trillium La	1		1		1				1		None	1		1				1	4	2	3	5																
4901 Aspasia La	1		1		1				1		At corner of Aspasia Lane and Normandale Rd		1		1			1	1	5	5	1	1															
4900 Aspasia La	1		1		1				1				1	1				1	1	4	5	3																
4700 Phlox La	1		1		1				1				1		1	1		2	1	5	4																	
4704 Hibiscus Ave	1				1				1		Intersection of West Shore and Hibiscus floods regularly. Heavy H2O shed down West Shore Drive from north. After 12"-24" depth in intersection to the point it comes up my driveway (4704 Hibiscus)	1			1			1	2	3	3	5																
7465 West Shore Dr	1				1				1				1		1																							
7212 Trillium La	1		1				1		1		Water ponds at corner of Trillium and Hibiscus. There is no sewer in the area. Corner of 74th (Sedum and Kellogg) Always had water damage and standing water during the winter and summer months (all year long)	1		1				1	2	1	1	1																
7501 Kellogg Ave	1		1				1		1		Water on Sedum lane flows eastward to Kellogg Ave, then South into culdesac, then into Richards gold course to recharge ponds	1			1			2	5	1	3																	
4505 Sedum La	1		1				1		1				1		1			5	2	3	4																	
4520 Hibiscus Ave	1		1				1		1				1		1			5	3	3	3																	
4708 Aspasia Cir	1		1				1		1		N/A		1		1			1	4	2	4																	
4913 Larkspur La	1				1				1		Storm water run-off stands in the street in front of the house (Larkspur Ln)	1			1																							
4913 Trillium La	1		1				1		1		None @ my home (Irrigation comment: "But I might be adding one this summer.")	1		1				1	4	5	3																	
7204 Monardo La	1		1				1		1				1		1			1	5	4	1																	
7213 Trillium La	1		1				1		1		None		1		1			5	4	1	1	1																
7217 Trillium La	1				1				1				1		1																							
4737** Hibiscus Ave	1				1				1		All drains into the lake - no pre-treatment. Lake Edina is poor quality as a result. (roof drain comment: "I would rather have rainwater go onto my lawn")		1		1			4	1	2	3	1																
4908 Aspasia La	1				1				1		Intersection of Aspasia Lane and Frontage road with leaves occasionally in street drain.		1		1																							
4717 Hibiscus Ave	1				1				1		During heavy rain, water collects at the storm drain in front of 4713 Hibiscus. During very heavy rain it rises over the curb and on to the lawns of 4717, 4713 and 4709	1			1																							
4812 Hibiscus Ave	1				1				1				1		1			5	1	1	3																	
4916 Poppy La	1				1				1				1		1			3	3	5	4	1																

APPENDIX C

Property Owners

Questionnaire No. 2



Lake Edina Neighborhood Roadway Reconstruction

August 17, 2012

Dear Resident:

The Edina City Council recently amended the City's special assessment policy. Under the new policy, property owners will no longer be assessed for sidewalks and street lights.

You were recently asked your opinion of the need for sidewalks and street lights in your neighborhood. Now that you would not be asked to pay for them through a special assessment, your opinion might have changed. Please fill out Resident Questionnaire No. 2 and return it to us in the enclosed envelope by August 24.

If an ordinance is adopted by the Council in October, new utility franchise fees would finance sidewalks, trails and lighting. The proposed franchise fee for a residential utility account is \$1.45 per month for both Xcel and CenterPoint customers, for a total of \$2.90 per month.

What would be the extent of the street lights funded by utility franchise fees?

If there is strong support for street lights, they would be placed at intersections and potentially mid-block locations. They would replace the existing cobra head lights with decorative lights.

Where would sidewalks be located?

If there is strong support for sidewalks, staff would locate sidewalks along street corridors with the least amount of conflicts with existing features. We would also review how the sidewalks could connect to surrounding amenities of the community.

Other Changes

The special assessment policy was also revised Aug. 6 to:

- Extend repayment period for special assessment from 10 to 15 years.
- Decrease the spread between the interest rate of the City's project financing and what is added to the special assessments that are financed by the City from 2 percent to 1 percent.

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

Sincerely,

Chad Millner, PE
Assistant City Engineer

Enc: Resident Questionnaire No. 2, Return Envelope



Resident Questionnaire No. 2

Lake Edina Neighborhood Roadway Reconstruction

I. Residential Streetlights:

A. Do you favor upgrading your streetlights?

Yes

No

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

Acorn:

Style can be viewed along Concord Ave from Valley View Road to South View Lane, Edina.



Dislike Like
1 2 3 4 5

Coach:

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



Dislike Like
1 2 3 4 5

Arlington Lantern:

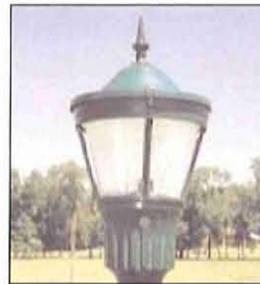
Style can be viewed in the Country Club District, just north of West 50th Street along Wooddale Avenue, Edina.



Dislike Like
1 2 3 4 5

Round Lantern:

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



Dislike Like
1 2 3 4 5

II. Pedestrian Issues:

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

Yes

No

B. If yes, where? _____

III. Comments:

A. Any additional comments you would like to share about the project?

Thank you for completing the questionnaire. Please return it to the City in the enclosed self-addressed, stamped-envelope **by Aug. 24.**

Lake Edina Neighborhood Roadway Reconstruction Resident Questionnaire #2 Summary as of 9/6/12

Surveys sent: 247

Surveys returned: 130

Return rate: 53%

I. Residential Streetlights

A. Do you favor upgrading your streetlights?

Yes: 64 No: 62

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

Acorn: _____

Style can be viewed along Concord Ave from Valley View Road to South View Lane, Edina.



Average Rating: 2.75

Coach: _____

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



Average Rating: 3.22

Arlington Lantern: _____

Style can be viewed in the Country Club District, just north of West 50th Street along Wooddale Avenue, Edina.



Average Rating: 3.04

Round Lantern: _____

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



Average Rating: 3.28

II. Pedestrian Issues

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

Yes: 23 No: 100

**LAKE EDINA
NEIGHBORHOOD ROADWAY RECONSTRUCTION
RESIDENT QUESTIONNAIRE No. 2**

Data Entered By: _____
 Last Date Data Entered: _____
 Due Date: _____
 Questionnaires Sent Out: 247
 Questionnaires Returned: 130
 Percent Returned: 53%

House #	ADDRESS Street Name	Returned Survey	Residential Roadway Lighting Option						Pedestrian Issues		Comments
			Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need		
			Yes	No	Acom	Coach	Arlington Lantern	Round Latern	Yes	No	
4909	Larkspur La	1	1		1	4	5	1		1	Please upgrade street lights
4800	Aspasia La	1		1	1	5	4	3		1	
7405	Kellogg Ave	1		1						1	
4721	Hibiscus Ave	1	1		5	1	3	2	1		West Shore Dr, Hibiscus Ave & Normandale Blvd Sidewalks would make our neighborhood safer and more livable! Thank you!!!
4720	Aspasia Cir	1	1		1	5	4	3			
4505	Hibiscus Ave	1		1						1	I am satisfied with existing conditions
7213	Trillium La	1	1		5	3	2	4	1		West Shore, Normandale Rd, and Hibiscus b/w Normandale Rd and W. Shore Dr. These are major roadways used for pedestrians and bikes. These sidewalks could be used to safely have access to the new bike lane and sidewalks along 70th St. We HATE the 70th St & Normandale Rd intersection, when events are happening at Christ Presbyterian Church (which is often). The increased traffic enter/exiting the church makes it EXTREMELY difficult to exit Normandale Rd onto west bound 70th St. Traffic cops only relieves church parking lot congestion.
7461	West Shore Dr	1	1		5	5	5	5		1	
7240	Monardo La	1		1	4	3	2	5		1	
7424	West Shore Dr	1			5	2	3	4		1	
7233	Monardo La	1		1					1		West Shore from 70th to Hibiscus - Monardo a lot of walkers
4900	Larkspur La	1		1	2	3	4	4		1	
4812	Larkspur La	1		1	1	5	4	2		1	
4817	Larkspur La	1		1	4	3	1	5			
4508	Sedum La	1		1	1	2	5	3		1	
4700	Trillium La	1		1	1	1	1	1		1	Edina needs to re-assess any costs and non-essentials in this economy. Tax payers are already taxed out and stressed about the ability of Edina government to tax and spend money. Residential street islands of concrete & flowers, etc. Renaming our many parks and buildings with the names of Edina city government employees without input of its residents is a very sore spot to long term Edina residents and their adult children who constantly used those parks and identify them by their proper original names. How was this ever conceived and accomplished initially and by whom? Perhaps by the concept of "I'll scratch your back if you scratch mine." Thus we have Roseland Park, Hughes pavilion, Kojetin Park, Van Valkenburg Park, ad nauseum. So much for preserving our Edina history and identity.
4700	Aspasia Cir	1	1		3	3	1	5		1	
4712	Hibiscus Ave	1		1						1	

**LAKE EDINA
NEIGHBORHOOD ROADWAY RECONSTRUCTION
RESIDENT QUESTIONNAIRE No. 2**

ADDRESS	Returned Survey	Residential Roadway Lighting Option							Pedestrian Issues		Comments	
		Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need		Construct new sidewalks where?		
		Yes	No	Acorn	Coach	Arlington Lantern	Round Lantern	Yes	No			
4900	Poppy La	1		1	4	3	1	1		1		
4808	Aspasia La	1			1	1	1	5				
7425	West Shore Dr	1	1		1	1	4	5		1		
4704	Aspasia Cir	1		1	1	5	2	4		1		
4901	Aspasia La	1			3	5	4	2	1		Normandale Rd from Hibiscus to West 70th	Streetlights comment: "No opinion"
4725	Aspasia Cir	1	1		1	5	4	1		1		
4504	Sedum La	1		1	3	1	2	3		1		While we are not going to be assessed for sidewalks or lights - then we still get hit with a "new utility franchise fee" If the city is going to provide (like other cities) we should not have any fees!!!
4921	Trillium La	1		1						1		I want to see a break down of costs and how the assessed amount is decided.
7505	Kellogg Ave	1		1					1		On Kellogg (East side) to Cornelia School. My kids are grown and out of the house. My neighbors have kids and they are on the street, very unsafe. Talking to the neighbors about sidewalks and nobody wants sidewalks. In fact they are very, very much opposed. So, I am voicing a minority opinion. kids on trikes and bicycles belong on sidewalks not streets. I am for them even if I have to pay for them.	
7412	Kellogg Ave	1	1		3	5	2	1		1		No streetlights on our street, but we would like them. Very dark on our street.
4901	Poppy La	1		1	4	2	2	2		1		Keep costs down to a minimum
7421	Kellogg Ave	1	1		4	1	3	4		1		As mentioned on the front, our neighborhood has very few street lights. This is a safety issue as it is very hard to see walkers/runners at night, particularly since there are no sidewalks other than 70th & Cornelia Dr. (70th to 72nd). Lights should be added not only at intersections but also at mid block locations.
7229	Monardo La	1	1		4	1	2	3	1		On West Shore Drive	streetlights comment: "Do we have streetlights?"
4905	Hibiscus Ave	1	1		3	2	4	5		1		It is a lot of money for new streets
7404	West Shore Dr	1			3	5	5	4		1		
4812	Trillium La	1		1	5	1	5	1		1		It is not in keeping w/ the nature of pedestrian traffic in our neighborhood
4920	Trillium La	1	1		3	5	4	1		1		
4516	Hibiscus Ave	1		1	1	5	5	5		1		
4501	Sedum La	1		1	2	5	3	4		1		
7501	Kellogg Ave	1	1		1	5	3	1		1		
4515	Sedum La	1		1	3	4	3	5	1		Any side of the road will be fine for me.	
4812	Hibiscus Ave	1		1	5	1	1	1		1		
4704	Phlox La	1		1						1		
4908	Poppy La	1	1		1	5	4	1	1			
4505	Sedum La	1		1	5	2	3	4		1		
4813	Larkspur La	1		1	3	2	2	2		1		No sidewalks are needed on Larkspur Lane. No additional lighting is required on Larkspur Lane!
4909	Hibiscus Ave	1		1						1		
4908	Aspasia La	1		1						1		
4936	Poppy La	1	1		2	4	5	3		1		

**LAKE EDINA
NEIGHBORHOOD ROADWAY RECONSTRUCTION
RESIDENT QUESTIONNAIRE No. 2**

ADDRESS	Returned Survey	Residential Roadway Lighting Option							Pedestrian Issues		Comments	
		Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need		Construct new sidewalks where?		
		Yes	No	Acorn	Coach	Arlington Lantern	Round Lantern	Yes	No			
7429	West Shore Dr	1		1	2	5	1	1		1		
4517	Sedum La	1	1		3	3	4	5		1		
7213	Monardo La	1	1		1	5	3	3		1		
7433	West Shore Dr	1	1		1	5	3	4		1		
7401	Kellogg Ave	1	1		3	2	5	4		1		
4702	Phlox La	1	1		2	3	5	4		1		
7209	Monardo La	1		1				5		1		
4729	Hibiscus Ave	1		1	1	5	4	2		1		
7408	West Shore Dr	1	1		1	5	2	2		1		
4712	Aspasia Cir	1		1	5	1	3	1		1	We're on a cul de sac	
4820	Larkspur La	1		1	1	1	1	5		1		
4720	Phlox La	1		1						1		If it's <u>not</u> broken - <u>don't</u> fix it!
7225	Monardo La	1	1		2	4	2	5		1		
4952	Poppy La	1		1						1		
4909	Aspasia La	1		1	3	3	2	3		1		
4908	Trillium La	1	1		4	2	4	4	1		Along the frontage road; anywhere else it would work/make sense. Love sidewalks!	Sidewalks & lights would greatly enhance the feel of our neighborhood and property values. A great upgrade at low cost.
7445	West Shore Dr	1	1		5	1	1	5	1		Many walkers walk after dark on W. Shore Drive - We have had concern for their safety. We've lived here since 1965	
4512	Hibiscus Ave	1	1		1	5	4	2		1		I've heard from neighbors that Mr. Houle wants sidewalks everywhere. Though you may be trying to save paper by putting the sidewalk issue on the back, many will not flip the page to see this side so you better not put sidewalks in by assuming that non-responses are "in favor" of them! <u>Everyone</u> I've spoken with on my street "Hibiscus Ave." is <u>AGAINST</u> sidewalks!
4516	Sedum La	1	1		1	2	5	4		1		
4900	Aspasia La	1	1		2	3	5	4	1		Along Normandale Rd from 70th - Hibiscus	
4904	Aspasia La	1	1		3	2	5	4	1		Yes - Normadale frontage road from 70th Street south along the curves. No - residential streets	
4800	Trillium La	1	1		4	2	5	1		1		Keep homeowners updated weekly on Project Schedule. - hold weekly or monthly neighborhood meetings. 70th street work went way over schedule for time.
4724	Aspasia Cir	1	1		1	1	1	5		1		
4904	Trillium La	1		1	4	2	5	3				
7416	West Shore Dr	1	1		4	2	1	3		1		
4725	Hibiscus Ave	1		1	1	4	1	5		1		Roads are breaking up. We like our house & this area. We lived in our house for fifty years.
4509	Hibiscus Ave	1		1						1		
7453	West Shore Dr	1		1	4	2	2	4		1		
4904	Poppy La	1	1		3	3	3	3		1		
7220	Monardo La	1	1		2	5	4	3		1		Can we clean up the sound wall on Normandale Blvd. I would like to see it replaced or at a minimum painted and the green areas cleaned up.

**LAKE EDINA
NEIGHBORHOOD ROADWAY RECONSTRUCTION
RESIDENT QUESTIONNAIRE No. 2**

ADDRESS	Returned Survey	Residential Roadway Lighting Option							Pedestrian Issues		Comments	
		Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need		Construct new sidewalks where?		
		Yes	No	Acorn	Coach	Arlington Lantern	Round Lantern	Yes	No			
4704	Hibiscus Ave	1		1	1	2	5	4		1		
7212	Monardo La	1	1		3	5	5	3		1	Except along Frontage Rd. They would be a big help there.	
4757	Hibiscus Ave	1	1			5					Not sure	I would like to have info on burying electric lines as long as we are digging up any way - they are unsightly & somewhat dangerous.
4805	Trillium La	1	1		5	2	2	5	1		Normandale Rd.	
4809	Trillium La	1	1		1	5	1	5		1		
4816	Aspasia La	1		1	5	4	3	1		1		
7208	Trillium La	1		1		1	1	1		1		Currently our neighborhood utility lines are <u>above ground</u> . Should street lighting be upgraded, who pays for re-routing electric power to the new street lamps?
4912	Poppy La	1		1						1		
4804	Trillium La	1	1		3	5	4	2		1		
4801	Aspasia La	1	1		3	5	3	3		1		
4805	Hibiscus Ave	1	1		5	3	2	4		1		
4808	Trillium La	1	1		1	5	4	2	1		Along the frontage road	
4520	Hibiscus Ave	1		1	5	1	1	1		1		Do <u>Not</u> need sidewalks
4809	Hibiscus Ave	1	1		1	5	4	2	1		Hibiscus Ave. due to lots of traffic and young children in the neighborhood	
4913	Aspasia La	1	1		4	5	2	3		1	Along Normandale Blvd possibly	
7440	West Shore Dr	1	1		4	3	1	5	1		West Shore Drive, Poppy Lane, Hibiscus. All the way along the streets that go around Lake Edina	We have a LOG of walkers in the neighborhood. Sidewalks would be OUTSTANDING! We would gladly give up a huge chunk of our underused front lawn :-)
7204	Monardo La	1		1	1	5	1	1				
4741	Hibiscus Ave	1	1		5	3	1	4	1		Normandale/Frontage Road; Hibiscus Ave; West Shore Drive.	Need bike trail connections! Kids bike to school on busy 70th and sidewalks - UGH.
4745	Hibiscus Ave	1	1		5	3	1	5	1			
7417	West Shore Dr	1	1		5	2	2	5		1		Lights yes, sidewalks no
7437	West Shore Dr	1	1		2	3	4	5		1		
7244	Monardo La	1	1		1	1	4	5		1		
4809	Larkspur La	1	1		2	5	4	3	1		Larkspur Lane	
7212	Trillium La	1		1						1		
4705	Aspasia Cir	1	1		5	2	2	4	1		W Shore	
4921	Lantana La	1		1	1	4	4	2		1		I feel my neighborhood is adequately lit, and we have no need for sidewalks. More lights will only cause more light pollution.
4909	Lantana La	1		1						1		Reduce the questionnaire to FIT into the return envelope!
4821	Aspasia La	1	1		3	5	5	3		1		
4701	Hibiscus Ave	1		1						1		I do not want any additional costs!
7465	West Shore Dr	1		1						1		
4900	Trillium La	1		1	5	4	3	2		1		
7252	Monardo La	1	1		1	3	5	4		1		
4801	Larkspur La	1	1		3	3	5	4		1		
4500	Hibiscus Ave	1		1	4	1	2	5		1	Absolutely <u>NOT</u>	

APPENDIX D

**2013 Neighborhood
Roadway Reconstruction
Informational Meeting**



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

Resident Address Label

2013 Neighborhood Roadway Reconstruction Informational Meeting Reminder

August 8, 6-8 p.m.

Public Works & Park Maintenance Facility

7450 Metro Blvd, Edina

Join us to learn more and to provide input.



2013 Neighborhood Roadway Reconstruction Informational Meeting

August 8, 2012



2013 Projects

- Mendelssohn – 68 Properties
- Braemar Hills B – 35 Properties
- St. Patrick's Lane – 10 Properties
- Gleason Circle – 8 Properties
- Lake Edina – 247 Properties



Agenda

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



Introductions

Engineering Technicians:

Jamie Cynor

Aaron Kuznia

Jeff Frahm

Office Manager
Sharon Allison



Environmental Eng.
Ross Bintner

Asst. City Engineer
Chad Millner

Director of Engineering
Wayne Houle



Process



Typical Timeline

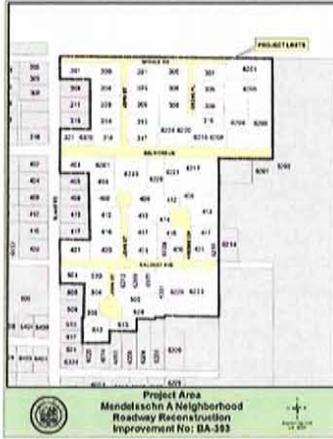
August/September	Feasibility report and estimates provided
December/January	Public hearing
January-March	Plan preparation and bidding
April/May	Construction begins
October/November	Construction concludes
Spring	Warranty work
Summer/Fall 2013	Final assessment hearing

CITY OF EDINA



Project Details – Mendelssohn Neighborhood

- 68 Properties
- 1.1 miles of roads
- 16,500 square yards of street pavement
- 9 fire hydrants
- 25 sanitary manholes

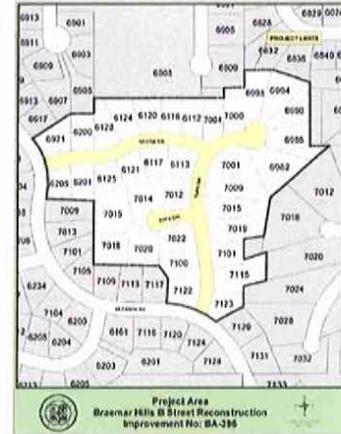


CITY OF EDINA



Project Details – Braemar Hills B Neighborhood

- 35 Properties
- 0.4 mile of roads
- 5,600 square yards of street pavement
- 3 fire hydrants
- 13 sanitary manholes

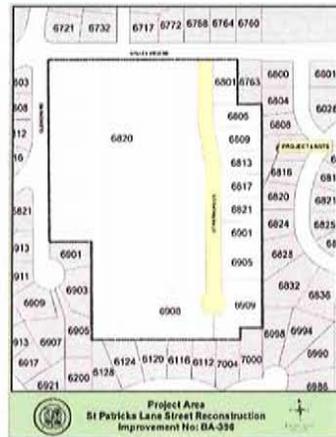


CITY OF EDINA



Project Details – St. Patrick's Lane

- 10 Properties
- 0.2 mile of roads
- 2,900 square yards of street pavement
- 3 fire hydrants
- 4 sanitary manholes



CITY OF EDINA



Project Details – Gleason Circle

- 8 Properties
- 0.1 mile of roads
- 1,400 square yards of street pavement
- 2 fire hydrants
- 4 sanitary manholes



CITY OF EDINA



Project Details – Lake Edina Neighborhood

- 247 Properties
- 3.2 miles of roads
- 48,800 square yards of street pavement
- 26 fire hydrants
- 92 sanitary manholes



CITY OF EDINA



Existing Roadway Details

- Majority of streets have curb and gutter





Existing Roadway Details

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



Existing Roadway Details

- Varied driveway materials.



Why My Street?

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



What is Included?

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



Questionnaire Results

Neighborhood	% of Questionnaires Returned
Mendelssohn	50% (34 / 68)
Braemar Hills B	69% (24 / 35)
St. Patrick's Lane	70% (7 / 10)
Gleason Circle	38% (3 / 8)
Lake Edina	52% (128 / 247)

Questionnaire results are available.



Proposed Utility Improvements

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



Proposed Roadway Improvements

- Spot replacement of curb and gutter
- New roadbed and pavement surface



Proposed Roadway Improvements

- Spot driveway end replacement



Funding

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



Funding

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



Funding

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



Other Impacts

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



Do Taxes Cover Street Projects?

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



Preliminary Assessments

Neighborhood	Estimated Assessment Range per REU	# of REU's	SQ Yards of Paving	SQ Yards Paving per REU
Mendelssohn	\$13,200 - \$16,200	64.67	16,500	242
Braemar Hills B	\$8,000 - \$11,000	34.33	5,600	165
St. Patrick's Lane	\$9,000 - \$12,000	13.10	2,900	205
Gleason Circle	\$9,000 - \$12,000	7.33	1,400	187
Lake Edina	\$10,000 - \$13,000	247.40	48,800	197



Payment Options

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



What You Can Expect

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



What You Can Expect

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



What You Can Expect

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





Property Impacts

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



Providing Input

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



Communication Tools

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



City Extra

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

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



How to Prepare

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



Contact Us

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



Thanks for your time!

Questions?

Lake Edina

2013 NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
AUGUST 8, 2012

	NAME	ADDRESS
1	Don Anderson	4908 Larkspur Lane
2	CAROLYN DAVIES	7012 TUX DR.
3	Peter Choukalar	4801 Trillium Lane
4	Scott & Debra Whippo	7469 West Shore Dr.
5	Bill & RENA BOCKLEY	4811 ASPASIA LANE
6	Dale Bosch	4909 LANTANA LN
7	Paul & Michelle Hodgson	6205 Spruce Pt
8	MARK AND JOAN	446 WEST CIR.
9	Konrad Morgan Larson	7204 monardo Lane
10	MARLENE WENDT	7401 West Shore DR.
11	Kurt Kiddoo	7220 monardo Lane
12	Mike & Joyce Mullinix	4712 Hibiscus Ave
13	Rich & Sue Lundharn	6233 Belmore Ln.
14	MATHEW FRANZEN	6216 Maloney Ave
15	Candice Jackson	6911 Gibson Cir
16	Dyanne Stollenberg	4813 Larkspur Ln
17	Bob Laedke	4909 Larkspur Ln
18	Kay Manthe	6201 St. Patrick Lane
19	Jan Goswami	4917 Poppy Lane
20	Clare Sercombe	6112 Scotia Dr Edina
21	Tom Stoltman	6813 St. Patrick Lane
22	Stuart Lind	301 GROVE PINE EDINA
23	Mia Blanchett	4737 Hibiscus Ave
24	GARY COPLAND	4805 Hibiscus Ave
25	BILL KAEMMERER	4900 TRILLIUM LANE
26	Nancy Crain	4952 Poppy Lane
27	DENNIS HOGAN III	6204 BELMORE CA.
28		
29		
30		

**2013 NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
AUGUST 8, 2012**

	NAME	ADDRESS
31	Jenny Hoffman	4501 Sedum Lane
32	MARK WOLF	Church of St. PATRICK
33	Steve Ward	421 Blake Road South
34	Carol Kaemmerer	4900 Trillium Lane
35	NEAL LOGAN	4909 Hibiscus Avenue
36	CAROL LOGAN	" " "
37	LARRY NICKANDER	4708 ASPASIA Cir
38	Tim Nasby	7408 West Shore Drive
39	TOM LYON	7208 Trillium Lane
40	Ted Volk	6301 Belmore Ln.
41	Barry Rasathel	6205 Scotia Drive
42	Carol Williams	4724 ASPASIA Circle
43	KEVIN KASHAN	7405 Kellogg
44	John Johnson	4805 Trillium
45	WJ WELSH	4916 ASPASIA
46	Tim Dick	309 GROVE PLACE
47	Robert Stoutenburgh	7449 W. Shore Dr.
48	Roy O'CONNOR	408 John St.
49	SARAH BENNETT	6229 Belmore Lane
50	Susan Simonson	6929 Maloney Ave
51	Jill Rivard / Bill McGilvray	6229 Belmore Ln
52	Greg W. Wilson	6320 BELMORE LN
53	Jim Larson	4805 Azalea Ln
54	Jan Larson	" " "
55	Karen Kautler	7208 Monardo Lane
56	BNDNY	4521 SEDUM LN.
57		
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59		
60		

2013 NEIGHBORHOOD
ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
AUGUST 8, 2012

	NAME	ADDRESS
61	Paul Way	4705 Aspasia Circle
62	Mary Hamann & Paul	4700 Aspasia Circle
63	Rosemary Kostick	4508 W. Stone Dr.
64	Janice Kolesar	4824 Lakeside Lane
65	Bob Marshall	305 John St.
66	Blythe Barclay	6113 Bostia Dr
67	Brian Hodges	4913 Trillium Lane
68	Miss von Schmitt-Pauli	6817 St. Annes Ln
69	Marc Bonally	6821 St. Paulus Lane
70	Mary McLaughlin	6216 Belmont Ln.
71	Mary Tolonek	513 John St.
72	Bob Dold	317 John St.
73	Eric Davies	7012 Timpale Dr
74	A. G. Lowell	7885 Kellogg Ave S.
75	John A. DeMoss	4916 Hibiscus
76	Dan Schlect	7408 Kellogg
77	Bill & Ruth Topstad	4908 Aspasia Lane
78	Catherine Kirchner	4808 Trillium
79	Glenn Pecher	4745 Hibiscus N
80	Wendy R. Gaudin	4509 Hibiscus Ave
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2013 Neighborhood Roadway Improvement Projects
 Question and Answer Session from the August 8, 2012 Informational Meeting
 Held at Public Works and Parks Maintenance Facility from 6 to 8 pm

Number	Question	Answer
1	Is the Normandale Neighborhood included in 2013 with these projects?	Yes, it is included in the 2013 projects. Due to workload, the City has handed that project off to a consultant.
2	What is the estimated interest rate used as a finance charge for the assessments?	At last Monday's City Council meeting, the assessment policy was amended. Residents are now charged 1% over the interest rate the City can borrow money at. Last year the residents paid a rate of 4.3%.
3	What does it mean to defer an assessment?	If eligible based on age and income, the assessment goes on your property tax statement with interest charges until the property is sold. At that time the buyer and seller will negotiate an agreement for the assessment amount associated with that property.
4	Is sanitary sewer replacement part of this project?	Based on the condition of the sanitary sewer pipes within these neighborhoods, only spot sanitary sewer repairs will be completed by the City.
5	Why is the whole road bed replaced rather than doing a mill and overlay?	The street pavement has reached the end of its useful life. A mill and overlay is a maintenance item done to prolong the pavement a few more years. These streets are beyond the point of a mill and overlay. Based on the pavement condition index, it is time for a full street reconstruction.
6	If the street is repaired, will sanitary sewer work be assessed?	Based on the condition of the sanitary sewer pipes within these neighborhoods, only spot sanitary sewer repairs will be completed by the City. Any sanitary sewer repairs will be paid from the City's utility fund.
7	What happens to trees in the right-of-way?	The City makes every effort to save trees located in the City's right-of-way. It is a rare case when a tree needs to be removed and that would only be a last resort for improvements.
8	What about trees where utility work is occurring, are those trees damaged?	Every effort will be made to protect existing trees. There are utility technologies available that limit tree damage from utility work. These technologies would be implemented where feasible. From past experience, tree roots tend to root away from the roadbed due to the type of material and compaction of material under the roadway.
9	Please define what right-of-way means.	Typically the City right-of-way is 60-ft wide. With a typical 30-ft wide street, the City owns the first 15-ft behind the edge of pavement on each side of the street.
10	Are street lights and sidewalks part of the project?	At this time they are not part of the project. The questionnaire results show most people do not want these facilities. Due to the amended assessment policy and franchise fees, the City will be sending out an updated questionnaire to the neighborhoods to determine if sidewalk and street lights should be included in the project since those items are no longer assessed.
11	If street lights are part of the project, what happens to the overhead wires?	In a typical street light project, the overhead wires associated with the street lights would be installed underground in a conduit. In most cases the overhead wires are not only power but cable and telephone. Those utility would continue to stay overhead.
12	What was the purpose of the traffic counters located within the projects?	The traffic counters are used to gather traffic volumes on the streets. If an issue was mentioned on the questionnaires, staff than has the necessary data to determine if changes need to be made with traffic related items such as signage and intersection geometry.
13	Is a construction schedule available? When will the contractor be on my street?	The general time frame of construction is April/May to October/November if the projects are approved. After the award of a project, we conduct a pre-construction meeting at which time the contractor must submit a detailed construction schedule. The schedule must include anticipated start and end dates for each phase of the project. That schedule will be transmitted to residents once it becomes available.

14	Will street lights be forced into the project by the City?	At this time they are not part of the project. The questionnaire results show most people do not want street lights. Due to the amended assessment policy and franchise fees, the City will be sending out an updated questionnaire to the neighborhoods to determine if street lights should be included in the project since those items are no longer assessed. Staff will consider the questionnaire results before recommending any improvements.
15	Is the assessment based on the parcel identification (PID) number and is there one assessment per PID?	The assessment is based on a REU, residential equivalent unit. Most properties are a 1 REU as shown on the graphics displayed around the room. In some case, corner lots may have a 1/3 or 2/3 REU.
16	Can additional stop signs be added to the project?	To add additional stop signs to a neighborhood, a resident would file a request with the traffic safety coordinator. The coordinator would measure traffic volumes and review other information to determine if additional stop signs are warranted.
17	Can the sound wall along Normandale Blvd be cleaned up as part of the project?	General maintenance to the sounds wall could be done as part of the project. Please fill out comment cards on that issue so we can review during the design process.
18	What is an REU?	An REU is a residential equivalent unit. A single family home is considered a 1 REU.
19	How should I proceed if I intend to replace my private sanitary sewer service?	Depending on the type of technology you plan to use such as open cut or trenchless, it would be beneficial to complete that work prior to the project. If you plan on open cutting the sewer pipe, we can coordinate with the City's contractor to allow your contractor to complete that work right before the street is reclaimed.
20	How does the new franchise fee work and to what extend would street lights be added to these neighborhoods?	The new franchise fee is added to your monthly bill from both Xcel and CenterPoint. The revenues would be used to fund sidewalks, street lights, and other non-motorized transportation projects. If street lights were added to the projects it would most likely be at intersections and maybe mid-block locations. The street lighting system would be more decorative in nature versus trying to light up the entire length of the roadway. The new lights have screening to knock down the light from going upward and towards the homes.
21	What happens to the assessment if I plan to sell my house?	Following the public improvement hearing tentatively scheduled for December, if the council approves the project, each property would have a pending assessment on it. If you choose to sell your home, as part of the negotiation process the buyer and seller would determine who is responsible for the pending assessment.
22	Why is Interlachen Country Club not assessed as part of the project?	A property can be assessed if the work provides benefit to the property. Interlachen does not gain benefit from the project because it does not have any driveway access from the project area. And some of the Interlachen properties are undevelopable therefore they would not receive benefit from the project.



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

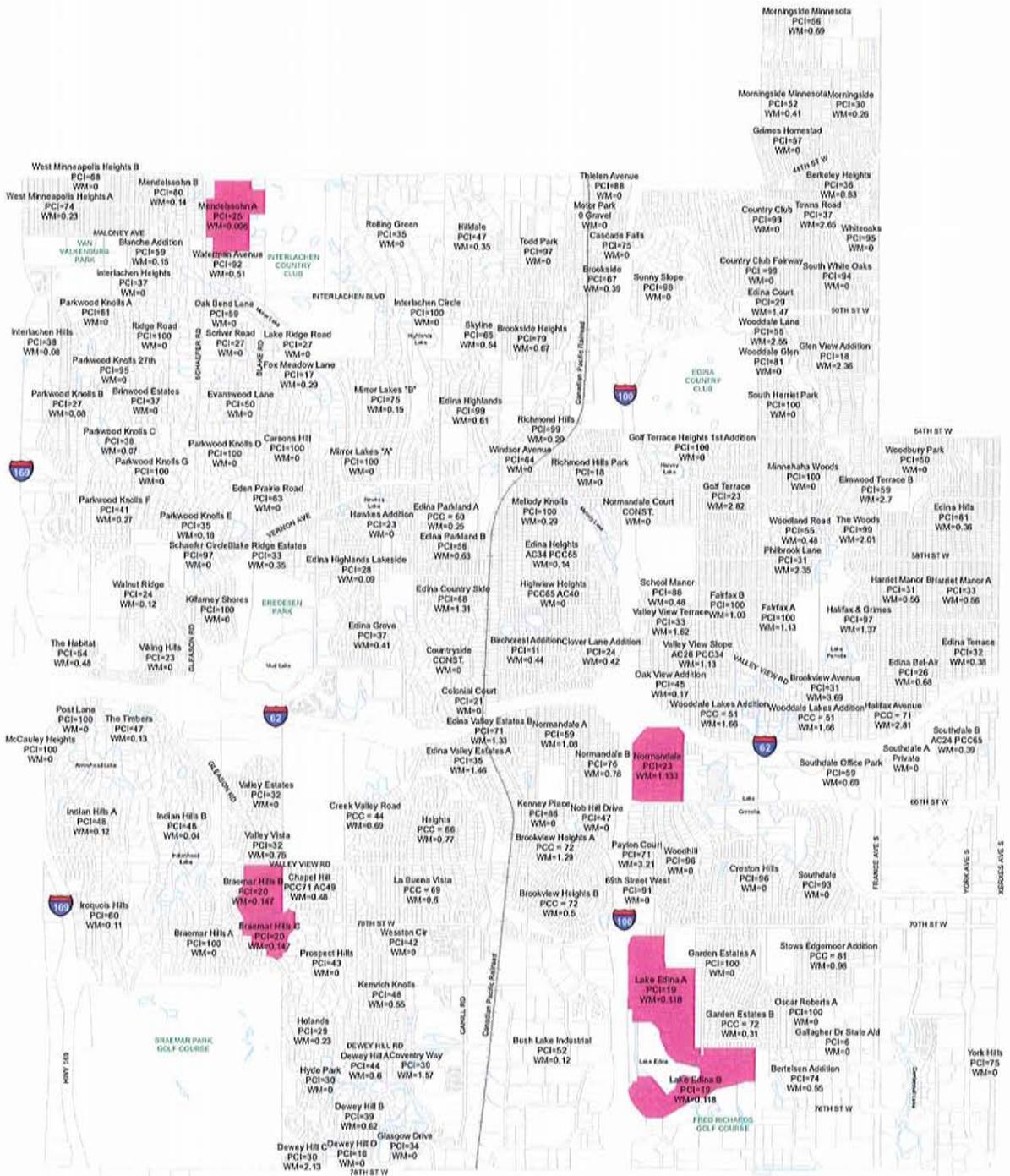
Legend

Anticipated Year
2013

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

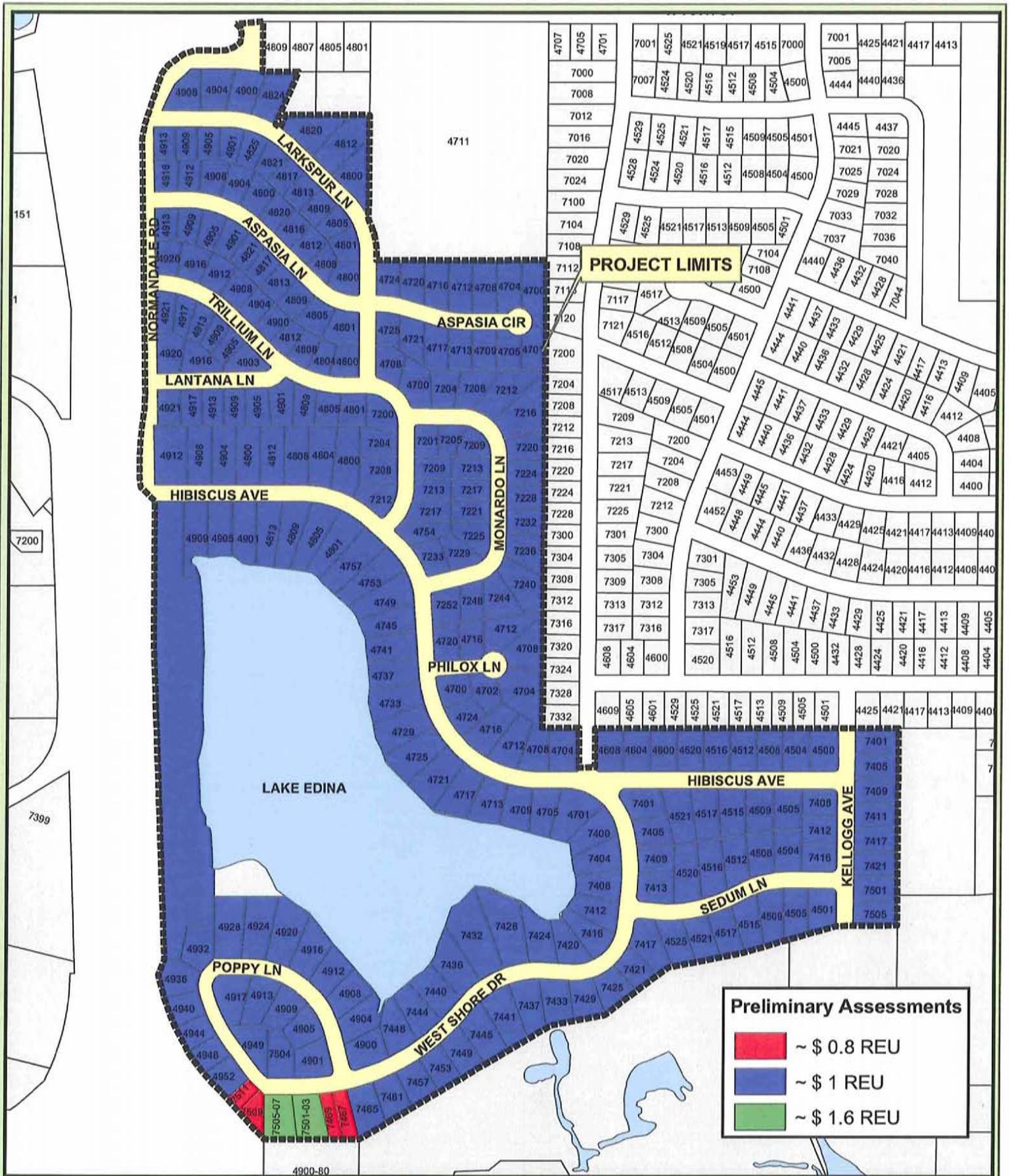
Notes
Thin Overlay (PCI= 45 - 65)
Seal Coat (PCI= 66 - 85)
WM Replacement (WM > 1)

July 2012
Engineering Dept.



Notes

Extensive evaluation regarding the condition of the bituminous pavement, sanitary sewer, storm sewer and water main were used to set the priority of roadway improvements.
This map only addresses local bituminous streets and does not address State-Aid routes or concrete streets within the City.



Preliminary Assessments

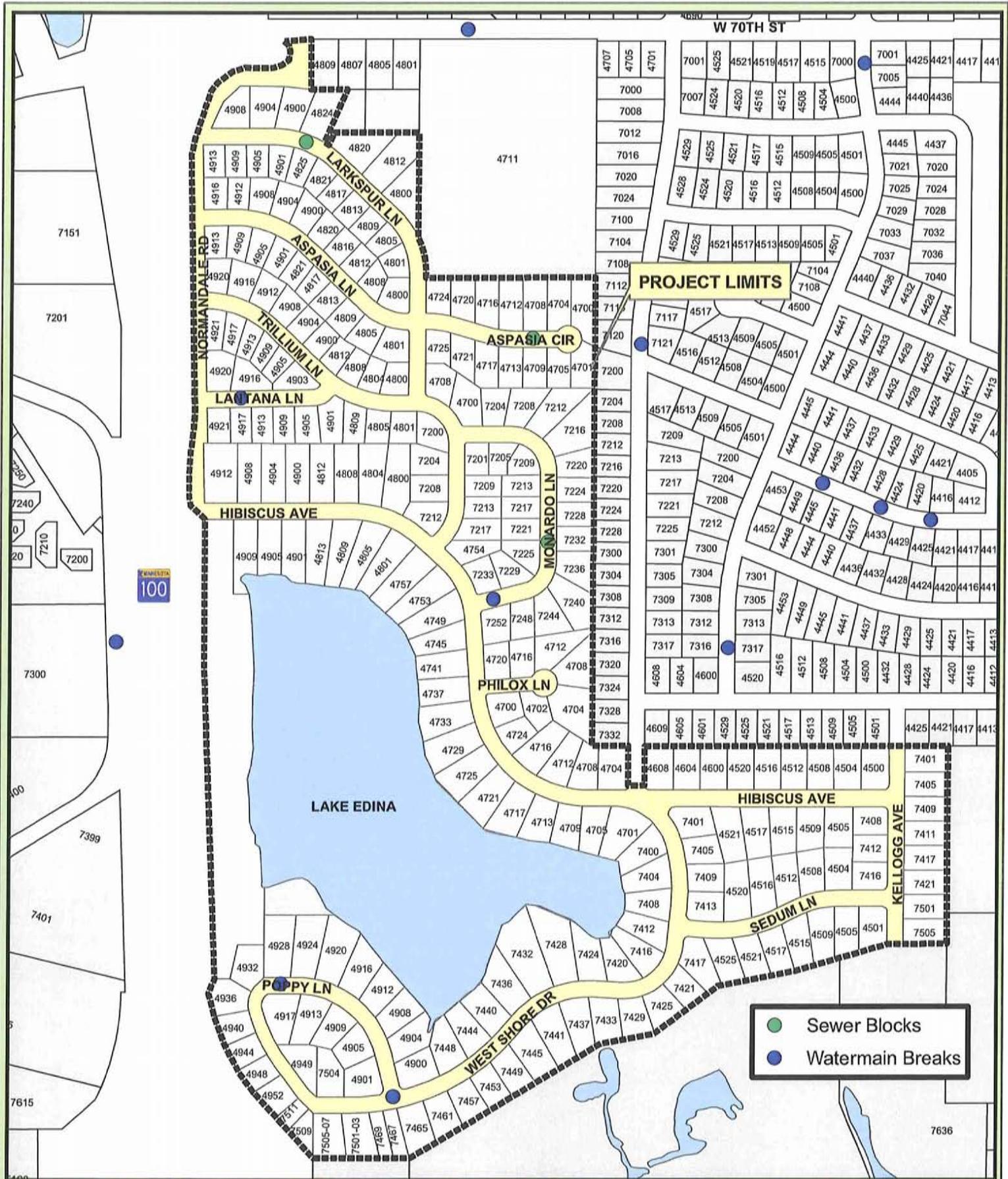
- ~ \$ 0.8 REU
- ~ \$ 1 REU
- ~ \$ 1.6 REU



**Preliminary Assessments
Lake Edina Neighborhood
Roadway Reconstruction
Improvement No: BA-398**



Engineering Dept
July, 2012



**Sewer Blocks and Watermain Breaks
 Lake Edina Neighborhood
 Roadway Reconstruction
 Improvement No: BA-398**



Engineering Dept
 August, 2012

City of Edina Street Reconstruction Assessment History

PH = Public Hearing
F = Final



- 2004
- 2005
- 2006
- 2007
- 2008
- 2009
- 2010
- 2010



Engineering Dept
October, 2011



2005			2006			2007			2008			2009			2010		
Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final	Neighborhood	Public Hearing	Final
Halifax and Gilmes	\$6,784.91	\$5,560.21	51th Street- State Aid	\$68/ft	\$68/ft	Southdale	\$9,300.00	\$8,465.24	Concord Ave- State Aid	\$4,400.00	\$3,548.57	Country Club	\$22,900.00	\$20,389.70	Braemar Hills A	\$9,150.82	\$6,724.13
Schaefer Circle	\$7,900.00	\$8,001.12	Bridge Ln & Towns Rd	\$9,727.27	\$9,775.17	Todd Park	\$10,312.07	\$6,355.20	Edina Highlands	\$15,210.55	\$11,787.89	Country Club Fairway	\$18,210.00	\$16,174.14	Bror Road	\$9,077.04	\$4,833.11
Schaefer Rd	\$9,400.00	\$9,421.53	Creston Hills	\$9,735.29	\$9,513.71	Woodhill	\$9,300.00	\$8,315.59	Richmond Hills	\$10,234.00	\$6,294.87	Fairfax B	\$9,300.00	\$6,477.53	Interlachen Bluff	\$11,349.01	\$9,361.52
South Harriet Park	\$6,300.00	\$6,216.75	Nine Mile Village	\$3,500.00	\$3,465.14				Wood End Dr	\$10,000.00	\$9,335.04	Garden Estates A	\$8,931.15	\$5,423.80	Interlachen Circle	\$9,074.24	\$7,561.46
Sunnyslope	\$9,630.14	\$9,678.71										Mirror Lakes A	\$9,375.16	\$6,088.99	Meccasin Valley Road	\$11,222.27	\$6,643.85
Valley View Rd- State Aid	\$50/ft	\$49/ft							Woodland Ln & Circle	\$14,347.22	\$13,491.99				Pamela Park	\$9,000.00	\$5,343.65
Wooddale Ave- State Aid	\$34/ft	\$33/ft													Parkwood Knolls	\$13,314.55	\$10,800.08

**City of Edina Street
Reconstruction Assessment History**

2005	Neighborhood	Public Hearing Assessment	Final Assessment
	Halifax and Grimes	\$6,784.91	\$5,560.21
	Schaefer Circle	\$7,900.00	\$8,001.12
	Schaefer Rd	\$9,400.00	\$9,421.53
	South Harriet Park	\$6,300.00	\$6,216.75
	Sunnyslope	\$9,630.14	\$9,678.73

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

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

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

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

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

APPENDIX E

Preliminary Assessment Role

Pending Assessment Roll
Lake Edina BA-398

	STREET	PID	LOT	BLOCK	HOUSE NO	OWNER	ASSESSABLE REU	ASSESSMENT AMOUNT	NOTES
	Aspasia Cir								
1		3102824220083			4700	Mary Hamann	1.00	\$ 12,500.00	
2		3102824220084			4701	Sarah & Douglas Jones	1.00	\$ 12,500.00	
3		3102824220010			4704	Velia Melrose	1.00	\$ 12,500.00	mailing address: 7100 Metro Blvd #314
4		3102824220013			4705	Sarah & Paul Way	1.00	\$ 12,500.00	
5		3102824220009			4708	Vivette & Larry Nickander	1.00	\$ 12,500.00	
6		3102824220014			4709	Kimberly & Jakob Sanders	1.00	\$ 12,500.00	
7		3102824220008			4712	James & Darcy Hield	1.00	\$ 12,500.00	
8		3102824220015			4713	Karen & David Carlson	1.00	\$ 12,500.00	
9		3102824220007			4716	Michael & Ann Lynch	1.00	\$ 12,500.00	
10		3102824220016			4717	Steven & Priscilla Williams	1.00	\$ 12,500.00	
11		3102824220006			4720	Robert & Jennifer Copeland	1.00	\$ 12,500.00	
12		3102824220017			4721	N Robert & Catherine Hellerud Trust	1.00	\$ 12,500.00	
13		3102824220005			4724	Robert & Carol Williams	1.00	\$ 12,500.00	
14		3102824220018			4725	Sean & Heather Goudy	1.00	\$ 12,500.00	
	Aspasia La								
15		3102824220041			4800	Vickie & Thomas Mcguire	1.00	\$ 12,500.00	
16		3102824220060			4801	Rena & J William Buckley	1.00	\$ 12,500.00	
17		3102824220059			4805	Frances & Donald Lamm	1.00	\$ 12,500.00	
18		3102824220042			4808	Athena Togas	1.00	\$ 12,500.00	
19		3102824220058			4809	Rolf & Megan Simonson	1.00	\$ 12,500.00	
20		3102824220043			4812	Peggy & Donald Comb	1.00	\$ 12,500.00	
21		3102824220057			4813	Robert & Courtney Kirscht	1.00	\$ 12,500.00	
22		3102824220044			4816	Robin Phillips & David Miller	1.00	\$ 12,500.00	
23		3102824220056			4817	Timothy & Shanna Hawkinson	1.00	\$ 12,500.00	
24		3102824220045			4820	Stacie Sanders-Borst & Jeffrey Borst	1.00	\$ 12,500.00	
25		3102824220055			4821	Steve & Georgia George	1.00	\$ 12,500.00	
26		3102824220046			4900	Paul & Mary Hughes	1.00	\$ 12,500.00	
27		3102824220054			4901	Todd & Charlene Auld	1.00	\$ 12,500.00	
28		3102824220047			4904	Rachel Riensche	1.00	\$ 12,500.00	
29		3102824220053			4905	Sharla & Philip Nyvall	1.00	\$ 12,500.00	
30		3102824220048			4908	William & Ruth Togstad	1.00	\$ 12,500.00	
31		3102824220052			4909	Gerald Lundeen	1.00	\$ 12,500.00	
32		3102824220049			4912	Miriam Goldberg	1.00	\$ 12,500.00	
33		3102824220051			4913	Trisha Larson Mccabe	1.00	\$ 12,500.00	
34		3102824220050			4916	Pamela & Michael Welch	1.00	\$ 12,500.00	
	Hibiscus Ave								
35		3102824310027			4500	Patricia & Mark Ahern	1.00	\$ 12,500.00	
36		3102824310026			4504	Rebecca & Doyle Young	1.00	\$ 12,500.00	
37		3102824310032			4505	Nora Lee & Charles Drees	1.00	\$ 12,500.00	
38		3102824310025			4508	Constance Hall	1.00	\$ 12,500.00	
39		3102824310031			4509	Dwight & Deloris Lindquist	1.00	\$ 12,500.00	
40		3102824310024			4512	Thomas & Marie Sullivan	1.00	\$ 12,500.00	
41		3102824310030			4515	Sheryl & James Skulley	1.00	\$ 12,500.00	
42		3102824310023			4516	Richard & Betty Jensen	1.00	\$ 12,500.00	
43		3102824310029			4517	John & Deborah Wagner	1.00	\$ 12,500.00	
44		3102824310022			4520	John & Carol Kuntz/Trust	1.00	\$ 12,500.00	
45		3102824310028			4521	Joseph Klos	1.00	\$ 12,500.00	
46		3102824310021			4600	Kirstin & Gary Perkins	1.00	\$ 12,500.00	
47		3102824310020			4604	Patricia & Alan Grazzini	1.00	\$ 12,500.00	
48		3102824310019			4608	Jean & James Domke	1.00	\$ 12,500.00	
49		3102824310003			4701	Margie & David Born	1.00	\$ 12,500.00	
50		3102824310001			4704	Peter Smead	1.00	\$ 12,500.00	

Pending Assessment Roll
Lake Edina BA-398

51	3102824310002		4705	Paul & Naomi Thomsen	1.00	\$ 12,500.00	
52	3102824320003		4708	Robert & Elizabeth Horstman	1.00	\$ 12,500.00	
53	3102824320008		4709	Edward Suttle	1.00	\$ 12,500.00	
54	3102824320002		4712	Joyce & H Michael Mullinix	1.00	\$ 12,500.00	
55	3102824320007		4713	Greer & Douglas Hawkins	1.00	\$ 12,500.00	
56	3102824320001		4716	Mary & John Demoss	1.00	\$ 12,500.00	
57	3102824320006		4717	Herbert & Diane Leffer	1.00	\$ 12,500.00	
58	3102824320005		4721	Paul & Elizabeth Rosenthal	1.00	\$ 12,500.00	
59	3102824230055		4724	Karen Anderson	1.00	\$ 12,500.00	
60	3102824320004		4725	Vernon Heath	1.00	\$ 12,500.00	
61	3102824230070		4729	David & Angela Buuse	1.00	\$ 12,500.00	
62	3102824230069		4733	William & Susan Webb	1.00	\$ 12,500.00	
63	3102824230068		4737	Neal & Mia Blanchett	1.00	\$ 12,500.00	
64	3102824230067		4741	Abigail Nesbitt	1.00	\$ 12,500.00	
65	3102824230066		4745	William & Lee Nesbitt	1.00	\$ 12,500.00	
66	3102824230065		4749	Glenn & Barbara Perkins	1.00	\$ 12,500.00	
67	3102824230064		4753	Sonny Adams & Mary Hoover	1.00	\$ 12,500.00	
68	3102824230031		4754	Michelle & Joseph Witchger	1.00	\$ 12,500.00	
69	3102824230063		4757	Lynda & James Mader	1.00	\$ 12,500.00	
70	3102824230017		4800	Raymond & Lynne Gryga	1.00	\$ 12,500.00	
71	3102824230062		4801	Daniel & Amy Hare	1.00	\$ 12,500.00	
72	3102824230016		4804	Grace & Donald Pierce	1.00	\$ 12,500.00	
73	3102824230061		4805	Lucia & Gary Copland	1.00	\$ 12,500.00	
74	3102824230015		4808	Lynn Swon & John Swon iii	1.00	\$ 12,500.00	
75	3102824230060		4809	Delores Anderson	1.00	\$ 12,500.00	mailing address: 9730 98th Pl N, Maple Grove MN 55369
76	3102824230014		4812	Ofer & Naomi Zeitouni	1.00	\$ 12,500.00	
77	3102824230059		4813	Jinnet Fowles C/O Jan Delcalizo	1.00	\$ 12,500.00	mailing address: 4844 Aldrich Ave S, Mpls MN 55419
78	3102824230013		4900	John & Janis Merrill	1.00	\$ 12,500.00	
79	3102824230058		4901	Turkan & Naip Tuna	1.00	\$ 12,500.00	
80	3102824230012		4904	Roger Christensen & Kristine Eide-Christensen	1.00	\$ 12,500.00	
81	3102824230057		4905	Rick Hammond	1.00	\$ 12,500.00	
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83	3102824230056		4909	Carol Logan	1.00	\$ 12,500.00	
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	Kellogg Ave						
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87	3102824310033		7408	Laura & Daniel Schleck	1.00	\$ 12,500.00	
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93	3102824310053		7421	Thomas & Michelle Terwilliger	1.00	\$ 12,500.00	
94	3102824310054		7501	Rosemary & Arthur Janousek	1.00	\$ 12,500.00	
95	3102824310055		7505	Marcia & Arthur Lowell	1.00	\$ 12,500.00	
	Lantana La						
96	3102824230006		4901	Patti Solheim	1.00	\$ 12,500.00	
97	3102824230005		4905	Hugh & Ella Haman	1.00	\$ 12,500.00	
98	3102824230004		4909	Dale & Carol Bosch	1.00	\$ 12,500.00	
99	3102824230003		4913	William & Claire Gernbacher	1.00	\$ 12,500.00	
100	3102824220077		4916	Suzanne & Paul Murakami	1.00	\$ 12,500.00	
101	3102824230002		4917	Susan & Daniel Brown	1.00	\$ 12,500.00	
102	3102824220078		4920	Jennifer Schoenacker	1.00	\$ 12,500.00	
103	3102824230001		4921	Li Juan Tan & Han Qiang Guan	1.00	\$ 12,500.00	
	Larkspur La						

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104	3102824220081		4800	Glen & Marilyn Person and Dale & Kristi Mensch	1.00	\$ 12,500.00	mailing address: 6821 Basswood Rd #34, Eden Prairie MN 55344
105	3102824220040		4801	Kathryn & Daniel Farley	1.00	\$ 12,500.00	
106	3102824220039		4805	Irene & Adrian Anderson	1.00	\$ 12,500.00	
107	3102824220038		4809	Rebecca & Charles Heikenen	1.00	\$ 12,500.00	
108	3102824220080		4812	Stephen & Kimberly Griffiths	1.00	\$ 12,500.00	
109	3102824220037		4813	Suzanne & Barry Stoltenberg	1.00	\$ 12,500.00	
110	3102824220036		4817	Julie & Daniel Baron	1.00	\$ 12,500.00	
111	3102824220079		4820	Kathleen Amlaw	1.00	\$ 12,500.00	mailing address: 5140 102nd St W, Bloomington MN 55438
112	3102824220035		4821	Margaret Garrett	1.00	\$ 12,500.00	
113	3102824220023		4824	Linda Petersen	1.00	\$ 12,500.00	
114	3102824220034		4825	Michael Zmyslowski	1.00	\$ 12,500.00	
115	3102824220024		4900	John & Joan Adams	1.00	\$ 12,500.00	
116	3102824220033		4901	Hilan Giese	1.00	\$ 12,500.00	
117	3102824220025		4904	Erica & Douglas Wattson	1.00	\$ 12,500.00	
118	3102824220032		4905	Steven Koenig	1.00	\$ 12,500.00	
119	3102824220026		4908	Joanne & Donald Anderson	1.00	\$ 12,500.00	
120	3102824220031		4909	Robert & Kathy Laedtke	1.00	\$ 12,500.00	
121	3102824220030		4913	Neerada Jacob & Josy Mathew	1.00	\$ 12,500.00	
	Monardo La						
122	3102824230022		7201	Virginia & Jon Dixon	1.00	\$ 12,500.00	
123	3102824230035		7204	Leonard Larson Jr	1.00	\$ 12,500.00	
124	3102824230023		7205	Grayce Muske	1.00	\$ 12,500.00	
125	3102824230036		7208	Renee Raether	1.00	\$ 12,500.00	
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127	3102824230037		7212	William & Judith Rieckhoff	1.00	\$ 12,500.00	
128	3102824230025		7213	Valerie & Mark Eckstein	1.00	\$ 12,500.00	
129	3102824230038		7216	Eric & Anne Marie Johnson	1.00	\$ 12,500.00	
130	3102824230026		7217	Douglas & Sarah Jones	1.00	\$ 12,500.00	
131	3102824230039		7220	Kurt Kiddoo & Julia Squires-Kiddoo	1.00	\$ 12,500.00	
132	3102824230027		7221	Terrence & Divine Thomas	1.00	\$ 12,500.00	
133	3102824230040		7224	Pam & Gene Moody	1.00	\$ 12,500.00	
134	3102824230028		7225	Susan & James Anderson	1.00	\$ 12,500.00	
135	3102824230041		7228	John Brost & Amy Anderson	1.00	\$ 12,500.00	
136	3102824230029		7229	Thomas Randall	1.00	\$ 12,500.00	
137	3102824230042		7232	Michael & Kristin Welbaum	1.00	\$ 12,500.00	
138	3102824230030		7233	William & Lesley Bassett	1.00	\$ 12,500.00	
139	3102824230043		7236	Matthew & Julie Baker	1.00	\$ 12,500.00	
140	3102824230044		7240	Richard Raming Jr & Ginna Raming	1.00	\$ 12,500.00	
141	3102824230045		7244	Martha & Glenn Fronheiser	1.00	\$ 12,500.00	
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143	3102824230047		7252	Thomas Brink & Gretchen Schellhas	1.00	\$ 12,500.00	
	Philox La						
144	3102824230054		4700	Scott & Julie Anderson	1.00	\$ 12,500.00	
145	3102824230053		4702	Richard & Cathy Clarke	1.00	\$ 12,500.00	
146	3102824230052		4704	Vera & Sheldon Reed	1.00	\$ 12,500.00	
147	3102824230051		4708	Joann & Dean Rafferty/Trustee	1.00	\$ 12,500.00	
148	3102824230050		4712	Valerie & Earl Dunham	1.00	\$ 12,500.00	
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	Poppy La						
151	3102824320018		4900	Paul & Catherine Kibbe	1.00	\$ 12,500.00	
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153	3102824320017		4904	Reid & Anne Lindquist	1.00	\$ 12,500.00	
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155	3102824320016		4908	Fred & Christa Neff	1.00	\$ 12,500.00	
156	3102824320025		4909	Ronald & Lori Lee	1.00	\$ 12,500.00	

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157	3102824320015		4912	Michelle F P Yue	1.00	\$ 12,500.00	
158	3102824320024		4913	Thomas & Deborah Ratelle	1.00	\$ 12,500.00	
159	3102824320014		4916	Erika Quam-Perry & Eric Perry	1.00	\$ 12,500.00	
160	3102824320044		4917	Lynne Wilson & Daniel Gonsior	1.00	\$ 12,500.00	
161	3102824320013		4920	William & Karen Doil	1.00	\$ 12,500.00	
162	3102824320012		4924	Man Young Yue & Lam Suk Yuen	1.00	\$ 12,500.00	
163	3102824320011		4928	Samuel Ka-Sheng Yue	1.00	\$ 12,500.00	
164	3102824320038		4932	Gary & Denise Wood	1.00	\$ 12,500.00	
165	3102824320039		4936	Bette Anderson	1.00	\$ 12,500.00	
166	3102824320040		4940	Pan Dajian & Cai Danling	1.00	\$ 12,500.00	
167	3102824320046		4944	Nabila & Mohamed Khaleel	1.00	\$ 12,500.00	
168	3102824320047		4948	James Scattergood	1.00	\$ 12,500.00	
169	3102824320045		4949	Scott & Julia Bretey	1.00	\$ 12,500.00	
170	3102824320048		4952	Timothy & Nancy Crain	1.00	\$ 12,500.00	
	Sedum La						
171	3102824310047		4501	Thomas & Lorna Hoffmann	1.00	\$ 12,500.00	
172	3102824310036		4504	Victoria & Dennis Withers	1.00	\$ 12,500.00	
173	3102824310046		4505	Kenneth & Barbara Luther	1.00	\$ 12,500.00	
174	3102824310037		4508	William Russell	1.00	\$ 12,500.00	
175	3102824310045		4509	James Hefferan	1.00	\$ 12,500.00	
176	3102824310038		4512	Jeffrey & Elizabeth Couchman	1.00	\$ 12,500.00	
177	3102824310044		4515	Mamadou & Kathy Diaby	1.00	\$ 12,500.00	
178	3102824310039		4516	John & Janice Velgersdyk	1.00	\$ 12,500.00	
179	3102824310043		4517	Nancy & Michael Teasdale	1.00	\$ 12,500.00	
180	3102824310040		4520	Sandra & Barton Epstein	1.00	\$ 12,500.00	
181	3102824310042		4521	Mitchael & Bernadette Daly	1.00	\$ 12,500.00	
182	3102824310041		4525	Patricia & John Stang	1.00	\$ 12,500.00	
	Trillium La						
183	3102824230071		4700	Delette Hendrickson	1.00	\$ 12,500.00	
184	3102824220082		4708	Shannon & John Sieve	1.00	\$ 12,500.00	
185	3102824220061		4800	Susan & Dwayne Kanne	1.00	\$ 12,500.00	
186	3102824230009		4801	Peter & Beth Choukalas	1.00	\$ 12,500.00	
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189	3102824220063		4808	John & Catherine Kirchner	1.00	\$ 12,500.00	
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191	3102824220064		4812	Sharon & Leigh Mazion	1.00	\$ 12,500.00	
192	3102824220065		4900	William Kaemmerer Iii & Carol Kaemmerer	1.00	\$ 12,500.00	
193	3102824220076		4903	Susan & Ralph Laiderman	1.00	\$ 12,500.00	
194	3102824220066		4904	Michael Vossen	1.00	\$ 12,500.00	
195	3102824220075		4905	Ryan Archer	1.00	\$ 12,500.00	
196	3102824220067		4908	Fred Adiyia & Colleen Davenport	1.00	\$ 12,500.00	
197	3102824220074		4909	Andy Poncius	1.00	\$ 12,500.00	
198	3102824220068		4912	Lawrence & June Thompson	1.00	\$ 12,500.00	
199	3102824220073		4913	Lori & Brian Hedberg	1.00	\$ 12,500.00	
200	3102824220069		4916	Curtis & Annette Cullison	1.00	\$ 12,500.00	
201	3102824220072		4917	Kenneth Trones	1.00	\$ 12,500.00	
202	3102824220070		4920	Kim & Karl Poncius	1.00	\$ 12,500.00	
203	3102824220071		4921	Julie Ann & Gary Freie	1.00	\$ 12,500.00	
204	3102824230021		7200	Marilyn & Lowell Wigdahl	1.00	\$ 12,500.00	
205	3102824230020		7204	Lisa & Joe Wang	1.00	\$ 12,500.00	
206	3102824230019		7208	Thomas & Gay Lyon	1.00	\$ 12,500.00	
207	3102824230034		7209	Mary Granquist	1.00	\$ 12,500.00	
208	3102824230018		7212	Kelley & Charles Wojack	1.00	\$ 12,500.00	
209	3102824230033		7213	Michael & Jeanine Roddy	1.00	\$ 12,500.00	
210	3102824230032		7217	Paul Linstroth	1.00	\$ 12,500.00	

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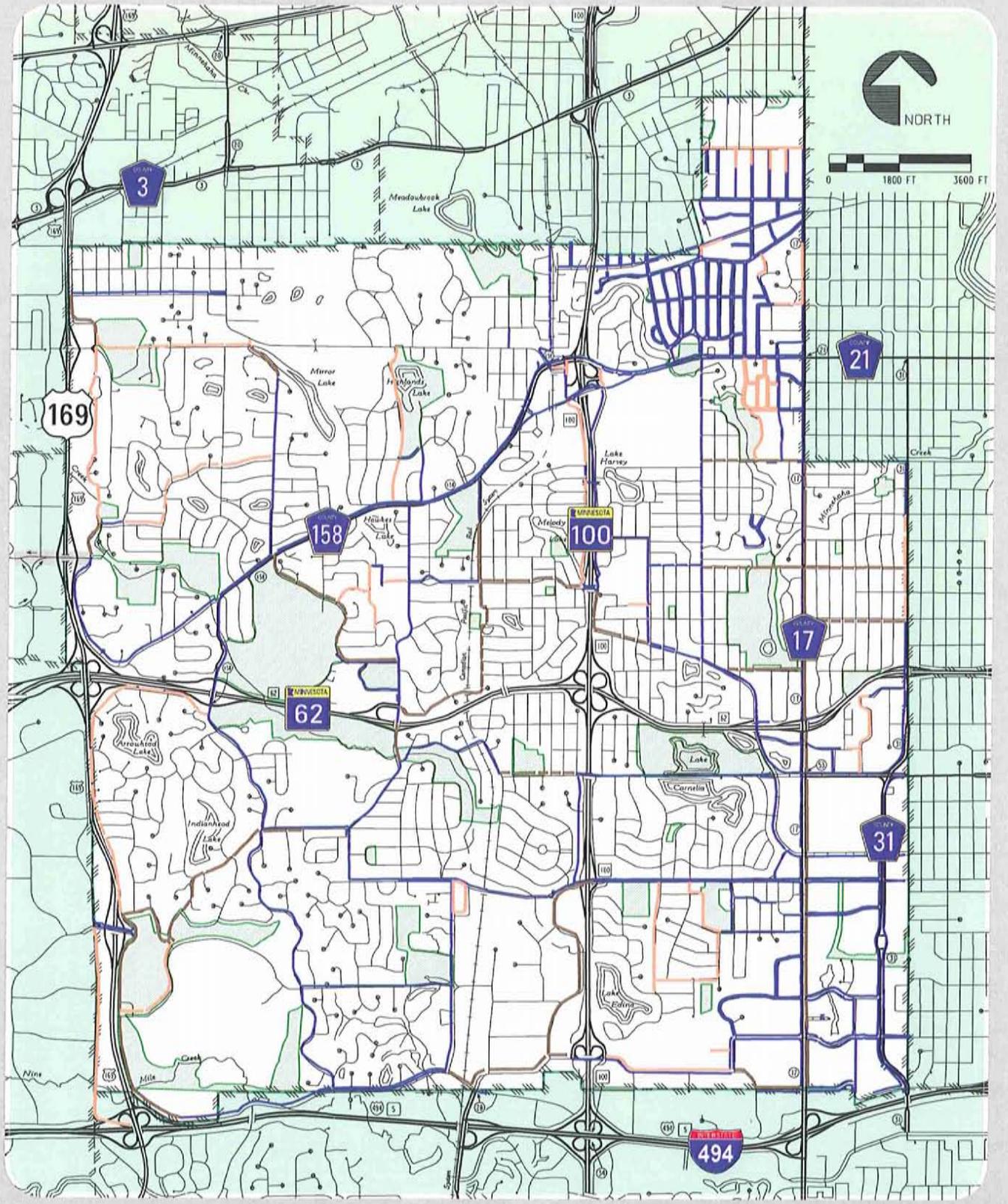
West Shore Dr							
211	3102824310009		7400	Veula Possis	1.00	\$	12,500.00
212	3102824310018		7401	Marlene & Alfred Wendt	1.00	\$	12,500.00
213	3102824310008		7404	Dean Mathews/Trustee	1.00	\$	12,500.00
214	3102824310017		7405	Thomas & Joan Madsen	1.00	\$	12,500.00
215	3102824310007		7408	Timothy & Kristi Nasby	1.00	\$	12,500.00
216	3102824310016		7409	Robert & H Elaine Buzby	1.00	\$	12,500.00
217	3102824310006		7412	Thomas & Linda Bracken Trustee	1.00	\$	12,500.00
218	3102824310015		7413	Robert Krutz	1.00	\$	12,500.00
219	3102824310005		7416	Gretchen Salyards	1.00	\$	12,500.00
220	3102824310014		7417	John Berg	1.00	\$	12,500.00
221	3102824310004		7420	Timothy & Kim Dulas	1.00	\$	12,500.00
222	3102824310013		7421	Sara & Derek Johnson	1.00	\$	12,500.00
223	3102824320023		7424	Nancy & Geoffrey London	1.00	\$	12,500.00
224	3102824310012		7425	Philip & Audrey Sherry	1.00	\$	12,500.00
225	3102824320022		7428	Margaret & Kenneth Hodges	1.00	\$	12,500.00
226	3102824310011		7429	Ann Benson	1.00	\$	12,500.00
227	3102824320021		7432	Lionelm & Jo-Ann Blatchley	1.00	\$	12,500.00
228	3102824310010		7433	Cosette & Brian Decesare	1.00	\$	12,500.00
229	3102824320020		7436	Peter Moe & Christine De Moss Moe	1.00	\$	12,500.00
230	3102824320034		7437	Kostadena & Dean Tortorelis	1.00	\$	12,500.00
231	3102824320019		7440	Timothy & Kristin Gibbs	1.00	\$	12,500.00
232	3102824320033		7441	William Hanson	1.00	\$	12,500.00
233	3102824320035		7444	Thomas & Cheryl Cooper	1.00	\$	12,500.00
234	3102824320032		7445	Paul & Marilyn Jensen	1.00	\$	12,500.00
235	3102824320036		7448	Marcia & Barry Morgan	1.00	\$	12,500.00
236	3102824320031		7449	Sarah & Joseph Stoutenburgh	1.00	\$	12,500.00
237	3102824320030		7453	Diana & David Helleman	1.00	\$	12,500.00
238	3102824320029		7457	William Hanson Jr & Felicity Hanson	1.00	\$	12,500.00
239	3102824330002		7461	Renee & Nick Hunzelman	1.00	\$	12,500.00
240	3102824330001		7465	Susan & Douglas Rachko	1.00	\$	12,500.00
241	3102824330027		7467	Patrice & David Darrell	0.80	\$	10,000.00
242	3102824330026		7469	Scott & Debora Whipple	0.80	\$	10,000.00
243	3102824330007		7501-03	Carl & Alice Olson	1.60	\$	20,000.00
244	3102824320028		7504	Eugene & Betty Connors	1.00	\$	12,500.00
245	3102824330024		7505-07	Nicole & Joseph Hulbert	1.60	\$	20,000.00
246	3102824330023		7509	Lilian Wai-Kwan Choi	0.80	\$	10,000.00
247	3102824330022		7511	Angela Overlin	0.80	\$	10,000.00

PRELIMINARY TOTAL COST \$ 3,092,500.00
TOTAL ASSESSMENT REU 247.40
AVERAGE COST PER REU \$ 12,500.00

Note: 11/7/12 total cost changed by SA per CM.

APPENDIX F

City Comprehensive Plan Update – Sidewalk and Bicycle Facilities (Fig. 7.10 and 7.11)



LEGEND:

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

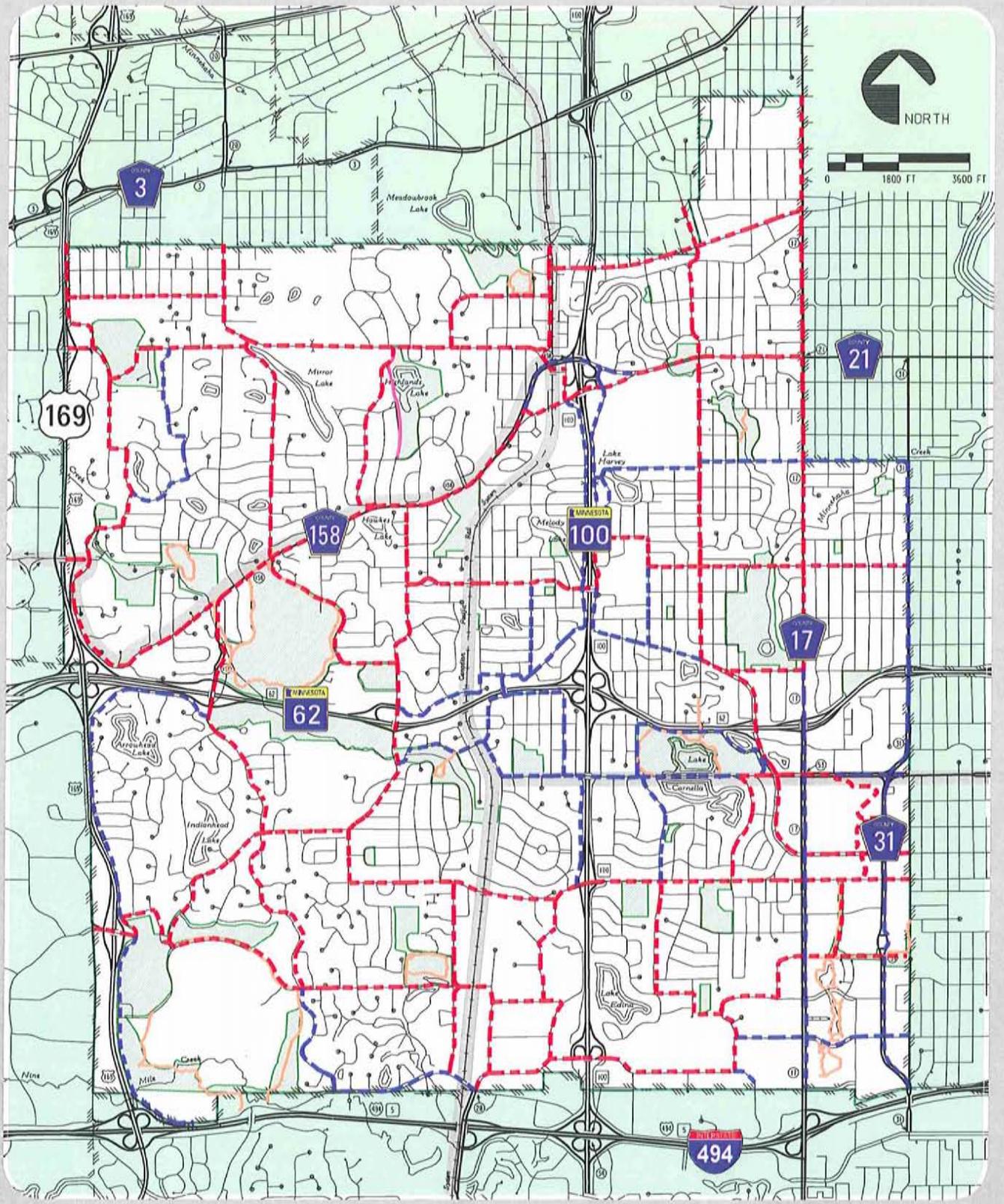
Note: Park Pathways are included on Figure 7.11



**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**

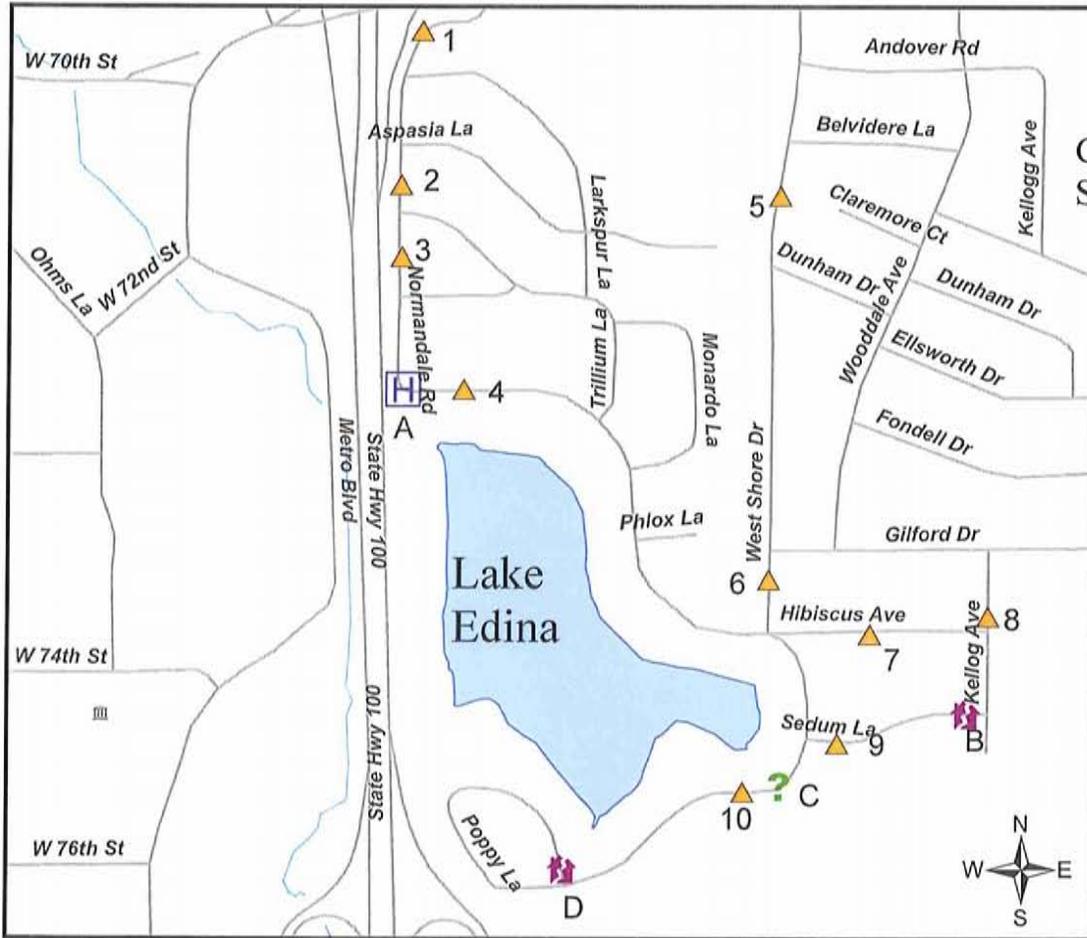
Bicycle Facilities

Figure 7.11

APPENDIX G

2013 Lake Edina Traffic and Crash Data

2013 Lake Edina Traffic and Crash Data



Traffic Data

Location	Description	Year	Average Daily Traffic	85th Speed, MPH
1	Normandale Road	2012	1259	28.7
2	Normandale Road	2012	740	33.4
3	Normandale Road	2012	608	34.6
4	Hibiscus Avenue	2012	233	28.3
5	West Shore Drive	2012	1059	32.1
6	West Shore Drive	2012	547	27.3
7	Hibiscus Avenue	2012	198	28.6
8	Gilford Drive	2012	284	24.6
9	Sedum lane	2012	117	24.0
10	West Shore Drive	2012	376	26.2

Crash Data

Location	Severity	Year	Month	Time
A	Incapacitating Injury	2003	Apr.	1712
B	Property Damage - No Apparent Injury	2006	Jun.	2400
C	Possible Injury	2006	Sept.	1530
D	Property Damage - No Apparent Injury	2001	Jul.	2400

APPENDIX H

Memo: Edina Living Streets – Review of Existing Plan and Policies, Peer Review Lessons, and Draft Living Streets Policy Framework



MEMO

To: Wayne Houle, PE – Edina City Engineer
Michael Thompson, PE – Edina Living Streets Committee Chair

From: Dan Edgerton, AICP – HR Green
Jack Broz, PE – HR Green
Fred Rozumalski, RLA – Barr Engineering Co.
Matt Metzger, PE – Barr Engineering Co.

Subject: Edina Living Streets – Review of Existing Plans and Policies, Peer Review Lessons, and Draft Living Streets Policy Framework

Date: August 13 , 2012

1.0 Introduction

The City of Edina seeks to encourage the development of a more accessible and sustainable transportation system over time. To accomplish this goal, the city envisions redesigning its street network using a "complete streets" approach, guided by green streets and active living design principles. The result will be a "living streets" system which facilitates all modes of transportation, incorporates ecological services, and encourages walking and bicycling through safe and aesthetically attractive transportation corridors. The purpose of this memorandum is twofold:

1. To document the review of existing plans and policies relevant to living streets, and
2. To provide a framework for a Living Streets Policy and Plan.

2.0 Review of Existing Plans and Policies

The City of Edina has implemented a number of planning and policy documents, ordinances, and other initiatives which have a bearing on transportation system investment decisions. Attachment 1 includes a draft living streets policy background document, prepared by the city. This document summarizes the relevant plans and policies which lead to the undertaking of the current study, many of which provide the policy direction and guidance for the city's living streets efforts. In contrast, some existing policies and regulations could conflict with or create a barrier to the implementation of a living streets program.

The following is a brief summary of the documents, regulations, and programs most relevant to living streets. As the city moves toward implementation of its Living Streets Policy and Plan, each of these documents should be reviewed and policies and regulations with a direct connection to transportation design elements (i.e., right-of-way, sidewalks, trees, etc) should be amended in order to expressly support the city's living street goals.

Plans and Studies

- Edina Comprehensive Bicycle Transportation Plan (2007)
The Edina City Council adopted a Comprehensive Bicycle Plan in 2007. The guiding vision for this document is to support the gradual transformation of the City of Edina into a "progressive

bicycle-friendly community where citizens can easily integrate cycling into their daily lives." This document compliments living street by planning for a fully integrated, safe, and inviting bicycle network for a full range of users.

- Edina Comprehensive Plan (2008)
The Edina City Council adopted an updated Comprehensive Plan in 2008. The plan promotes a vision for a city that is pedestrian, bicycle and transit friendly and inclusive of all users. A number of chapters are relevant to living streets, including Chapter 2: Visions, Goals, and Objectives; Chapter 4: Land Use and Community Design; Chapter 7: Transportation Plan; and Chapter 10: Energy and the Environment.
- Edina Comprehensive Water Resources Management Plan Update (2009)
The City of Edina developed a Comprehensive Water Resources Plan in 2009. This plan establishes the City's goals and policies for municipal drainage systems, design criteria, and rules for development and redevelopment. The plan supports the living streets goals to reduce street water runoff into watersheds.
- Edina Capital Improvement Plan (2012)
The purpose of the Capital Improvement Plan (CIP) is to guide capital investment decisions based on a community's needs, taking into account the best use of limited resources while providing efficient and effective municipal services. As the Edina Living Streets Policy is implemented, the CIP should be revised to reflect prioritization of capital investments in accordance with the city's living streets goals.

Programs and Initiatives

- Edina Fit City Program (Resolution 2006-70)
In July 2006 the Edina City Council adopted a resolution expressing a commitment "to providing an activity-friendly community to its residents" and authorizing "the application for The Governor's 'Fit City' Program," which recognizes cities committed to creating and maintaining an environment supportive of active living. The goals of the Fit City program and the City's resolution supporting an activity-friendly community compliment living streets.
- Edina Green Steps Program (Resolution 2011-37)
The City of Edina adopted a resolution to participate in the Minnesota Pollution Control Agencies (MPCA) Green Step Cities program in 2011. The Green Step Cities program aims to provide Minnesota cities a clear pathway to greater sustainability based on implementing best practices specific to Minnesota cities. Several of these best practices would be supported by a Living Streets Policy, including, #11: Complete Streets (requires "complete streets policy" or "living streets," which is inclusive of "complete streets" concepts); #12: Mobility Options (walking/biking, Safe Routes to School, etc.); #16: Urban Forest; #17: Efficient Stormwater Management; #18: Green Infrastructure (porous pavement, swales, etc.); and #19: Surface Water Quality (rain gardens, etc.).
- Bloomington Public Health
Bloomington Public Health provides public health services to Bloomington, Edina, and Richfield. This includes Statewide Health Improvement Program (SHIP) and the Community Transformation Grant (CTG). SHIP is working with communities, schools, worksites, and healthcare to reduce the risk for chronic diseases such as diabetes, heart disease, stroke, and cancer. SHIP seeks to make healthy living easier where we live, work, learn, and play. CTG has similar goals and also supports the Living Streets Policy in Edina. A Living Streets Policy would complement these programs as it would promote active living and make it easier for community members to be physically active.

- Edina *do.town* Program (2011)
In September 2011, the City of Edina, in partnership with Bloomington and Richfield, launched an 18-month initiative to improve community health by making changes that support healthy eating and active living choices. The goal of *do.town* is to bring together community members and leaders to think and talk about ideas that would make the healthy choice the easy choice in Bloomington, Edina, and Richfield.

Policies and Regulations

- Edina Assessment Policy (2010)
The purpose of the Edina Assessment Policy is to provide regulations for assessments to properties for non-state aid street projects. This policy is relevant to Living Streets as it governs how traditional street improvements are funded. As the Edina Living Streets Policy is implemented, the city should seek new and innovative ways to provide additional funding for design elements related to living streets and update its assessment policy to clearly define how each street design element will be funded.
- Municipal State Aid Special Assessment Policy (2010)
The purpose of the Municipal State Aid (MSA) Assessment Policy is to establish assessment rules for MSA improvement projects. As the Edina Living Streets Policy moves forward, the city should collaborate with its partners (i.e., Hennepin County, MnDOT, etc.), to identify new ways to support the implementation of living streets in Edina.
- Edina City Code
The Edina City Code is a comprehensive document which codifies the general ordinances of the City of Edina. Several elements of the City Code will have a direct bearing on the implementation of living streets within the city, whether through supporting policies, or in some cases policies that conflict with living streets principles. The following is a listing of some of the relevant chapters (not all inclusive). Upon implementation of a Living Streets Policy in Edina, these elements of the City Code should be reviewed and updated as necessary to expressly support the city's living streets goals.
 - *Chapter 4: Buildings, Construction and Signs* – Revise the following sections to support living streets principles such as creating livable neighborhoods.
 - Section 405: Landscaping, Screening and Erosion Control
 - Section 421: Right-of-way management
 - *Chapter 7: Health* – Consider linking this ordinance to the Living Streets Policy to support active living goals.
 - *Chapter 8: Land Use Plats and Zoning (all sections)* – Consider adopting form based zoning polices which emphasize size and position over use. This tool could be used to encourage living streets tenants such as mixed use development which promotes active living and helps to make the street a more attractive environment for non-motorized users.
 - *Chapter 10: Misdemeanors and Nuisances* – Revise the following sections to support living streets principles such as reducing the total amount of paved area through modified parking and vegetation ordinances.
 - Section 1046: Parking and Storage of Vehicles and Equipment
 - Section 1050: Maintenance of Vegetation
 - *Chapter 11: Public Utilities (all sections)* – Revise this chapter to support the stormwater efficiency goals of living streets.
 - *Chapter 12: Streets and Parks (all sections)* – This chapter should be thoroughly reviewed and revised to support living streets goals such as allowing flexibility in street

design to implement a full range of living streets design elements and to place greater emphasis on serving the needs of non-motorized users.

- *Chapter 14: Traffic Control and Vehicles* – The following sections should be thoroughly reviewed and revised to both support living streets goals such as allowing flexibility in street design to implement a full range of living streets design elements, and to remove barriers such as excessive auto “clear zone” requirements as appropriate.
 - Section 140: Pedestrian, Bicycle, and Vehicular Traffic, Parking, Standing and Loading
 - Section 1405: Clear View Zone

In addition, as living streets implementation moves forward, the city should adopt additional policies and ordinances in support of living streets, such as traffic calming and street design guidelines. These policies should be defined as part of the future living streets planning process.

3.0 Lessons Learned

The following is a summary of key lessons learned during previous Living Streets efforts in other municipalities.

Lessons Learned in Los Angeles County, CA

(May 3, 2012 Discussion with Ryan Snyder of Ryan Snyder Associates)

Lessons learned related to policy:

- Build a policy from the ten policy elements delineated in Table 2.1 of the Los Angeles County Model Design Manual for Living Streets.
- Exceptions should be rare. The process for design and review must be clear.
- City procedures and standards need to be changed as appropriate to accommodate the new policy. For example it may be stipulated the a bike advisory committee reviews all street projects, or a pre-design check list is created for components of Living Streets (e.g. pedestrian circulation, stormwater management, street trees).
- It is important to create implementation plans. It might include plans such as Safe Routes to School (SRTS), a sidewalk plan, or an urban forest plan.

Lessons learned related to implementation:

- For each street project Ryan recommends well facilitated workshops with property owners to first educate them on Living Streets, and then to have them participate in the selection of street elements appropriate for their street.
- During the education process show lots of photographs and drawings of Living Streets as well as dysfunctional streets. Make it very visual. Explain all the benefits. Talk about the down side of keeping the street as it is.
- It is important to have all voices (supporters as well as opponents) at the table during the facilitated workshops, and to encourage the quiet people to speak their mind. It helps to break into small groups and have a balance of opinions at each table.
- In preparing for the workshops, understand any complaints about the project street beforehand in order to respond with a Living Streets solution. Create solutions from the complaints.

- Label this policy as a traffic calming and street beautification initiative rather than undefined term such as Bike Boulevard or Living Streets. This allows focus on the benefits, and prevents a target for opponents.
- The most significant opposition to Living Streets stems from confusion about traffic congestion. When proposing a Living Street project, designers and staff should be well prepared with statistics from other projects and other cities that prove that congestion does not become an issue. Ryan suggests steering the conversation away from congestion and to the life style benefits of Living Streets.
- Ryan has found that it is essential for city leadership to stand behind the plan. Staff must be fully supported in the process of implementing Living streets, and not be put in the middle of disputes between neighborhood factions.
- It will be important to provide Living Streets training for city staff.

Lessons Learned in Creating the North St. Paul, MN Living Streets Policy and Plan

(Barr Engineering Staff)

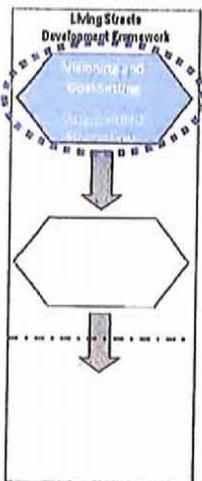
- Gather feedback about Living Streets concepts from residents prior to targeting specific neighborhood projects. Then, implement Living Street projects in areas where demographics or questionnaire feedback shows support. If there are residents who have a history of opposing proposed actions by the City, they are likely to oppose a new effort as well.
- During the N. St. Paul community engagement process, public opinions showed correlations with demographics. Much support was seen from younger families, new to the area, some with children. Much dissent was received from older, senior residents who have resided in the neighborhood for a long time.
- Every street and neighborhood is unique. The street reconstruction elements favored by residents are likely to vary. The complexity of design on different street types (state-aid vs. locally funded) will vary. Implementation should be flexible to accommodate the needs of each unique street segment.
- A useful strategy may be to not name the effort "Living Streets", but to simply make changes to street reconstructions policies, design process and focus on safe routes to school. In North St. Paul the term became a target for residents opposed to the project. Reconstructing streets using Living Street design elements under the usual capital-improvement process may prove to be a good strategy.
- In North St. Paul and Maplewood, it was vital to have a design process framework for the Ramsey-Washington Metro Watershed District to cooperate w/ the City Engineer(s). This cooperative effort facilitated design development and feedback exchange at key phases of concept and final design. The District and City worked together to develop design templates and final designs that addressed their various goals and the goals of other stakeholders. Developing a design process in Edina that engages various stakeholders early in the design process and throughout design and construction is recommended.

4.0 Living Streets Development Framework

In order to implement an effective living streets program in Edina, the city should develop a Living Streets Policy and Plan, which includes a clearly stated vision statement and goals, a set of supporting policies, and a process or plan for implementation. This development framework is illustrated in Figure 1. This document presents a draft living streets vision and a policy template developed based on the initial stakeholder engagement workshop described below. These represent the first two steps in the development framework. The third step, which includes a detailed plan for implementation of Living Streets in Edina, will be developed as part of a future effort.

A Living Streets Policy will provide the regulatory framework for living streets and a Living Streets Plan will provide the details needed for implementation, such as prioritization of projects by mode, an implementation process, and design guidelines and templates. The purpose of this framework is to facilitate discussion in order to move the City toward adoption of an Edina Living Streets Vision and the development and implementation of a Living Streets Plan. This material should be continually updated and refined as the living streets implementation process moves forward.

Visioning and Goal Setting

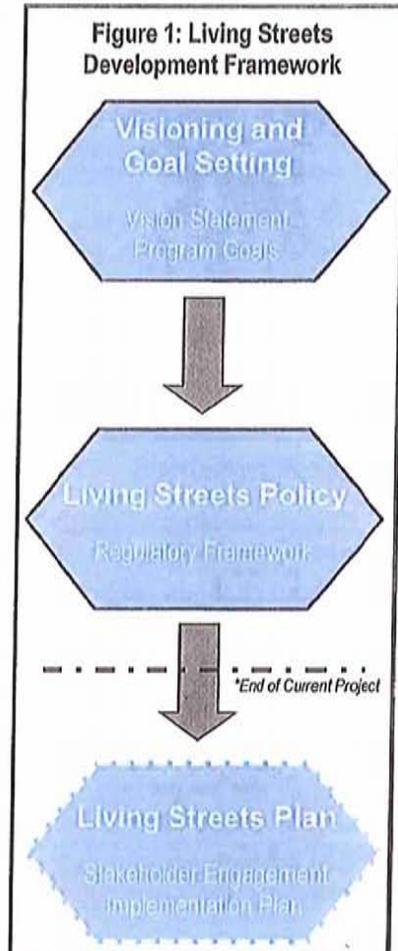


In March of 2012 the City of Edina hosted a two part Living Streets Workshop, facilitated by a nationally recognized living streets expert (refer to Attachment 2 for a summary). The purpose was to introduce participants to the living streets concept and to initiate the process of developing a Living Streets Policy in Edina. A key result of this effort was the engagement of stakeholders in the visioning, goal setting, and policy making process. The results and proceedings from this workshop served as the basis for the development of the vision and policy framework presented below.

Living Streets Vision

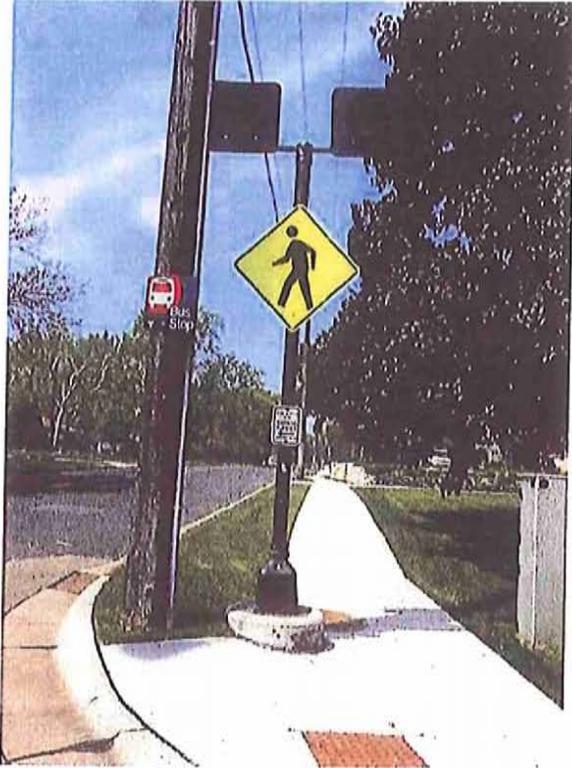
The purpose of the vision statement is to set the philosophical framework for living streets in Edina. It should answer the question "why implement living streets?", creating a picture or vision of the community which Edina residents are striving toward. As part of the Living Streets workshop, attendees participated in a visioning exercise in which they were asked "What will be the vision behind a new living streets policy? (refer to Attachment 2)" Based on this visioning session a series of common themes emerged. These themes paint the vision for living streets in Edina.

Figure 1: Living Streets Development Framework



Participants envisioned Edina as a place...

... where all modes of transportation are equally accessible



... with a cohesive community identity



... where families regularly choose walking or bicycling instead of driving

... where biking and walking are not only safe and convenient, but also enjoyable



... where public policy strives to promote sustainability through balanced infrastructure investment decisions.



... where people choose physical activity for enjoyment



... where the streets are a place you want to sit.



... where environmental stewardship and reduced energy consumption are pursued in the public and private sectors alike.



Based on the themes described above, the Edina Living Streets Committee developed the following draft vision statement for stakeholder consideration.

Draft Edina Living Streets Vision Statement

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

The purpose of this draft statement is to facilitate discussion in order to move the City toward an approved Edina Living Streets Vision. This vision statement should be continually updated and refined as the living streets study process moves forward.

Living Streets Goals

In order to develop a policy which moves the city toward its vision for living streets, it is important to clearly articulate the goals and priorities of the living streets program. Goals should answer the question "what will living streets look like?", stating the broad, overriding outcomes the city wants to achieve. Typical goals for implementing living streets are listed below:¹

- Serve the land uses that are adjacent to the street; mobility is a means, not an end
- Encourage people to travel by walking, bicycling, and transit, and to drive less
- Provide transportation options for people of all ages, physical abilities, and income levels
- Enhance the safety and security of streets, from both a traffic and personal perspective
- Improve peoples' health
- Create livable neighborhoods
- Reduce the total amount of paved area
- Reduce stormwater runoff and capture/treat pollutants for improved watershed health
- Maximize infiltration and reuse of stormwater
- Reduce greenhouse gas emissions and other air pollution
- Reduce energy consumption
- Promote the economic well-being of both businesses and residents
- Increase civic space and encourage human interaction
- Maintain and improve the urban forest

With these goals presented as a basis, participants of the Edina Living Streets Workshop developed the following priorities for living streets in Edina:

Living Street Priorities

- Safe and enjoyable access to all modes for all users and all abilities
- Streets will vary in character (context sensitive)
- The transportation network will enhance neighborhoods
- Streets will incorporate green management best practices

Further, the following were identified as additional goals or attributes for the Edina Living Streets System:

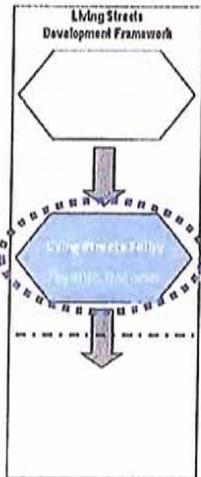
Secondary Goals

- Foster income equity
- Pedestrian-oriented design
- Connect people, not just places

¹ Los Angeles County. Model Design Manual for Living Streets. 2011.

- Foster active lifestyles
- Be inviting
- Support commerce
- Be sustainable

Living Streets Policy Development



The intent of a living streets policy is to provide policy direction in support of implementing the city's living street vision and goals. A living streets policy should answer the question "how will we achieve living streets?" It should be broad enough to cover all aspects of the transportation system and should contain sufficient detail to guide the design process in support of living streets principles. The policy should not prescribe how to design every segment of every street; rather, it should clearly define what the city wants to accomplish with its streets and refer to specific design guidance developed as part of the planning process (i.e., modal balance, prioritization, checklists, design templates, etc.).

Los Angeles County has developed a living streets policy model based on the 10 policy elements for complete streets established by the *National Complete Streets Coalition*, updated to incorporate living streets principles.¹ Any agency may adopt all or part of the Los Angeles model as is, or modify the model based on community goals, provided the Los Angeles County Design Manual is acknowledged and credited as appropriate.

The following is a draft Edina Living Streets Policy framework, which was developed using the Los Angeles County model described above as a template, and updated to reflect the values of Edina. This framework includes a range of policy elements and statements intended to provide comprehensive policy level support for living streets. The policy is intended to provide a regulatory framework for living streets and not a plan for implementation.

The draft policy framework should be reviewed and refined by the Edina Living Streets Committee throughout the living streets process, based on comprehensive stakeholder engagement and continuous public outreach. Once the Edina Living Streets Policy has been finalized, the Living Streets Committee should present the policy to the full Edina Transportation Committee for final approval and recommendation to the City Council. Once a final policy is drafted and approved, the policy can be enacted by the City through a living streets ordinance or resolution enacting the policy.

Draft Edina Living Streets Policy

Vision Statement – Why?

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.

Goals (based on Edina Living Streets Workshop – March 2012) – What?

The goal of the Edina Living Streets Policy is to ensure the following:

- Safe and enjoyable access to all modes for all users and all abilities
- Streets will vary in character (context sensitive)
- The transportation network will enhance neighborhoods
- Streets will incorporate green management best practices

The City will require all developers to obtain and comply with the standards and procedures of the Edina Living Streets Policy and Plan.

The City will actively seek to coordinate its Living Streets Policy and Plan with partner agencies, in order to influence decisions on roads outside of its jurisdiction (i.e., MnDOT and Hennepin County). This will include providing a copy of the Edina Living Streets Policy to partner agencies, and seeking their input throughout the Living Streets Plan development process. At a minimum, this outreach to partner agencies will include MnDOT, Hennepin County, the Metropolitan Council, and the Minnehaha Creek and Nine Mile Creek Watershed Districts.

Phases

As living streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time, the City will apply the living streets policy document to all roadway 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 intended for public use.

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 roadway construction project, in order to ensure multimodal connectivity and continuity.

The City will draw on all sources of transportation funding to implement living streets and actively pursue new funding sources as available.

Exceptions

Living streets implementation will be a required component of ALL street construction, reconstruction, repaving, rehabilitation, and maintenance projects.

Exceptions to the guidelines set forth in the Edina Living Streets policy may be made, based on professional judgment.

The City will develop an Living Streets exception request process to set the conditions by which a project could be exempted from part of all of the Edina Living Streets Policy

Design

The City will adopt new living streets design guidelines and procedures to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context-sensitive designs. The City will undertake a planning effort to define this process.

The City will incorporate living street design principles of into all city plans, manuals, rules, regulations, and programs as appropriate, in accordance with the Living Streets Policy and Plan. As new and better practices evolve, these will be incorporate those as well.

The City will provide well-designed pedestrian accommodations in the form

of sidewalks or shared-use pathways on all arterial and collector streets and on local streets.

The City will 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.

The City will provide bicycle accommodations along all avenues, boulevards, and connector streets. Bicycle accommodations could include but are not limited to bike lanes, trails, or other improvements.

The City will keep street pavement widths to the minimum necessary.

The City will allocate right-of-way for boulevards, plant trees, and treat stormwater associated with right-of-way hardscape, including trails, transit, and pedestrian facilities as well as streets, whenever a street is constructed, reconstructed, or relocated where physical conditions warrant.

The City will prioritize right-of-way space allocation for access and mobility (all modes) improvements and include on-street residential parking only when it is not in conflict with access and mobility (all modes) and achieving other living streets goals, such as managing stormwater runoff.

Context Sensitivity

The City will seek input from local stakeholders when designing their streets with input from local stakeholders.

Street design will enhance the character of neighborhoods and be in keeping with existing land uses.

When designing streets, the City will be mindful of preserving and protecting natural features, such as waterways, trees, slopes, and ravines.

The City will design their streets with a strong sense of place. They will use architecture, landscaping, streetscaping, public art, signage, etc. to reflect the community, neighborhood, history, and natural setting.

The City will coordinate with merchants along commercial corridors to develop vibrant retail districts.

The City will inventory building and zoning codes to bring into agreement with Living Streets principals and minimum design guidelines as established by the Living Streets Policy and Plan.

The City will develop a Living Streets Plan which includes a palette of design templates for street types and minimum design guidelines, from which developers can choose.

Implementation

The City will develop, adopt, and apply a Living Streets Plan for the implementation of living streets in Edina. At a minimum, the plan should include the development of street typologies based functional classification,

multimodal traffic volumes, and land use, which are correlated to a design "toolbox."

The City will incorporate living streets concepts into the next circulation element of their general plans (i.e., Comprehensive Plan, Bicycle Plan, Safe Routes to School Plan, etc.).

The City will update its storm management plan to include living streets principles which aim to capture streetwater runoff on site.

The City will create an urban forest management plan to protect and expand the existing urban tree canopy.

The City will review, modify, update, and delete out-dated policies included but not limited to the Assessment Policy and the City Code.

The City will prioritize CIP-prioritize by mode; based on the Living Streets Policy and addressing safety, access, and convenience.

The City will actively engage stakeholders in the street planning and design process, including property owners, residents, and other users of the transportation system. At a minimum, engagement efforts will entail extensive education campaigns, design input, public meetings, and other forms of on-going communication.

The City will actively seek out and pursue funding and grant opportunities to implement the Living Streets Policy and Plan.

Operations

The City will update right-of-way maintenance standards and practices to support living streets. As an example, on-street bicycle lanes may require more upkeep (i.e., cleaning/debris removal, striping, etc.).

The City will update its traffic enforcement practices to support living streets, such as citations for speed limit violations.

Every city agency, including public works, planning, maintenance, and others will follow the Edina Living Streets Policy and will conduct ongoing coordination in support of living streets operations.

The City will conduct on-going public engagement in order to provide public education on safe and efficient street operations and multimodal considerations. This could include targeted stakeholder education meetings (i.e., senior living facilities) a page on the city website and a living streets component at regularly scheduled public meetings and open houses.

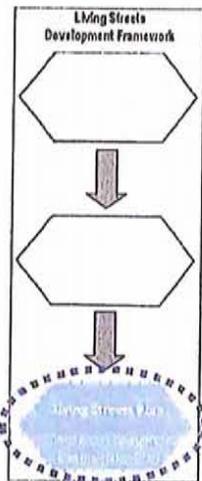
5.0 Next Steps

The purpose of the living streets vision and goals, and policy framework presented herein is to facilitate stakeholder dialog in an effort to move toward the development and adoption of an Edina Living Streets Policy and a Living Streets Plan. The Living Streets Policy will provide the regulatory framework for living streets and the Living Streets Plan will provide the details needed for implementation, such as prioritization of projects by mode, an implementation process, and design guidelines and templates.

Living Streets Policy

The next step in this process is the continued refinement of the Living Streets Policy Framework based on stakeholder engagement efforts. The purpose of the next stakeholder engagement efforts should be to present and seek input on the Living Street Vision and Goals and Policy Framework, in order to build stakeholder support for the Living Streets Policy. The policy should be a dynamic document (i.e., continuously revised, modified, and updated), which clearly articulates and supports the city's vision and goals for living streets in Edina.

Living Streets Plan



Presented above are a draft living streets vision and a policy template, which represent the first two steps in the living streets development framework. The third step includes the development of a detailed plan for implementation of Living Streets in Edina. After completion of a Living Streets Policy, the city should undertake a planning process which includes robust stakeholder engagement, identification of priority streets, and areas (neighborhoods/districts) for the implementation of living streets policies. The plan should include the development of an implementation process which includes design guidance. The implementation process should not prescribe how to design every segment of every street; rather, after clearly defining what a community wants to accomplish with its streets, designers can apply this framework along with the specific guidance developed as part of the planning process (i.e., prioritization, checklists, etc.), to meet the community's goals. A key element of the implementation process is the identification of the desired modal balance for each element of the project. This process should recognize that the needs of all roadway segments and corridors within a project are not the same and improvements should be designed to provide the level of functionality needed for

each mode, given the context of a project. For example, the bicycle accommodation needs of a high speed urban arterial road would not be the same as a residential street. The plan should also include an examination of how aboveground stormwater management can be accommodated within the right-of-way of varying street types. Living streets harvest stormwater to recharge groundwater and water street trees. Accomplishing this in narrow right-of-ways requires forethought. In addition, urban forest expansion into the right-of-way should be addressed in the plan.

At a minimum, the plan should include the development of street typologies based functional classification, multimodal traffic volumes, and land use, which are correlated to a design "toolbox." This should include an implementation process or check-list which is followed when a street project is initiated. The Edina Living Streets Committee developed the following as an example. The process would identify the functional classification and traffic volumes, such as:

- Low volume local – under 300 vehicles per day (vpd)
- Local – 300-1000 vpd
- Higher volume Local – over 1000 vpd
- Minor collector – under 3000 vpd
- Collector – 3000-6000 vpd

- Major collector – over 6000 vpd

The process should also include considerations for land use and other relevant issues, such as:

- Business segment – that part of a street adjacent to and within a set distance from a business district
- School segment – that part of a street adjacent to and within a set distance from a public or private K-12 school or public community center
- Park segment – that part of a street adjacent to and within a set distance from a public park or regional trail
- Flagged – streets or segments of streets for which a problem has been identified, such as speeding.

In this example, a project on Elm Street might have the following considerations:

Elm Street has 1300 vpd. The segment of Elm between 42nd Street and 44th Street is adjacent to the school. The school segment runs from 41st Street to 45th Street. A speeding issue has been noted on the 3900 block.

Classification: Higher volume local with school segment, flagged for speeding and volume.

This process would allow streets to be classified and correlated to an appropriate set of design tools, given the context of the street. The intent of this process is not to develop street typologies with strict design standards, but rather to facilitate an informed decision making process which will meet the needs of users while achieving the City's Living Streets goals.

Two example design Templates are included as Attachment 3. An example work plan, budget, and schedule for the proposed Living Streets Planning process are included as Attachment 4.

Attachment 1: Living Streets Background Document

LIVING STREETS

Background

Complete Streets typically refers to street design that provides for multiple modes of transportation (auto, mass transit, pedestrian, bike). *Green Streets* typically refers to street design that reduces environmental impacts by reducing impervious surface, managing stormwater, and providing shade.

Living Streets refers to streets that are not only Complete and Green but also designed to improve active living, community identity, and social connections. Cities such as Denver, Los Angeles and Tucson have Living Streets initiatives. In the Twin Cities, the Ramsey-Washington Metro Watershed District and North St. Paul have developed and are implementing a new Living Streets Plan. The City of Maplewood is also pursuing a process to adopt Living Streets.

Complete Streets Legislation

The State of Minnesota passed Complete Streets legislation in 2010. The Commissioner of Transportation has committed Mn/DOT to implement a complete street vision for the trunk highway system. In January 2010 the Edina City Council adopted a resolution expressing support for a statewide Complete Streets Policy. Inasmuch as the statewide policy will not apply to local roads, cities are encouraged to adopt policies to meet their unique needs; however this is not a mandate.

According to Mn/DOT, Complete Streets does not mean "all modes on all roads"; rather, the goal of Complete Streets should be to:

- 1) Develop a balanced transportation system that integrates all modes via planning that is inclusive of each mode (i.e., transit, freight, automobile, bicycle and pedestrian); and
- 2) Include transportation users of all types, ages and abilities.

Examples of Complete Streets goals and principles listed in the report to the legislature include:

- 1) Reduce crash rates and severity of crashes;
- 2) Improve mobility and accessibility of all individuals including those with disabilities in accordance with the legal requirements of the ADA;
- 3) Encourage mode shift to non-motorized transportation and transit;
- 4) Reduce air and water pollution and reduce noise impacts;
- 5) Increase transportation network connectivity;
- 6) Maximize the efficient use of existing facilities;
- 7) Strive for tax supported investments to provide maximum benefits to the community and all user groups;
- 8) Safely integrate intermodal connections across the transportation network; and
- 9) Promote safe and convenient access and travel for all users (pedestrians, bicyclists, transit riders) and people of all abilities as well as freight and motor vehicle drivers.

While City actions to date support the development of a Complete Streets policy for local streets, the City could go further in planning for and implementing its vision for a transportation system that also addresses environmental and active living goals and enhances community identity. The

Living Streets concept is the next step.

Minnesota Green Step City

The Minnesota Pollution Control Agency (MPCA) has launched the Minnesota Green Step Cities program. Five cities—including Edina—were selected to pilot the program. The Edina City Council asked the Energy and Environment Commission (EEC) to evaluate whether the City should apply to become a Green Step city and, if yes, which of the 28 best practices related to sustainability Edina should undertake in order to become certified. In January 2011, the EEC recommended that Edina join the Green Step Cities program and outlined the 16 best practices Edina should undertake. The City Council adopted the EEC's recommendation.

Six of the City's 16 best practices would be supported by a Living Streets Plan. These are:

- #11. Complete Streets (requires "complete streets policy" or "living streets," which is inclusive of "complete streets" concepts);
- #12. Mobility Options (walking/biking, Safe Routes to School, etc.);
- #16. Urban Forest;
- #17. Efficient Stormwater Management;
- #18. Green Infrastructure (porous pavement, swales, etc.); and
- #19. Surface Water Quality (rain gardens, etc.).

For more information on the Green Steps Cities program, please see the January 18, 2011 City Council meeting.

Edina Fit City Resolution

In July 2006 the Edina City Council adopted a resolution expressing a commitment "to providing an activity-friendly community to its residents" and authorizing "the application for The Governor's 'Fit City' Program."

The Fit City Program recognizes Minnesota cities committed to creating and maintaining an environment supportive of active living. The program requires participating cities to "adopt a resolution affirming activity-friendly commitments by City leaders and elected officials" and to "agree to advertise and display 'Fit City' designation."

The goals of the Fit City program and the City's resolution supporting an activity-friendly community provide support for a Living Streets Plan.

2008 Comprehensive Plan

The Edina City Council adopted an updated Comprehensive Plan in 2007. The Plan promotes a vision for our city that is pedestrian, bicycle and transit friendly and inclusive of all users. The following Principles from Chapter 4 provide support for a Living Streets Plan:

1. *Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.*
2. *Design public streets to serve not only vehicles but also pedestrians, people with mobility disadvantages and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.*
3. *Create walkable streets that foster an active public life;*

4. *Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.*
5. *Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.*
6. *Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, into the design and redesign of streets, paths and pedestrian ways.*
7. *Promote a clear hierarchy of street types of distinctive and differentiated character that are defined by landscape and pedestrian amenities as well as adjacent buildings. Within larger redevelopment sites, promote a fine-grained and interconnected network of local streets and paths, encouraging pedestrian circulation and providing a choice of access points (p. 4-36. See also Guidelines of 4-37-39).*

Additional support for Living Streets can be found throughout the 2008 Comprehensive Plan. Please see the attached "Excerpts from the 2008 Comprehensive Plan" for more.

DISCUSSION

Living Streets¹

Living Streets pulls together the concepts of Complete Streets and Green Streets, and puts additional focus on quality of life aspects for city residents. Figure 1 below shows the components of Living Streets. The model balances the "green" components (environment and social factors) and the "grey" components (transportation and utilities) of the system. All too many times in the past, the "green" factors have not been highly prioritized for agencies. This mentality is starting to change in many agencies statewide.

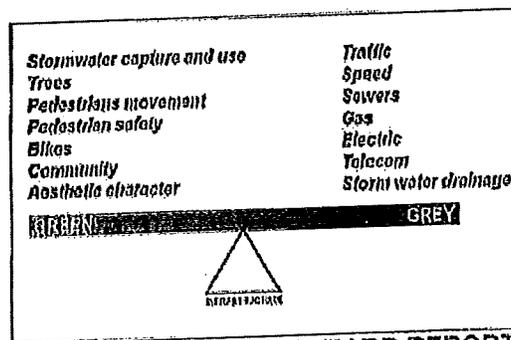


FIGURE 1 - RWMWD/BARR REPORT

A Living Streets policy should:

¹ Landscape Architect Fred Rozumalski from Barr Engineering and Ramsey-Washington Metro Watershed District (RWMWD) administrator Cliff Alchinger has championed the Living Streets concepts they developed for North St. Paul. The RWMWD administrator has stated that the North Saint Paul Living Streets policy is in the public domain and can be used as a template for others with credit giving for photos. To read the complete policy, please see http://www.ci.north-saint-paul.mn.us/index.asp?Type=B_BASIC&SEC=%7B13DF596B-ED60-4D35-B13A-6EE928B643AB%7D.

- 1) Improve stormwater quality through reducing the impervious footprint of streets, meeting or exceeding city and watershed rules through best management practices (BMP) such as rain gardens and swales.
- 2) Implement traffic calming measures through the use of techniques best suited for site conditions.
- 3) Improve biking and walking conditions along natural connector routes and collector streets through designation of bike lanes, sidewalks, or multi-purpose trails.
- 4) Create boulevard tree standards that provide environmental benefits (stormwater management, shade to reduce heating and cooling costs, filtering air pollutants, reduce urban heat island effect), enhance quality of life, and are practical and affordable.

As seen in Figure 2, a street section of 22' can accommodate parking on one side of the street with two cars passing one another on a residential street. A 22' street section with parking on one side can also accommodate larger vehicles but there may be some yielding when vehicles must pass one another near a parked vehicle. Narrowed streets could reduce costs and also provide room for sidewalk on one side that is no closer than the previous street edge once was located.

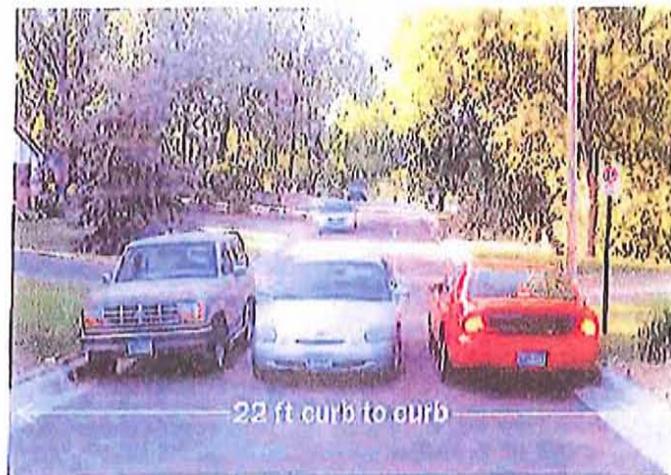


FIGURE 2 - RWMWD/BARR REPORT

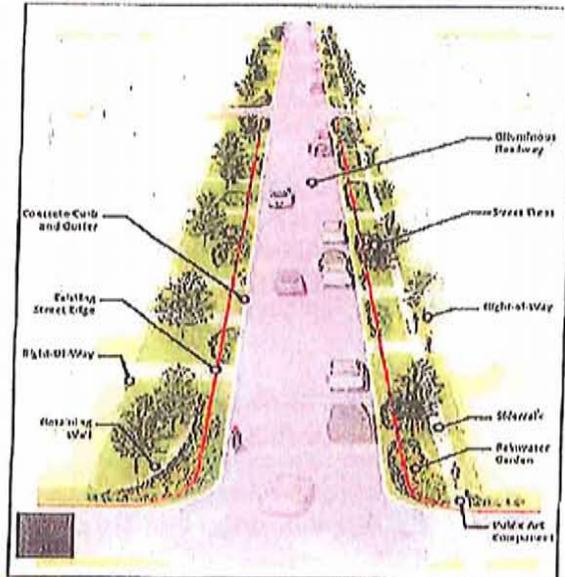


FIGURE 3 – RESIDENTIAL STREET - RWMWD/BARR REPORT

Active Living Opportunities – Providing a designated system of sidewalks, trails, and bike lanes increases the likelihood for walking and biking. Figure 4 depicts a typical layout of a collector street with biking and pedestrian facilities which could be standardized through ordinance language.

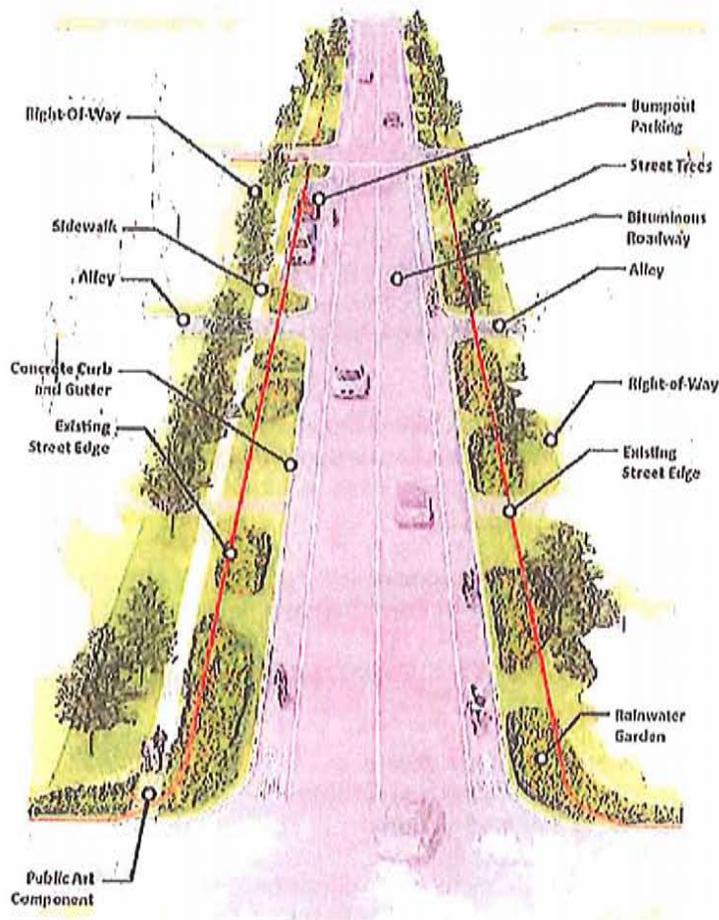


FIGURE 4 – COLLECTOR STREET - RWMWD/BARR REPORT

RECOMMENDATION

That the ETC discuss a Living Street Policy/Plan and develop a framework for working collaboratively with staff, other boards and commissions, and the City Council, with the intent to ultimately recommend a Living Street Policy/Plan to be implemented as the new vision for neighborhoods and collector streets in Edina. This Living Street Policy/Plan is important considering the large capital investment that will be occurring throughout the city to local neighborhoods over the next decade and beyond.

Attachments:

- 1) Sample Resolution
- 2) Excerpts from 2008 Comprehensive Plan

**DRAFT RESOLUTION
DECLARING SUPPORT FOR ESTABLISHING A LIVING STREETS POLICY
FOR THE CITY OF EDINA, MINNESOTA**

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

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

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

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

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

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

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

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

BE IT FURTHER RESOLVED, the ETC in collaboration with staff shall prepare a Living Streets Policy/Plan and staff shall concurrently review city ordinances, engineering standards, policies, and guidelines in order to make recommendations ultimately to the City Council on a Living Street Policy/Plan that will reduce impacts to the environment, be practical and economical, while also meeting community and stakeholder needs consistent with Living Streets concepts.

Excerpts from 2008 Comprehensive Plan

Chapter 4: Land Use Goals—

1. Protect and preserve the essential character of existing residential neighborhoods (p. 4-21)
6. Increase mixed use development where supported by *adequate infrastructure to minimize traffic congestion, support transit, and diversity tax base* (p. 4-22)
7. *Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car* (p. 4-22)
8. Ensure that *public realm corridor design is contextual, respectful of adjacent neighborhood character supportive of adjacent commercial and/or mixed use development, promotes community identity and orientation, and creates the highest quality experience for pedestrians, cyclists, and transit users* (p. 4-22)

Land Use and Transportation Interface

There is a fundamental link between land use planning and transportation planning. The transportation system must function as a network that links a diversity of uses in a manner that promotes efficient multi-modal travel (motor vehicles, bicycle, transit and pedestrian). ... Chapter 7 of this Comprehensive Plan deals with transportation, and responds to and supports the land use and community design policies presented in this chapter. (p. 4-22)

Land Use Policies—

3. Edina has evolved to a large degree into a community defined by roads. The City's roads should continue to evolve to act as connectors, rather than as barriers. *The city will incorporate amenities and infrastructure into its public corridors to make them beautiful, efficient, multi-modal public spaces.*
5. In reviewing developing proposals, the City will examine how land use and transportation are integrated to *ensure that new development and redevelopment expands non-motorized travel options.*
6. The City will maintain the current open space and wetlands acreage and seek to expand it whenever possible.
8. The City will grow and develop in a sustainable manner that will *protect its high quality natural environment, promote energy efficiency and conservation of natural resources, and minimize the impacts of buildings on the environment over the lifetime of each building.* (p. 4-34)

Staging Development: Small Area Plans—

These Small Area Plans may include planning principles such as:

- 1) Area or neighborhood land use pattern and design *that encourages walking and transit use*
- 2) *High degree of connectivity to existing and new public (and active private) spaces to encourage physical activity, social interaction, and optimal land use*
- 3) *Smaller parking footprints*
- 4) *Reduction in impervious surfaces and associated storm water runoff* (p. 4-35).

Citywide Movement Patterns and Public Spaces—

Principles:

8. *Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.*
9. *Design public streets to serve not only vehicles but also pedestrians, people with mobility disadvantages and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.*
10. *Create walkable streets that foster an active public life;*
11. *Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.*
12. *Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.*

13. Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, *into the design and redesign of streets, paths and pedestrian ways.*
14. Promote a clear hierarchy of street types of distinctive and differentiated character that *are defined by landscape and pedestrian amenities* as well as adjacent buildings. Within larger redevelopment sites, promote a fine-grained and *interconnected network of local streets and paths, encouraging pedestrian circulation* and providing a choice of access points (p. 4-36. See also Guidelines of 4-37-39).

Guidelines: Medium- and High-Density Design (All Uses)—

A Pedestrian-Friendly Environment: Improving the auto-oriented design pattern discussed above under "Issues" *will call for guidelines that change the relationship between parking, pedestrian movement and building placement.*

Landscaping: *Provide visual screening and privacy to buffer cars from people, provide visual relief and allow stormwater infiltration in parking lots.* Permeable hardscape, where appropriate, is preferred over blacktop or traditional paving.

Parking: *Evaluate current parking standards in order to encourage shared parking and minimize the visual impact of surface parking.*

- Design surface parking to maximize stormwater infiltration and allow for groundwater recharge, using infiltration swales, pervious pavement or similar techniques
- Where vehicle parking requirements exist, implement minimum bicycle parking standards as well (p. 4-45).

Movement Patterns:

- *Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.*
- *Limit driveway access from primary streets while encouraging access from secondary streets.*
- *Encourage enhanced transit stops, including shelters, shade and seating where feasible.*
- *Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc) (p. 4-47).*

Implementation—

Provision for urban forest protection and improvement consistent with Plan guidance for creating a pleasant pedestrian environment, screening parking areas, providing the benefits of landscaping, and restoring environmental processes that a tree canopy provides the biological community. These provisions may include a tree preservation ordinance. Other measures may also be considered to ensure appropriate tree replacement and management of our urban forest (4-56).

Chapter 7: Transportation

Goals and Policies: Transportation—

Goals:

1. *Maintain and enhance mobility for residents and businesses through creation and maintenance of a balanced system of transportation alternatives.*
2. *Implement a fully multi-modal transportation system that supports the land use vision and future land use plan for managing and shaping future growth.*
3. *Minimize the impacts of the transportation system on Edina's environment and neighborhood quality of life.*
4. *Reduce the overall dependence on the use of single-occupant vehicles by promoting land use patterns that allow for shorter vehicular trips and the use of alternative travel options.*
5. *Ensure that all Edina's residents, workers, and visitors, including those with transportation disadvantages, have viable travel options.*
6. *Promote a travel demand management program through a coordinated program of regulations, marketing, and provisions of alternative travel options.*

7. *Provide multiple travel options for transit users, pedestrians, bicyclists, and rideshare users, as well as for drivers of private automobiles.*
8. *Support attractive and high performance transit service connections.*
9. *Manage parking provision to encourage joint and shared use of facilities, ride-sharing (car pools and van pools), bicycle parking, and increased transit use (p. 7-38-39).*

Policies

Roadway Design:

5. *Design/enhance collector and arterial roadways to minimize through traffic on local streets in the functional classification system, and to be compatible with other transportation modes including transit, bicycle and pedestrian.*
6. *Use adequate transitions and buffers including, but not limited to, earth berms, walls, landscaping and distance to mitigate the undesirable impact of high volume roadways.*
8. *Encourage beautification of local roadways, where appropriate, with amenities such as boulevard streets, decorative street lighting, and monuments.*
9. *Monitor and address transportation requirements associated with demographic trends, such as an aging population (p. 7-39-40).*

Parking:

2. *Continue to limit on-street parking in and near congested commercial areas.*

Pedestrian/Bicycle:

1. *Provide accessibility to pedestrians and bicycles at major activity centers, including necessary storage facilities.*
2. *Create pedestrian and bicycle interconnections among major generators, with continuity across major roadways and other barriers.*
3. *Review and recommend construction of pedestrian and bike paths throughout Edina cooperatively with the Three Rivers Park District and Hennepin County.*
4. *Promote safe walking, bicycling and driving. Promote vehicle drivers respect for bicycles and pedestrians along with bicyclists and pedestrian observation of signs and use of designed paths for travel.*
5. *Support inclusion of pedestrian and bicycle access planning when upgrading roadways, bridges and redevelopment projects.*
6. *Provide sidewalks and safe crossings for areas of potential pedestrian/vehicle conflicts, including high-traffic streets, commercial areas, areas with transit access, and in high-density residential locations.*
7. *Provide appropriate signage in areas of potential conflict between pedestrians and automobile traffic.*
8. *Separate pedestrian traffic from bicycle traffic to ensure desired safety conditions. When a bicycle facility is provided, considerations should also be given to providing a corresponding pedestrian way where possible. This could be as a separate facility or through striping.*
9. *Support recommendations of the Comprehensive Bicycle Transportation Plan for implementation (7-43-44)*

Comprehensive Bicycle Transportation Plan—

Vision:

The guiding vision for this document is to support the gradual transportation of the City of Edina into a "progressive bicycle-friendly community where citizens can easily integrate cycling into their daily lives" (p. 8).

Guiding Principles

The following goals and principles guide the recommendations included in this Plan:

Improving Safety: proactively addressing existing hazardous conditions, assigning dedicated road space to cyclists, and alerting motorists of their presence will help improve safety and convenience for all users of Edina's streets and sidewalks.

Connecting to Local and Regional Destinations: Providing safe and convenient connections to destinations in Edina and neighboring communities will increase bicycle use and help lower demand on Edina's overall automobile transportation system. Connecting to the growing network of regional trails will expand the number of potential destinations available to Edina citizens and provide increased access to our region's recreational and transportation assets.

Safe Routes for All: Bicycling can serve the mobility needs of people over a wide range of ages and abilities. Providing a network of safe and comfortable bicycle routes to schools and parks will be an important builder of healthy life-long habits of active living and independence for children, seniors and other adults.

Bicycling As A Base For Community Health: A safe and inviting bicycle transportation network will help improve community health by increasing opportunities for active transportation and active living for all of Edina's citizens.

Bicycling As A Useful Transportation Option In Edina: A high quality bicycle network will make it easy and convenient for people in Edina to choose cycling as a way to meet at least some of their transportation and mobility needs. A network of safe, convenient and easily accessible routes will expand and use of the bicycling as a useful transportation option in Edina (p. 8-9).

Chapter 9: Parks, Open Space, and Natural Resources

Natural Resources Conservation and Management

Goals:

4. Conserve, and replace as necessary, Edina's urban forest to ensure the long-term vitality and viability of this integral part of Edina's overall identity and attractiveness (9-21)

Policies:

5. Create a program for maintaining trees throughout the City, and replacing them as necessary (p. 9-22).

Walking and Biking Trails Pathways Plan

Policies:

2. Continue to work with the Bike Edina Taskforce and Public Works staff to implement the new bike pathway master plan for the City of Edina. The objective is to identify the best routes for connecting existing and future internal park trail systems, as well as to identify the most appropriate routes for links to regional systems, as well as to identify the most appropriate routes for links to regional trails that will connect to neighboring community trails (p. 9-26).

Chapter 10: Energy and Environment

Goals and Policies—Air

4. Encourage property owners to plant trees along roadways where possible to help reduce traffic noise and absorb carbon dioxide

Chapter 11: Community Services and Facilities

Environmental Health/Public Health

Goals and Policies:

1. Ensure an Effective Local Government Public Health System.

- Inform, educate and empower people about health issues
 - Mobilize community partnerships and action to identify and solve health problems
 - *Develop policies and plans that support individual and community health efforts*
2. Reduce Behavioral Risks that are Primary Contributors to Morbidity/Mortality.

Behavioral risks that contribute to morbidity and mortality include tobacco use, alcohol and other drug use, *physical activity/inactivity*, nutrition, and *weight management*. A strategy for reducing these behavioral risk factors is:

- *Health education and promotion of health lifestyles and healthy living.*

3. Promote Health for All Children, Adolescents, and their Families.

- Work with the Park and Recreation Department to implement the requirements of the "Fit City" program.

4. Promote Well-Being of the Elderly, Those with Disability, Disease or Chronic Illness.

- Fostering healthful behaviors such as good nutrition, *physical exercise*, medication management, obtaining flu shots, *efforts to reduce isolation and promote mental health* (p. 11-12-13).

Attachment 2: Edina Living Streets Policy Development Workshop



REGULAR TRANSPORTATION COMMISSION MEETING
REPORT/RECOMMENDATION

To: Edina Transportation Commission	Agenda Item No.: <u>VI.E.</u>
From: Wayne D. Houle, PE City Engineer	ACTION:
Date: March 15, 2012	<input type="checkbox"/> Recommendation/Motion
Subject: Living Streets Workshop Recap	<input type="checkbox"/> Discussion
	<input checked="" type="checkbox"/> Information

Info/Background:

This item was continued from the February 16, 2012 ETC Meeting.

ETC Chair and ETC Members who attended the Living Streets Workshop will provide an update of the February 15 Living Streets Workshop. Attached are workshop notes compiled by ETC Chair Janovy. Also attached are the slides from the night-before workshop.

Attachments:

- Complete Street Workshop Notes
- Complete Street Night-before Workshop Presentation

How would your community benefit from a Living Streets policy?

- Safe access to parks, local and 9-mile trail
- Good for business, improve access to non-drivers
- Safety “free range kid” environment
- Age in place
- Quality of life
- Good marketing and image
- Preserve and enhance natural assets
- Connectivity – social and physical
- Creating places to gather
- Improved access to other trails
- Safe routes to schools
- Creative community with competitive edge
- More value for assessment dollars
- Looking at street projects systematically
- Equity of options
- Interconnectiveness of trails to residents
- Multi-use landscaping; environment and beauty
- Redefining streets to include social connections
- Community building
- Increased real estate values
- Model for statewide efforts
- Creating better destinations through more trans mode access
- Healthier places and people
- Reduce transportation costs for school district, less cost for roads
- Creating neighborhood meeting places
- Decision making guidelines
- Better informed community
- Serve all users in an increasingly diverse city

Exercise: decision-making process

- What current documents are relevant to development of a living streets policy?
 - Comprehensive plan, transportation chapter
 - Ordinances
 - CIP
 - Bike plan
 - Assessment policy
 - Green step cities
 - MN DOT standards
 - Local standards
 - What is the process used to make decisions now?
 - Start with a study
 - Each street has a different process
 - Notices in advance, neighborhood notices
 - Trans Commission and to council
 - What in this process is keeping you from creating living streets?
 - Design charettes
 - Public education campaign citywide
 - Walking tour
 - Development process preceding design
 - Vision exercise
 - Baseline policy and informing people
 - Using exceptions to guidelines
 - Identifying stakeholder
-

3/8/123/8/12

Edina Living Streets Policy Development Workshop Notes

1. What will be the vision behind a new Living Streets policy?

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in a way that promotes safety and convenience and enhances community identity, economic vitality, and opportunities for active living, better health, and environmental sustainability.

Living Streets:

- Create space for community connections
- Encourage children to walk and bike regularly
- Makes Edina a place where friends and relatives want to visit or walk
- Are tree lined
- Make walking or biking an easy choice
- Fit with land use policy and mixed use developments
- Apply to new projects and reconstruction
- Are a place where you want to walk
- Eliminate barriers to key destinations
- Provide infrastructure that encourages walking and biking in an attractive environment
- Give people options

It was noted that the vision statement should be something that residents aspire to; it should be inspirational; and it should be visual (so people can see it).

2. Which users and modes will be included?

- All modes, all users, and all abilities
- Four priorities:
 - Safe access for all users
 - Streets will vary in character (context sensitive)
 - Transportation network will enhance neighborhoods
 - Will incorporate green management
- Additional attributes:
 - Foster income equity
 - Pedestrian-oriented design
 - Connect people, not just places
 - Foster active lifestyles
 - Be inviting places
 - Support healthy commerce
 - Be sustainable

3a. How will the policy address Living Streets needs in scoping, planning, design, construction, operations, and maintenance?

Living Streets include consideration of all elements of complete streets—all modes and users. Living Streets look to create more value for the investment. Process to include property owners/residents in the design. City provides information as a factual basis for decision making. Residents should be asked for positive identification of wants and goals, not negative "problems." Funding for Living Streets should come from shared public funds, rather than special assessments. City should pursue budget alternatives to minimize direct costs to residents.

3b. To which types of projects will the policy apply (new construction, reconstruction, resurfacing, restoration, rehabilitation, operations; retrofits, and other maintenance)?

All of the above.

4. What exceptions will the policy make, and how are the exceptions approved? Is there accountability?

- Incorporate FHWA list for exceptions
- Refer to Comp Plan and other approved documents
- Have process that includes study and analysis, staff recommendation, ETC review and City Council approval

5. How will the policy address the needs to create a network for all users? How will it encourage connectivity?

The policy will identify and then help to overcome barriers to active transportation. It was noted that the city should have a policy of not vacating transportation right of way. There was a discussion about identifying existing right of way easements that may not be obvious and considering whether these could be developed for pedestrian and/or bicycle paths.

6. Which roads would be covered by the proposed policy? How will it apply to roads under another agency's jurisdiction?

All roads within the city's jurisdiction (local and collector) will be covered. PUD will give city leverage over private roads. The city can seek to partner with other agencies to influence decisions re: roads not within the city's control.

7. Will design guidelines be specified the policy? If so, which ones? How can it address the need for design flexibility in balancing the needs of all users?

Policy should include a palette of design options for street types and should provide guidelines for minimum design.

8. How will the policy take adjoining land use/context into account?

City will inventory building and zoning codes to bring into agreement with Living

Streets principals and minimum design guidelines. Policy will include a palette of design options for street types and minimum design guidelines, from which developers can choose. Form-based zoning, which has less detail about what uses are permitted and more detail about size, shape, and features.

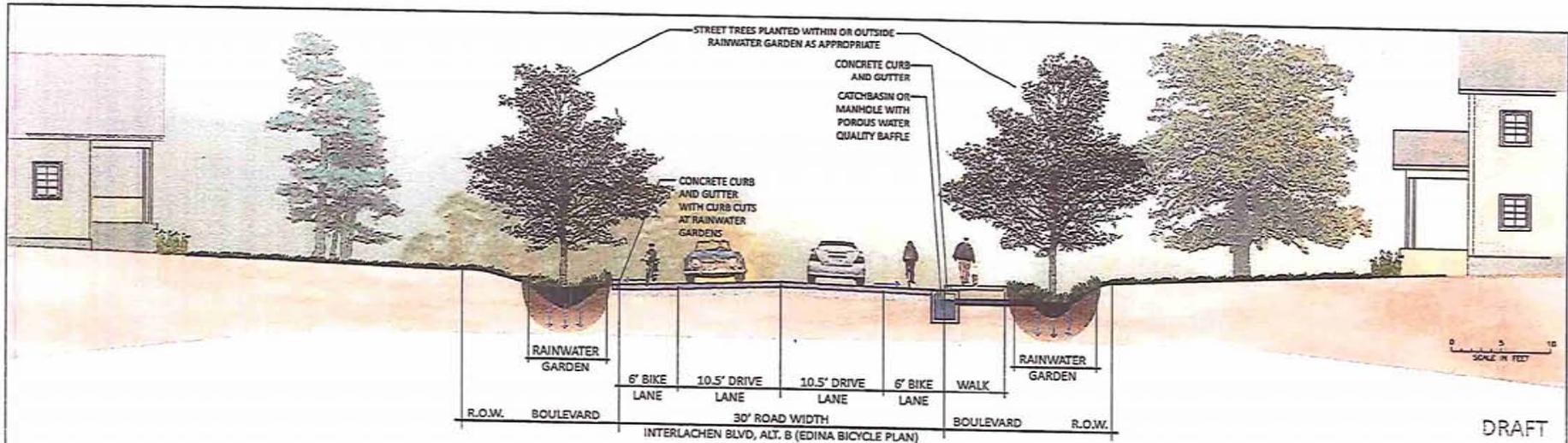
9. How will you know if the policy is working? What performance measures should be considered?

- Percent of bicycle and pedestrian network completed
- Measurement of mode shift
- Surface water management plan—reduction in impervious pavement
- Resident/community satisfaction
- Traffic volumes and speeds

10. What implementation steps will be mentioned in the policy?

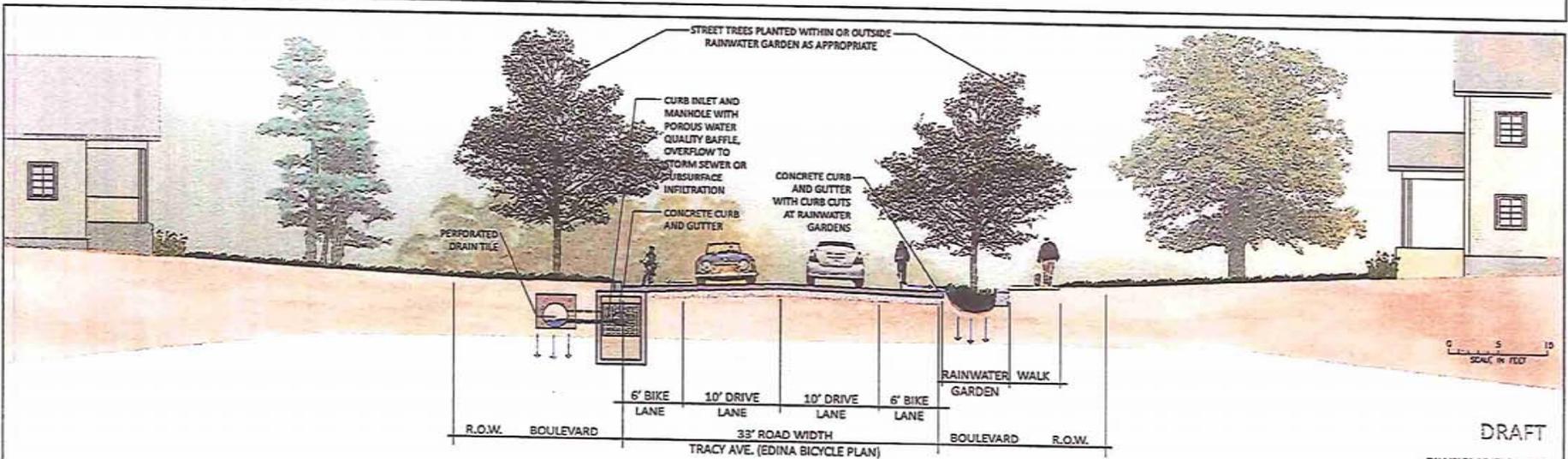
- Modify City code
- Review, modify, delete out-dated policies
- Review special assessment policy
- Educate neighborhoods—communicate
- Prioritize projects in CIP—prioritize by modes; prioritize by vulnerability (in other words, look at which users are most vulnerable and address their safety, access, convenience first)
- Develop options for design palette
- Design charrettes
- Seek out additional funding/grants

Attachment 3: Example Living Streets Implementation Templates



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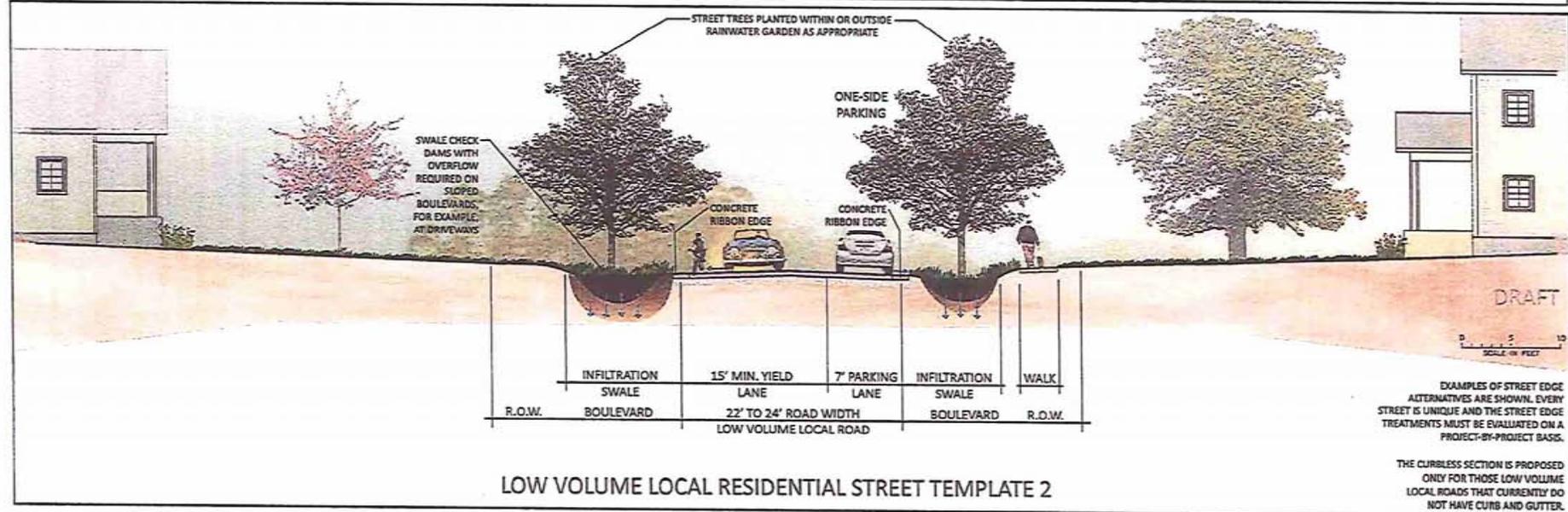
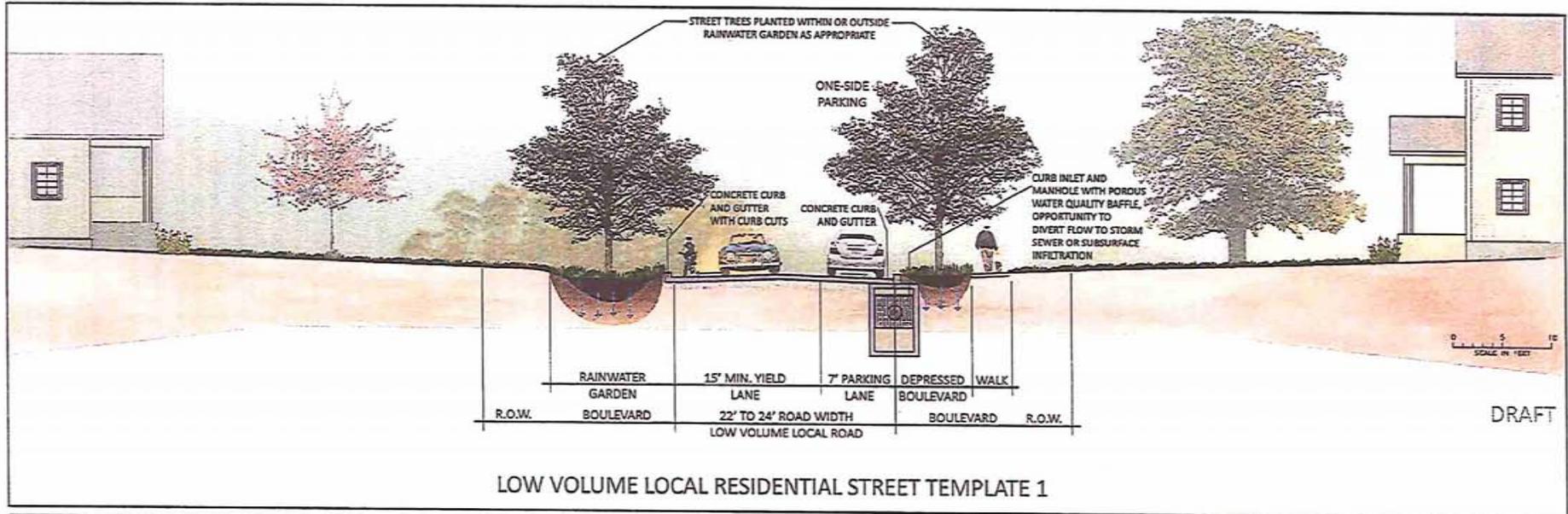
COLLECTOR STREET TEMPLATE 1



DRAFT

COLLECTOR STREET TEMPLATE 2

EXAMPLES OF STREET EDGE ALTERNATIVES ARE SHOWN. EVERY STREET IS UNIQUE AND THE STREET EDGE TREATMENTS MUST BE EVALUATED ON A PROJECT-BY-PROJECT BASIS.



Attachment 4: Proposed Edina Living Streets Planning Process



Edina Living Streets Project – Phase 2 Proposed Work Planning Process Work Plan

As part of Phase 2 of the Edina Living Streets Project, HR Green and Barr Engineering will complete a process resulting in the development of a comprehensive Living Streets Plan for the City of Edina. As described in the Edina Living Streets policy Technical Memorandum developed as part of Phase 1, our multi-tiered approach will focus on understanding the range of users, modes, routes, and destinations within the city, as well as environmental considerations such as stormwater management. Our unique stakeholder oriented process will result in the development of an implementation process which will support the City's Living Street goals.

Task 1: Project Management

The project manager will ensure the delivery of quality products on schedule and on budget, as well as foster a cooperative spirit through strong and continuous communications. Our approach to project management includes weekly staff meetings via conference call with the local project manager and/or the Living Streets Committee chair (as needed), as well as regular Project Management Team (PMT) meetings at critical decision points throughout the study process (see Task 2).

Task 2: Stakeholder Engagement

As ongoing stakeholder engagement is inherent to the success of the Edina Living Streets Plan and implementation of Living Streets in Edina, widespread and ongoing stakeholder engagement is necessary. The study will include a unique approach to public process which follows the same steps as a traditional process, but engages stakeholders differently. The stakeholder engagement process will follow three distinct phases: 1) stakeholder goal-setting, 2) stakeholder development of measures of effectiveness to meet the goals, and 3) stakeholder evaluation of project. The development of goals and measures of effectiveness (phases 1 and 2) will occur as part of the living streets planning process, while the project evaluation (phase 3) would take place as part of the implementation of individual projects and would be used to calibrate the designs to stakeholder expectations. Stakeholder meeting content and format will facilitate stakeholders through the plan development process, leading to the development of a Living Streets Plan calibrated to the unique viewpoint of each modal group and widely supported by stakeholders and users. The following list identifies the key stakeholder groups and public engagement activities proposed:

- Project Management Team (PMT) - The Edina Living Streets Committee formed as part of phase 1 of the Edina Living Streets Project will serve as the Project Management Team (PMT) for the study. The PMT will meet regularly throughout the course of the study to review analysis, guide the overall study process, review input generated by public involvement activities, evaluate deliverables, and approve the Edina Living Streets Plan findings and recommendations. It is anticipated that the PMT will meet at Edina Public Works once per month through the duration of the study.
- Technical Advisory Committee (TAC) – The Technical Advisory Committee (TAC) will be composed of technical staff identified by the PMT. Membership is anticipated to include representatives from various City departments (i.e., public works, community development, etc.), MnDOT, Hennepin County, Three Rivers Park District, local watershed districts, as well as other agency representatives identified by the PMT. The TAC will meet three times at critical study milestones in order to provide technical input on issues and opportunities, review the study proposals and recommendations, and report back to their respective agencies.
- Neighborhood Advisory Committee (NAC) – The Neighborhood Advisory Committee (NAC) will be composed of representatives from key community groups, including residents, local

businesses, community interests, schools, seniors, and members of the PMT. The NAC will meet three times at critical study milestones in order to advise on issues and opportunities, provide input, review the study proposals and recommendations, and report back to their respective groups. NAC meetings will be held at a central location to be determined by the PMT, such as the Edina Community Center.

- Focus Groups – Individual meetings will be held with several important public/private stakeholders, including the business community, public safety (sheriff, police, and other emergency responders), environmental agencies (parks and watershed districts), school district representatives, and utility companies. The purpose of these meetings is to directly engage the key stakeholder groups early in the study process and solicit input on study issues and opportunities.
- Edina Transportation Commission – The Edina Transportation Commission will be the policy-making body governing this study and will be responsible for consideration of study recommendations, approving study products, and implementing recommendations. The study team will conduct up to two (2) meetings with the Edina Transportation Commission, one early and one late in the study process.
- Open House Public Meetings – Two public open houses will be held early and late in the process to provide opportunities for the general public to participate in the study process.
- Project Website – A project website (hosted by the City) will be developed and updated periodically throughout the study process (three updates) in order to inform stakeholders on upcoming public meetings, provide study updates, and advise the public on key study analyses and recommendations.

Task 3: Existing System Assessment

The intent of this task is to develop a comprehensive understanding of the existing roadway system and infrastructure within the City of Edina, in order to guide prioritization of future investments. The study team will study all relevant documents and materials including the Edina Comprehensive Bicycle Transportation Plan (2007), Edina Comprehensive Plan (2008), and the Edina Comprehensive Water Resources Management Plan Update (2009). This information will be supplemented with additional data (as available), including the following: vehicle, pedestrian, and bicycle traffic volumes; existing and proposed roadways, trails, and sidewalks; existing and proposed transit routes and boardings and alightings data; pedestrian, bicycle, and transit system plans; community comprehensive and land use plans; and local development/redevelopment plans.

This task initiates the stakeholder engagement process, including meetings with the PMT, TAC, NAC, and the general public. The information collected will be vetted and expanded through ongoing stakeholder engagement, leading to a comprehensive understanding of the existing infrastructure system by mode. This task will result in the mapping of the key corridors and the identification of existing gaps, barriers, and opportunities from multiple modal perspectives. As an example, from a pedestrian perspective the creation of an enhanced pedestrian corridor along France Avenue between the 70th Street and 66th Street would provide an opportunity to overcome the barrier created by France Avenue and the cross streets within the area. From a bicyclist perspective on the same corridor, there is a need to provide enhanced connections to the wider city and regional bicycle networks, such as the Edina Promenade and the proposed regional trail along 76th Street. From a modal perspective, project termini will vary (i.e., four blocks for a sidewalk and 0.5 miles for the bike trail).

Task 4: Identification of Street Typologies

The Living Streets Plan must seek to balance the need to move traffic, encourage non-motorized transportation, accommodate differences in neighborhood character, support land use type (residential, commercial, industrial), capture and treat stormwater, expand the urban forest. To balance these

sometimes competing objectives it is important to understand the characteristics of the Edina street system. The information developed in Task 3 will be used to identify a range of street typologies within the city, based on common characteristics (i.e., traffic volumes, importance to the pedestrian and bicycle networks, land use, etc.). These street typologies will include categories for both roadway segment and intersection treatments. This process will expand upon the existing functional classification of the city's streets based on land use and context (i.e., commercial areas, schools, parks, etc.). The resulting street typologies will be used to guide the design of improvements.

Task 5: Design Guidance

The Edina Living Streets Plan will include a range of design guidelines and tools correlated to the Street Typologies described in Task 4. This task will include the development of a toolbox of best practices for pedestrian/bicycle facility improvements, stormwater management techniques, and active living practices, as well as illustrative design templates for the most common street typologies (assumes up to 12 templates). This design guidance will be used to inform the project evaluation process (see Task 6) and is intended to supplement and guide standing practices related to City of Edina streets.

The living streets toolbox and templates are intended to provide design guidance and should be implemented in a flexible manner with specific design elements developed on a project-by-project basis. The goal of this design guidance is to encourage non-motorized transportation, achieve impervious surface reduction and stormwater treatment in the right-of-way, and to create less resource consumptive streets that serve the people of Edina.

Task 6: Project Evaluation Process

The Edina Living Streets Vision sets the stage for a holistic re-invention of the City's street system. In order to implement this vision, the appropriate modal balance and functionality of each street must be evaluated prior to design of the project. In order to facilitate this understanding, the Edina Living Streets Plan will establish a unique project evaluation process. Using the street typologies (Task 4) and design guidance (Task 5) as a starting point, a process to evaluate the context, modal balance, and functionality of each project will be developed.

This checklist style approach generally begins with defining the real problem (i.e., problem statement) being addressed in a given project and understanding the varying characteristics of the project area in terms of roadway segments and intersections. Targeted technical analysis is completed to build this understanding. Included are traditional traffic analyses such as highway level of service (LOS) and safety evaluation, as well as an additional level of analyses to define modal priorities such as multimodal LOS calculations, off-peak analysis, multimodal safety review, and modal travel shed delineation.

A functional analysis is then completed to understand modal priorities and site specific issues such as land use and environmental considerations. This evaluation will allow the project to be calibrated to the unique context of a given location, rather than simply applying traditional design standards. As an example, both France Avenue and Vernon Avenue are functionally classified as A-Minor Arterial routes. As France Avenue provides vehicle access to region retail and job centers, its modal priorities would be very different than Vernon Avenue which serves neighborhood commercial and single family residential uses. Determining the appropriate modal emphasis will allow a project to be designed with the appropriate range of users in mind.

A check list of other contextual considerations will be developed to further refine the project problem statement. Considerations such as jurisdiction, land use, overlapping initiatives (i.e., is the project identified in the Bike or Safe Routes to School Plan?), and stormwater concerns should also be explored in an effort to identify project synergies or "win-win" situations.

This process will culminate in the selection of design elements based on common street typologies (Task 4) and design guidance (Task 5), but also calibrated to the individual project site based on stakeholder expectations, jurisdictional requirements, modal balance, and the functionality. This task will result in the development of a work flow process and a series of checklists to guide project implementation.

Task 7: Final Report

By starting with the end product in mind, the project team will shape the final report throughout the study process. The final report is anticipated to include the following elements:

- Introduction and background
- Existing systems inventory
- Street typologies
- Design guidance
- Project evaluation
- Identification and prioritization of projects

APPENDIX I

Recommendation to Set Public Hearing, Notice of Public Hearing to Residents and Notice of Public Hearing Advertisement

REPORT / RECOMMENDATION



To: MAYOR AND COUNCIL

Agenda Item #: IV. C.

From: Wayne D. Houle, PE, Director of Engineering

Action

Discussion

Date: November 5, 2012

Information

Subject: Resolution No. 2012-145 Setting Public Improvement Hearings To Be Held On December 11, 2012

Action Requested:

Approve Resolution No. 2012-145 Setting Public Improvement Hearings To Be Held On December 11, 2012 for the following neighborhoods:

- Mendelssohn A Neighborhood Roadway Reconstruction, Improvement No. BA-393
- Normandale Neighborhood Roadway Reconstruction, Improvement No. BA-394
- Braemar Hills B Neighborhood Roadway Reconstruction, Improvement No. BA-395
- St. Patrick's Lane Reconstruction, Improvement No. BA-396
- Gleason Circle Reconstruction, Improvement No. BA-397
- Lake Edina Neighborhood Roadway Reconstruction, Improvement No. BA-398

Information / Background:

City staff is requesting public hearings for six neighborhood street reconstruction projects to be held on a special City Council Meeting date of December 11, starting at 6 PM. All projects are initiated by staff. Staff is hosting two additional informational meetings for the Normandale Neighborhood and the Lake Edina Neighborhood on November 7 due to comments from the Edina Transportation Commission meeting on October 25. Any comments from these meeting will be incorporated into the Feasibility Reports that will be submitted to the City Council on November 20.

Attachments:

Resolution No. 2012-145 Setting Public Improvement Hearings To Be Held On December 11, 2012



RESOLUTION NO. 2012-145
SET PUBLIC IMPROVEMENT HEARINGS FOR DECEMBER 11, 2012
FOR NEIGHBORHOOD RECONSTRUCTION FOR:
MENDELSSOHN A, IMPROVEMENT NO. BA-393
NORMANDALE, IMPROVEMENT NO. BA-394
BRAEMAR HILLS B, IMPROVEMENT NO. BA-395
ST. PATRICK'S LANE, IMPROVEMENT NO. BA-396
GLEASON CIRCLE, IMPROVEMENT NO. BA-397
LAKE EDINA, IMPROVEMENT NO. BA-398

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF EDINA, MINNESOTA, that a public hearing shall be held on the 11th day of December, 2012, in the Council Chambers at City Hall at 6:00 p.m. to consider street reconstruction in the neighborhoods of:

- Mendelssohn A, Improvement BA-393;
- Normandale, Improvement No. BA-394;
- Braemar Hills B, Improvement No. BA-395;
- St. Patrick's Lane, Improvement No. BA-396;
- Gleason Circle, Improvement No. BA-397;
- Lake Edina, Improvement No. BA-398.

BE IT FURTHER RESOLVED that the City Clerk shall give mailed and published notice of such hearings and improvements as required by law.

Dated: November 5, 2012

Attest: _____
Debra A. Mangen, City Clerk

James B. Hovland, Mayor

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

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of November 5, 2012, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, 20__.

City Clerk

EDINA PUBLIC WORKS & PARK MAINTENANCE FACILITY

7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0376 • Fax 952-826-0392



November 21, 2012

*NOTICE OF PUBLIC HEARING
ROADWAY IMPROVEMENTS
PROPOSED IMPROVEMENT NO. BA-398
LAKE EDINA NEIGHBORHOOD ROADWAY RECONSTRUCTION*

The Edina City Council will meet at Edina City Hall, on Tuesday, December 11, 2012, at 6:00 p.m., to consider the public hearing on roadway improvements for Lake Edina Neighborhood. This hearing is being conducted under the authority granted by Minnesota Statutes, Chapter 429.

This hearing has been called as a recommendation from staff. The proposed project would be constructed in the summer of 2013 with the assessment hearing occurring in the fall of 2014. The estimated project cost is \$3,092,500. The cost of the project will be funded by special assessment. The estimated cost per assessable lot is \$12,500 per residential equivalent unit. The assessments can be divided over a fifteen-year period with interest accumulating on the unpaid balance.

The area proposed to be assessed the cost of the proposed improvement includes the following:

4700 to 4725 Aspasia Cir, 4800 to 4916 Aspasia La, 4500 to 4912 Hisbiscus Ave,
7401 to 7505 Kellogg Ave, 4901 to 4921 Lantana La, 4800 to 4913 Larkspur La,
7201 to 7252 Monardo La, 4700 to 4720 Phlox La, 4900 to 4952 Poppy La,
4501 to 4525 Sedum La, 4700 to 7217 Trillium La, 7400 to 7511 West Shore Dr.

Your receipt of this notice is an indication that property whose ownership is listed to you is among those properties which are considered to be benefited by the improvement.

The City Council can authorize the proposed project immediately upon the close of the hearing.

Read the feasibility study online at:

http://edinamn.gov/index.php?section=lake_edina_roadway_reconstruction

To comment, you may:

- **Write** to City of Edina, Attention Engineering, 7450 Metro Boulevard, Edina, MN 55439
- **Email to mail@EdinaMN.gov**, attention City Council and Engineering
- **Attend the public hearing** and offer comments.

ENGINEERING DEPARTMENT

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

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3102824220015
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Ann Marie Lynch
4716 Aspasia Cir
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3102824220016
Steven & Priscilla Williams
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3102824220006
Robert Copeland Jr
4720 Aspasia Cir
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3102824220017
N Robert & Catherine Hellerud
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3102824220044
Jon & Emily Cramer
4816 Aspasia La
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3102824220056
Timothy Hawkinson
4817 Aspasia La
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3102824220045
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3102824220046
Paul & Mary Hughes
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3102824220054
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3102824220047
Rachel Riensche
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3102824220053
Sharla & Philip Nyvall
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3102824220048
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3102824220052
Gerald Lundeen
4909 Aspasia La
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3102824220050
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3102824310032
Charles Drees
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Constance Hall
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3102824310031
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Thomas & Marie Sullivan
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3102824310030
Sheryl Skulley
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Richard Jensen
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John & Deborah Wagner
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John & Carol Kuntz
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3102824310028
Lucetta Klos
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Kirstin & Gary Perkins
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3102824310020
Patricia & Alan Grazzini
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Jean & James Domke
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3102824310003
David Born
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3102824310002
Paul & Naomi Thomsen
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3102824320003
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3102824320008
Jason & Elisabeth Peterson
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3102824230016
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3102824230061
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Karen Houle
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Marcy & David Camarotto
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Dale & Carol Bosch
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William & Claire Gernbacher
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Susan & Daniel Brown
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Neerada Jacob & Josy Mathew
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Renee Raether
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Eric & Anne Marie Johnson
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Kurt Kiddoo
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Terrence & Divine Thomas
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Gene Moody
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Susan & James Anderson
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John Brost & Amy Anderson
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Thomas Randall
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Michael & Kristin Welbaum
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Matthew & Julie Baker
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Thomas Brink & Gretchen
Schellhas
7252 Monardo La
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3102824230054
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Ronald & Lori Lee
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Lynne & Daniel Gonsior
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4920 Poppy La
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3102824310037
William Russell
4508 Sedum La
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James Hefferan
4509 Sedum La
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Jeffrey Couchman
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Mamadou & Kathy Diaby
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3102824310039
John & Janice Velgersdyk
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3102824310043
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Peter & Michele Johnson
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Edina, MN 55435

3102824220063
John & Catherine Kirchner
4808 Trillium La
Edina, MN 55435

3102824230007
Colin Mackay
4809 Trillium La
Edina, MN 55435

3102824220064
Leigh Mazion
4812 Trillium La
Edina, MN 55435

3102824220065
William Kaemmerer III & Carol
Kaemmerer
4900 Trillium La
Edina, MN 55435

3102824220076
Wade & Teresa Hermes
4903 Trillium La
Edina, MN 55435

3102824220066
Michael Vossen
4904 Trillium La
Edina, MN 55435

3102824220075
Ryan Archer
4905 Trillium La
Edina, MN 55435

3102824220067
Colleen Davenport-Adiyia
4908 Trillium La
Edina, MN 55435

3102824220074
Andy Poncius
4909 Trillium La
Edina, MN 55435

3102824220068
Lawrence Thompson
4912 Trillium La
Edina, MN 55435

3102824220073
Lori & Brian Hedberg
4913 Trillium La
Edina, MN 55435

3102824220069
Curtis & Annette Cullison
4916 Trillium La
Edina, MN 55435

3102824220072
Kenneth Trones
4917 Trillium La
Edina, MN 55435

3102824220070
Kim & Karl Poncius
4920 Trillium La
Edina, MN 55435

3102824220071
Julie Ann & Gary Freie
4921 Trillium La
Edina, MN 55435

3102824230021
Lowell Wigdahl
7200 Trillium La
Edina, MN 55435

3102824230020
Joe Wang
7204 Trillium La
Edina, MN 55435

3102824230019
Thomas Lyon
7208 Trillium La
Edina, MN 55435

3102824230034
Mary Granquist
7209 Trillium La
Edina, MN 55435

3102824230018
Kelley & Charles Wojack
7212 Trillium La
Edina, MN 55435

3102824230033
Michael Roddy
7213 Trillium La
Edina, MN 55435

3102824230032
Paul Linstroth
7217 Trillium La
Edina, MN 55435

3102824310009
Veula Possis
7400 West Shore Dr
Edina, MN 55435

3102824310018
Marlene & Alfred Wendt
7401 West Shore Dr
Edina, MN 55435

3102824310008
Dean Mathews III
7404 West Shore Dr
Edina, MN 55435

3102824310017
Thomas & Joan Madsen
7405 West Shore Dr
Edina, MN 55435

3102824310007
Timothy Nasby
7408 West Shore Dr
Edina, MN 55435

3102824310016
H Elaine Buzby
7409 West Shore Dr
Edina, MN 55435

3102824310006
Thomas & Linda Bracken
7412 West Shore Dr
Edina, MN 55435

3102824310015
Robert Krutz Jr & Diane Piri
7413 West Shore Dr
Edina, MN 55435

3102824310005
Gretchen Salyards
7416 West Shore Dr
Edina, MN 55435

3102824310014
John Berg
7417 West Shore Dr
Edina, MN 55435

3102824310004
Timothy & Kim Dulas
7420 West Shore Dr
Edina, MN 55435

3102824310013
Sara & Derek Johnson
7421 West Shore Dr
Edina, MN 55435

3102824320023
Nancy & Geoffrey London
7424 West Shore Dr
Edina, MN 55435

3102824310012
Philip Sherry
7425 West Shore Dr
Edina, MN 55435

3102824320022
K V Hodges
7428 West Shore Dr
Edina, MN 55435

3102824310011
Ann Benson
7429 West Shore Dr
Edina, MN 55435

3102824320021
Lionelm & Jo-Ann Blatchley
7432 West Shore Dr
Edina, MN 55435

3102824310010
Cosette & Brian Decesare
7433 West Shore Dr
Edina, MN 55435

3102824320020
Peter Moe & Christine DeMoss
Moe
7436 West Shore Dr
Edina, MN 55435

3102824320034
Dean Tortorelis
7437 West Shore Dr
Edina, MN 55435

3102824320019
Timothy & Kristin Gibbs
7440 West Shore Dr
Edina, MN 55435

3102824320033
Marilee Hanson Et Al
7441 West Shore Dr
Edina, MN 55435

3102824320035
Thomas & Cheryl Cooper
7444 West Shore Dr
Edina, MN 55435

3102824320032
Marilyn Jensen
7445 West Shore Dr
Edina, MN 55435

3102824320036
Marcia & Barry Morgan
7448 West Shore Dr
Edina, MN 55435

3102824320031
Joseph Stoutenburgh
7449 West Shore Dr
Edina, MN 55435

3102824320030
Diana & David Hellerman
7453 West Shore Dr
Edina, MN 55435

3102824320029
William Hanson Jr & Felicity
Hanson
7457 West Shore Dr
Edina, MN 55435

3102824330002
Renee & Nickolis Hunzelman
7461 West Shore Dr
Edina, MN 55435

3102824330001
Susan & Douglas Rachko
7465 West Shore Dr
Edina, MN 55435

3102824330027
David Darrell
7467 West Shore Dr
Edina, MN 55435

3102824330026
Scott & Debora Whipple
7469 West Shore Dr
Edina, MN 55435

3102824330007
Carl Olson
7503 West Shore Dr
Edina, MN 55435

3102824320028
Betty Connors
7504 West Shore Dr
Edina, MN 55435

3102824330024
Nicole & Joseph Hulbert
0 West Shore Dr
Edina, MN 55435

3102824330023
Lilian Wai-Kwan Choi
7509 West Shore Dr
Edina, MN 55435

3102824330022
Angela Overlin
7511 West Shore Dr
Edina, MN 55435

PRELIMINARY TOTAL COST

TOTAL ASSESSMENT REU

AVERAGE COST PER REU

(OFFICIAL PUBLICATION)
CITY OF EDINA
4801 W 50TH STREET
EDINA, MINNESOTA 55424
HENNEPIN COUNTY, MINNESOTA

NOTICE OF PUBLIC HEARING

LAKE EDINA NEIGHBORHOOD ROADWAY RECONSTRUCTION

IMPROVEMENT NO. BA-398

The Edina City Council will meet at the Edina City Hall on Tuesday, December 11, 2012, at 6:00 p.m. to consider the following proposed improvements to be constructed under the authority granted by Minnesota Statutes, Chapter 429.

Lake Edina Neighborhood Roadway Reconstruction
Improvement No. BA-398

Estimated Total Assessment Cost
\$3,092,500

The area proposed to be assessed by the proposed improvements includes all properties between and including:

4700 to 4725 Aspasia Cir, 4800 to 4916 Aspasia La, 4500 to 4912 Hibiscus Ave,
7401 to 7505 Kellogg Ave, 4901 to 4921 Lantana La, 4800 to 4913 Larkspur La,
7201 to 7252 Monardo La, 4700 to 4720 Phlox La, 4900 to 4952 Poppy La,
4501 to 4525 Sedum La, 4700 to 7217 Trillium La, 7400 to 7511 West Shore Dr.

These properties are proposed to be assessed at approximately \$12,500 per residential equivalent unit;

Debra Mangen
City Clerk

PLEASE PUBLISH IN THE EDINA SUN ON November 29 and December 7, 2012

PLEASE SEND TWO (2) AFFIDAVITS OF PUBLICATION. BILL TO CITY OF EDINA.

APPENDIX J

Edina Transportation Commission Review Data and Meeting Minutes

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

CALL TO ORDER

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

APPROVAL OF MEETING AGENDA

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

APPROVAL OF MEETING MINUTES

REGULAR MEETING OF SEPT. 20, 2012

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

COMMUNITY COMMENT – None.

REPORTS/RECOMMENDATIONS

do.town Update

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

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

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

Hennepin County Pedestrian & Bicycle Plan

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

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

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

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

Xerxes Avenue Restriping – from 60th Street West to TH62

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

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

Pedestrian and Cyclist Safety Fund Policy

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

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

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

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

2013 Work Plan

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

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

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

All voted aye. Motion carried.

2013 Neighborhood Reconstruction Projects

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

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

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

Mendelssohn A

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

Normandale

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

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

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

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

Lake Edina

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

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

Traffic Safety Committee Report of Oct. 3, 2012

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

Updates

Student Members

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

Bike Edina Task Force – Sept. 13, 2012 Minutes

A new member was added to the BEFT.

Living Streets Working Group

No update.

Transportation Options Working Group

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

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

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

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

All voted aye. Motion carried.

Communications Committee

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

CORRESPONDENCE AND PETITIONS

Received correspondences from City Council packet relating to transportation issues

CHAIR AND COMMISSION MEMBER COMMENTS

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

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

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

STAFF COMMENTS

The biking on sidewalks ordinance will be on the Nov. 20 City Council meeting.

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

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

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

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

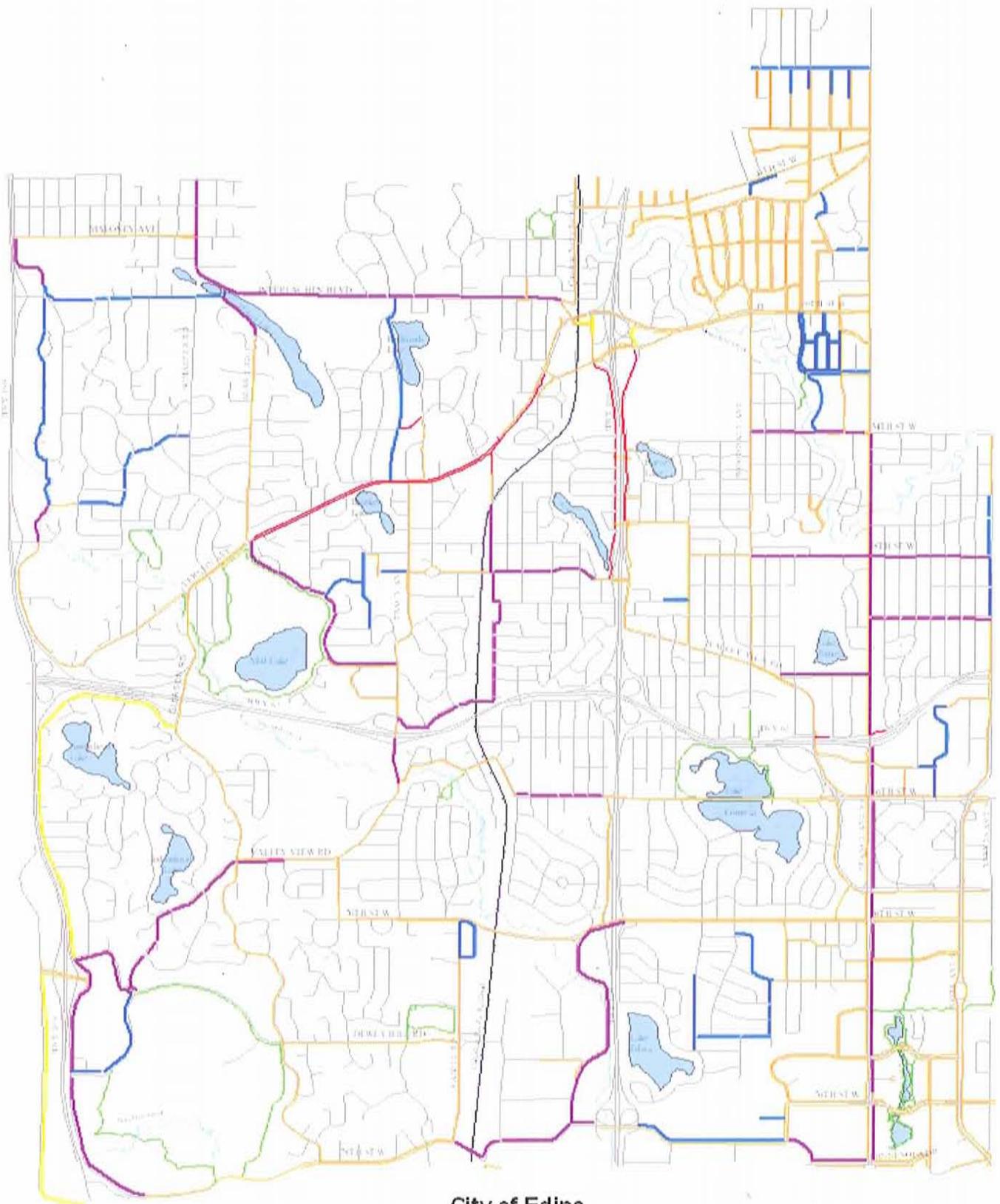
Director Houle said this project has a two year experimental timeframe from the Federal Highway and staff would need their approval as well as Mn/DOTs' to make changes.

ADJOURNMENT

Meeting adjourned.

ATTACHMENT

Attendance spreadsheet.

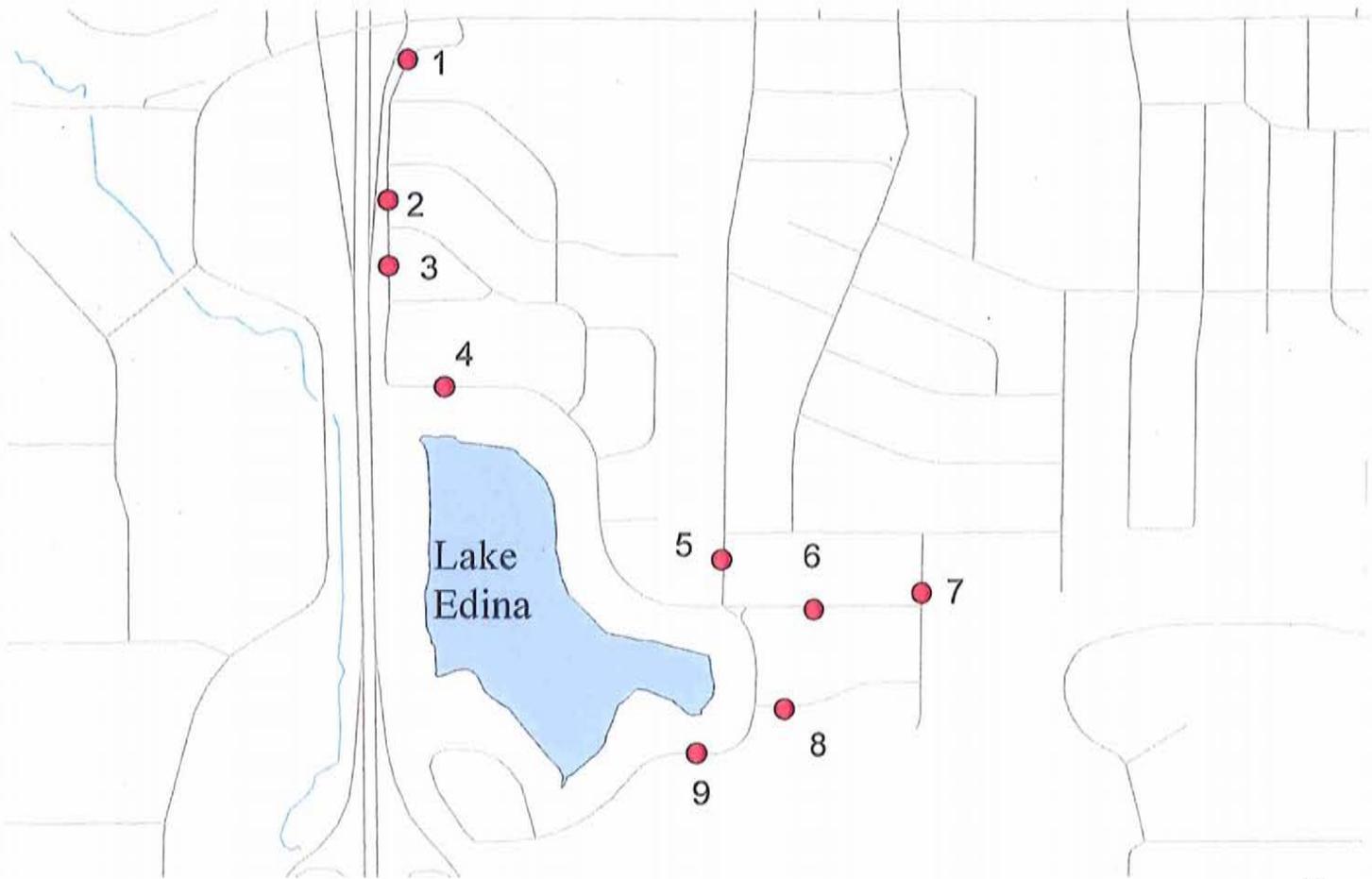


**City of Edina
Draft Pedestrian Facilities - Fig 8.8**

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



2013 Lake Edina Traffic Counts



Location	Description	Year	Average Daily Traffic	Average Vehicles Over 25 MPH		85th Percentile Speed*
				NB	SB	
1	Normandale Road north of Larkspur Lane	2012	1259	362	261	28.7
2	Normandale Road north of Trillium Lane	2012	740	301	224	33.4
3	Normandale Road north of Lantana Lane	2012	608	245	265	34.6
4	Hibiscus Avenue east of Normandale Road	2012	233	76	25	28.3
5	West Shore Drive south of Gifford Drive	2012	547	111	96	27.3
6	Hibiscus Avenue west of Kellogg Avenue	2012	198	47	40	28.6
7	Kellogg Avenue south of Gifford Drive	2012	284	12	26	24.6
8	Sedum Lane west of Kellogg Avenue	2012	117	6	6	24
9	West Shore Drive south of Sedum Lane	2012	376	47	49	26.2

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



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



Date: 10/22/2012

To: Chad Millner

cc:

From: Byron Theis

Re: Traffic Requests in 2013 Neighborhood Reconstruction

Chad,

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

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

-Braemar Hills: No Requests

-St. Patrick's Lane: No Requests

-Gleason Circle: No Requests

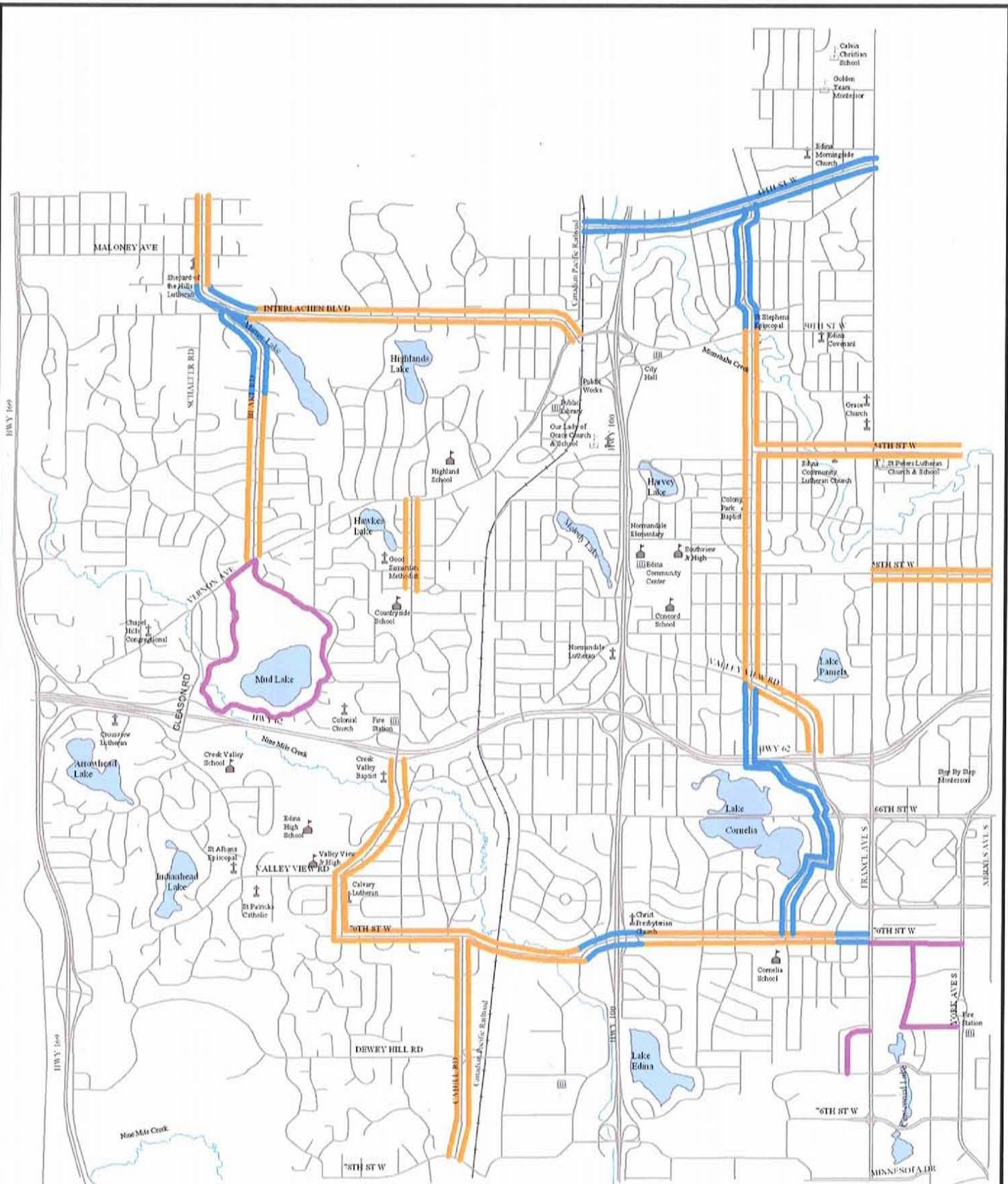
-Normandale: One request in 2009 for parking restrictions on West Shore Drive. Request was denied.

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

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

Regards,

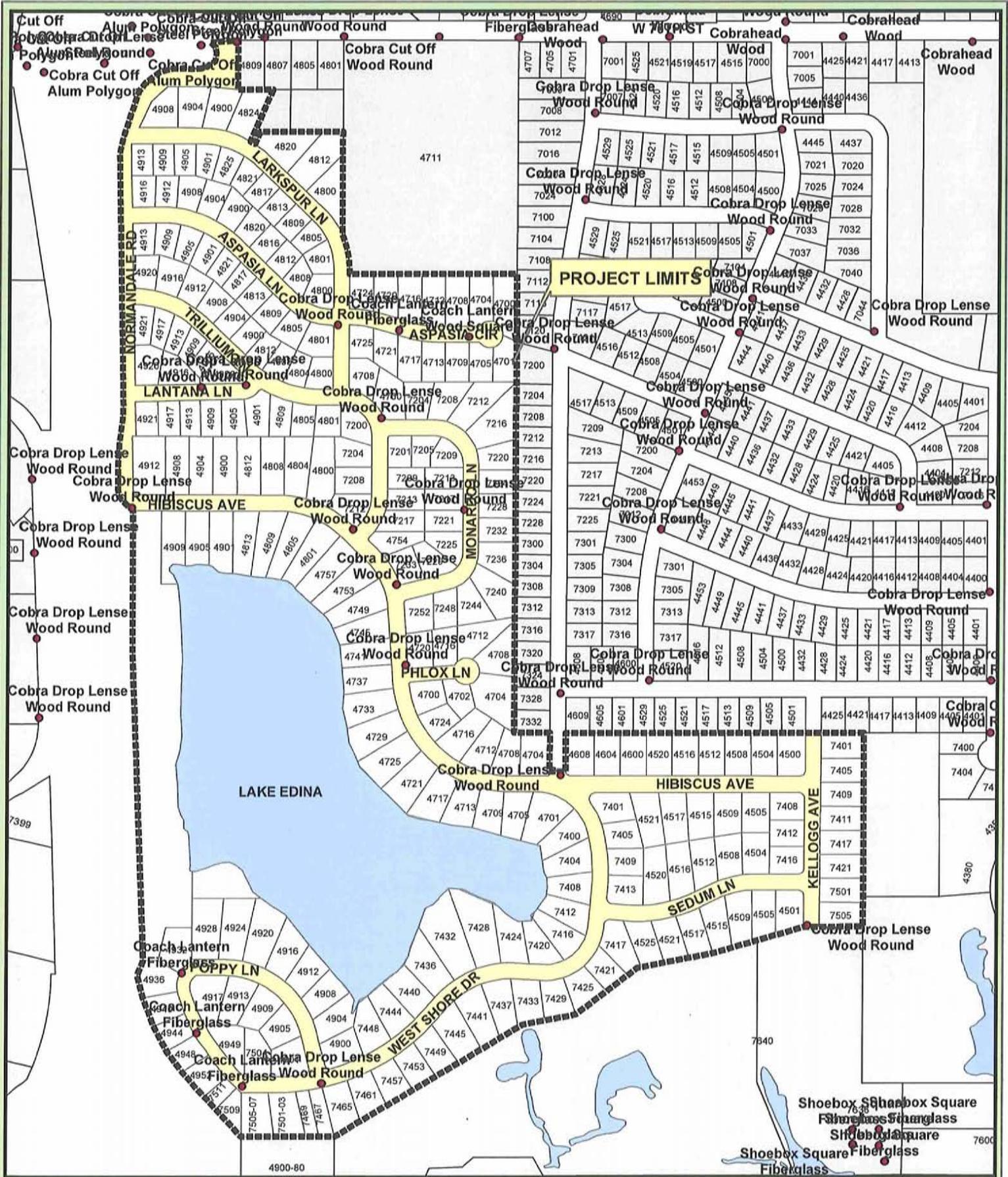
Byron Theis, Traffic safety Coordinator



Bicycle Facilities

- Bike Lanes
- Bike Paths
- Share the Road

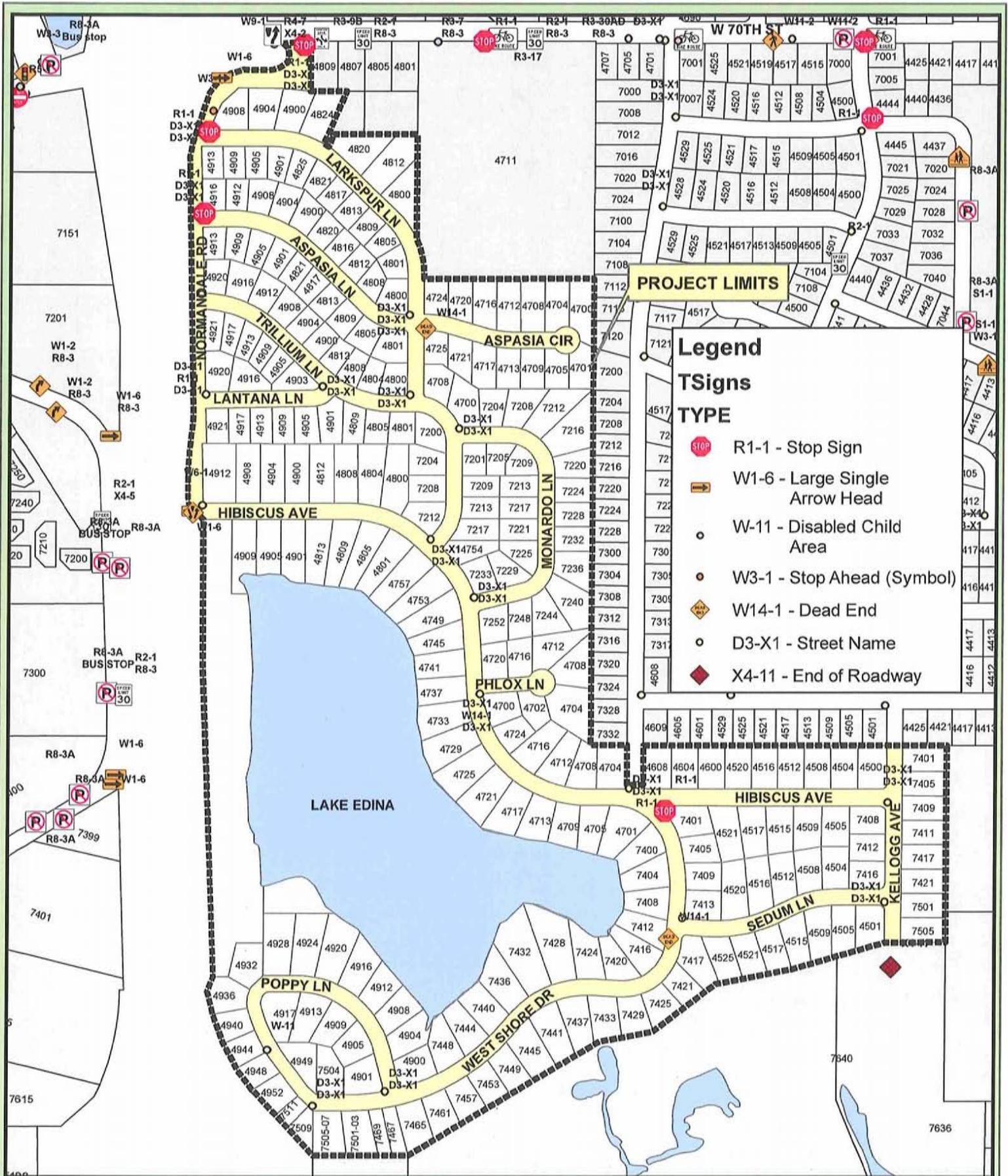




Street Lights Lake Edina Street Reconstruction Improvement No: BA-398



Engineering Dept
October, 2012



Legend
TSigs
TYPE

-  R1-1 - Stop Sign
-  W1-6 - Large Single Arrow Head
-  W-11 - Disabled Child Area
-  W3-1 - Stop Ahead (Symbol)
-  W14-1 - Dead End
-  D3-X1 - Street Name
-  X4-11 - End of Roadway



Signs
Lake Edina Neighborhood
Roadway Reconstruction
Improvement No: BA-398



Engineering Dept
October, 2012

APPENDIX K

**2013 Neighborhood
Roadway Reconstruction -
Sidewalk Informational
Meeting**



Lake Edina Neighborhood Roadway Reconstruction

October 29, 2012

Dear Resident:

Please plan to attend an informational meeting about sidewalks from 7:30 to 8:30 p.m. Wednesday, Nov. 7 at the Public Works and Park Maintenance Facility located at 7450 Metro Boulevard.

The Edina Transportation Commission (ETC) recently reviewed a draft feasibility study for the Lake Edina Neighborhood Roadway Reconstruction Project. The ETC recommended the installation of a sidewalk along the east side of Normandale Road from West 70th Street to Hibiscus Avenue and along the north side of Hibiscus Avenue from Normandale Road to West Shore Drive. Please recall that sidewalks are no longer special assessed under the revised special assessment policy.

Please save the date of Dec. 11 for a project hearing before the City Council.

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

Sincerely,

Chad Millner, PE
Assistant City Engineer

ENGINEERING DEPARTMENT

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



Lake Edina Neighborhood Roadway Improvements Sidewalk Informational Meeting

November 7, 2012



Agenda

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



Introductions

Engineering Technicians:

Jamie Cynor



Aaron Kuznia



Jeff Frahm



Engineering Coordinator

Sharon Allison



Environmental Eng.

Ross Bintner



Asst. City Engineer

Chad Millner



Director of Engineering

Wayne Houle





Process





Typical Timeline

August/September

Evaluate Infrastructure /
Informational Meetings

October 25

Edina Transportation Commission

December 11

Public hearing

January-March

Plan preparation and bidding

April/May

Construction begins

October/November

Construction concludes

Spring

Warranty work

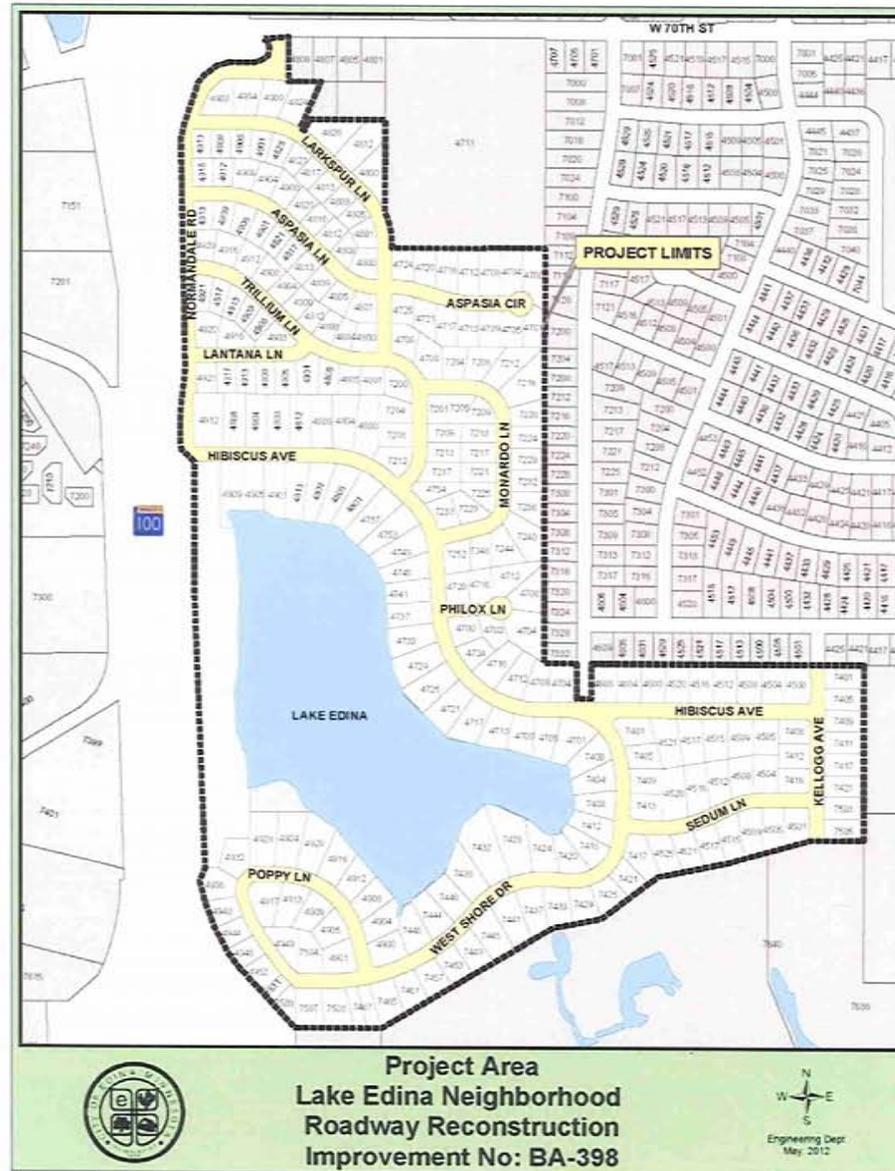
Summer/Fall 2013

Final assessment hearing



Project Details – Lake Edina Neighborhood

- 247 Properties
- 3.2 miles of roads
- 48,800 square yards of street pavement
- 26 fire hydrants
- 92 sanitary manholes





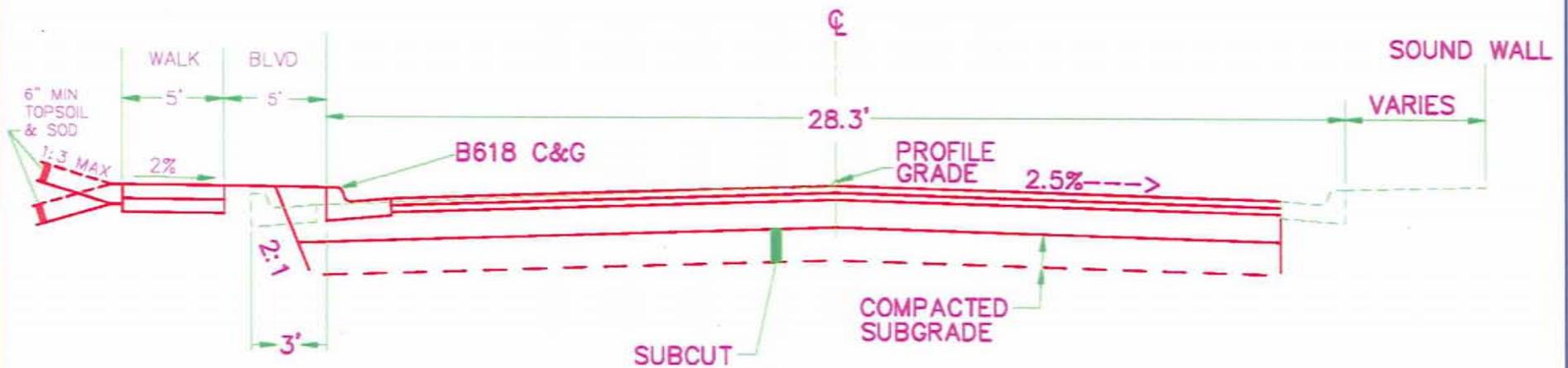
Existing Roadway Details – Normandale Road & Hibiscus Ave





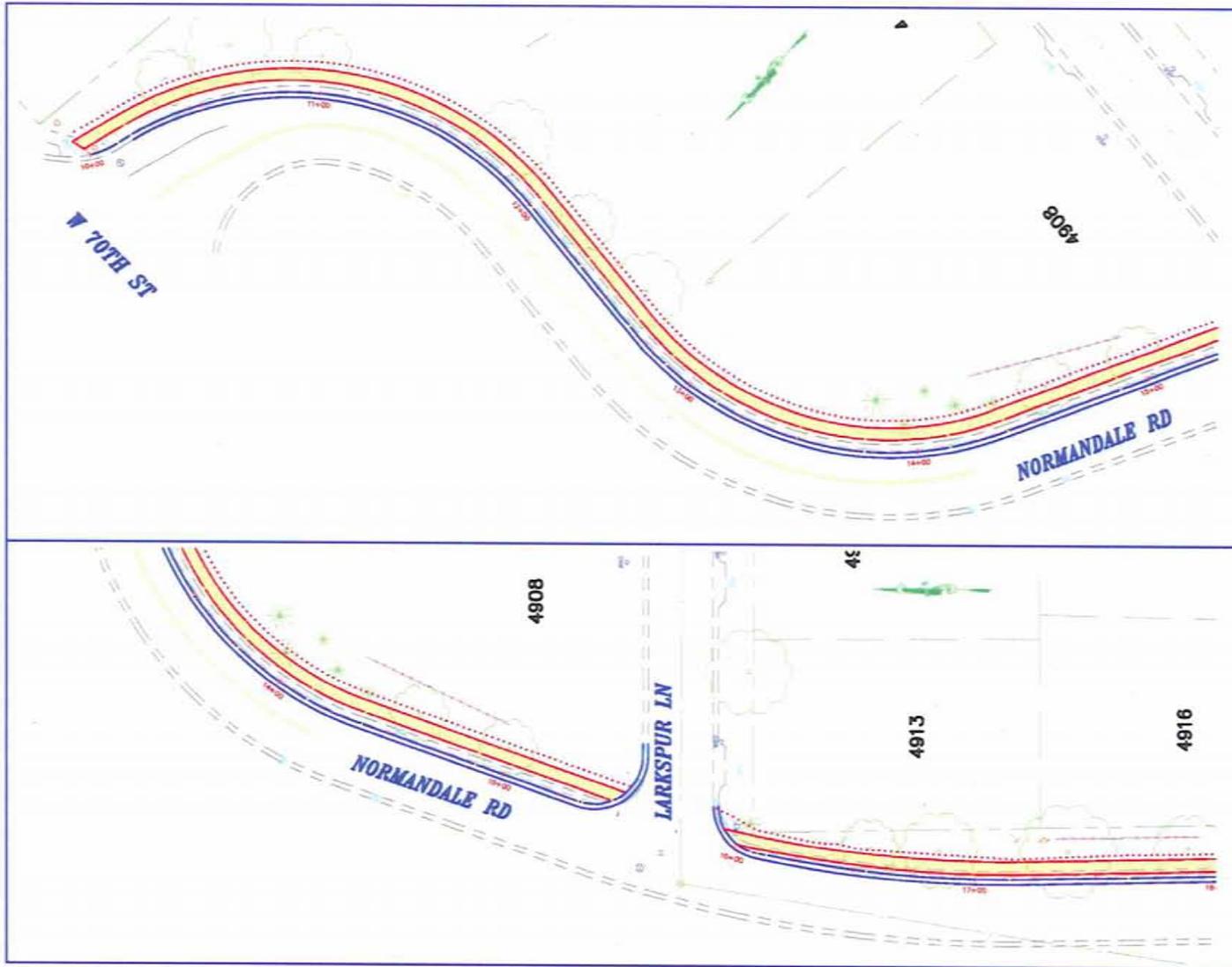
Sidewalk Details

TYPICAL SECTION NORMANDALE RD



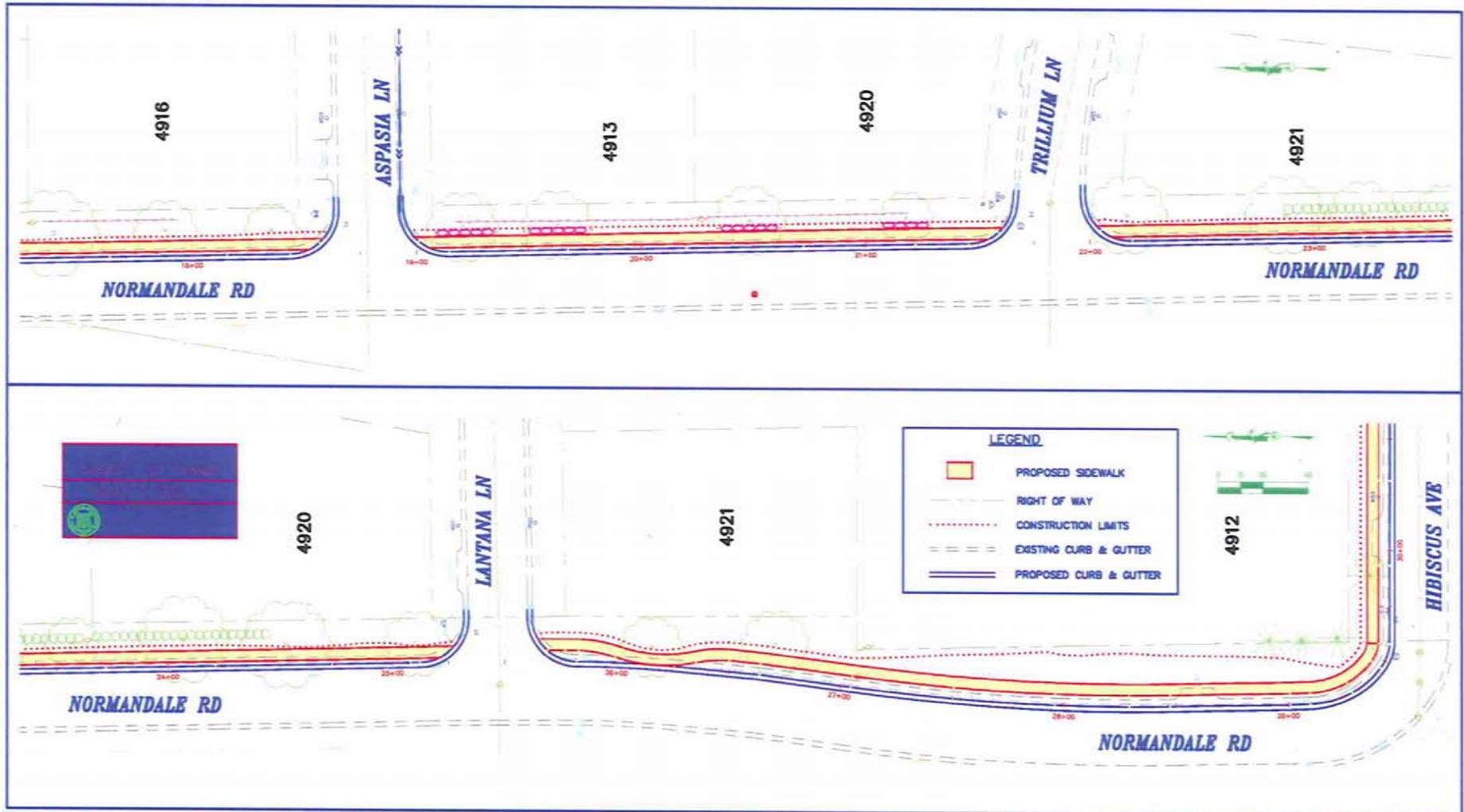


Sidewalk Details





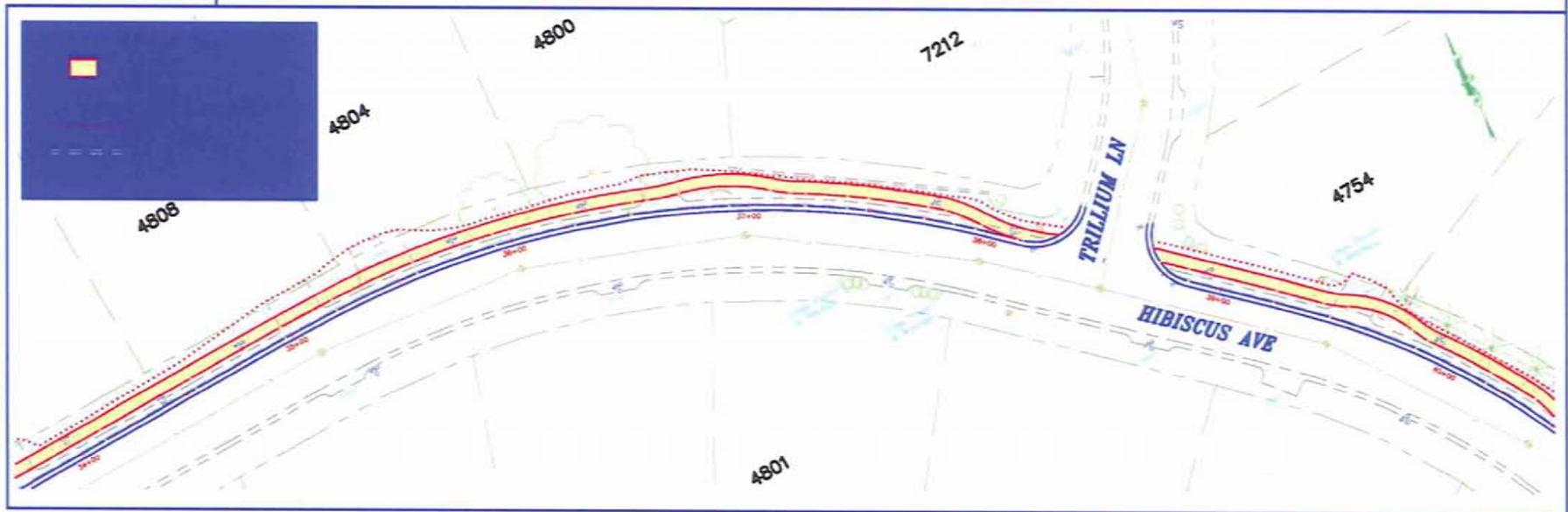
Sidewalk Details





Sidewalk Details

PRELIMINARY
SUBJECT TO CHANGE
NOV. 7, 2012
CITY OF EDINA



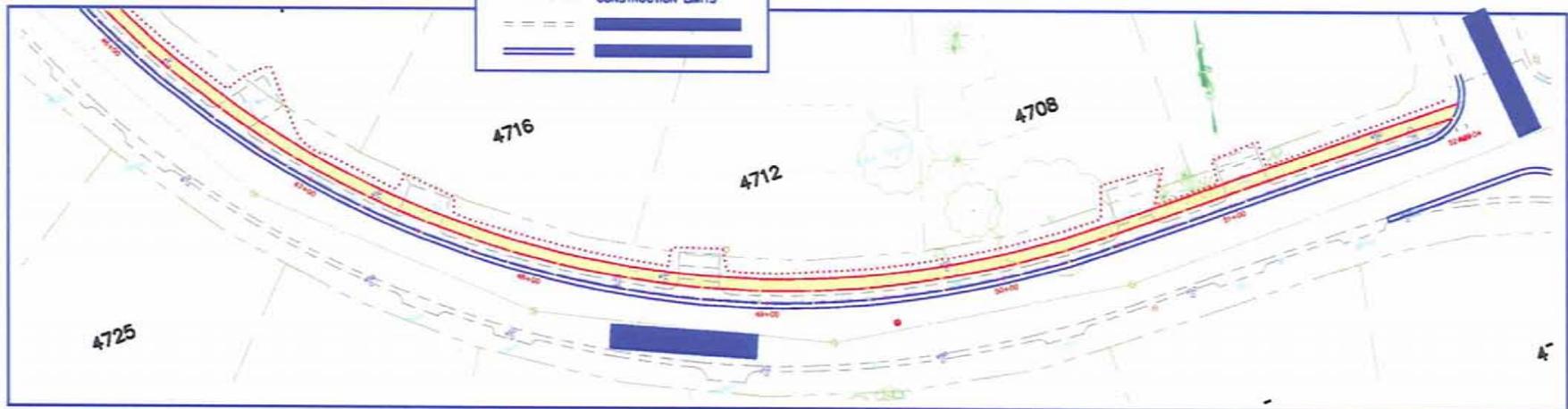


Sidewalk Details



PRELIMINARY
SUBJECT TO CHANGE
NOV. 7, 2012
CITY OF EDINA

LEGEND	
	PROPOSED SIDEWALK
	RIGHT OF WAY
	CONSTRUCTION LIMITS
	UTILITY STRUCTURE

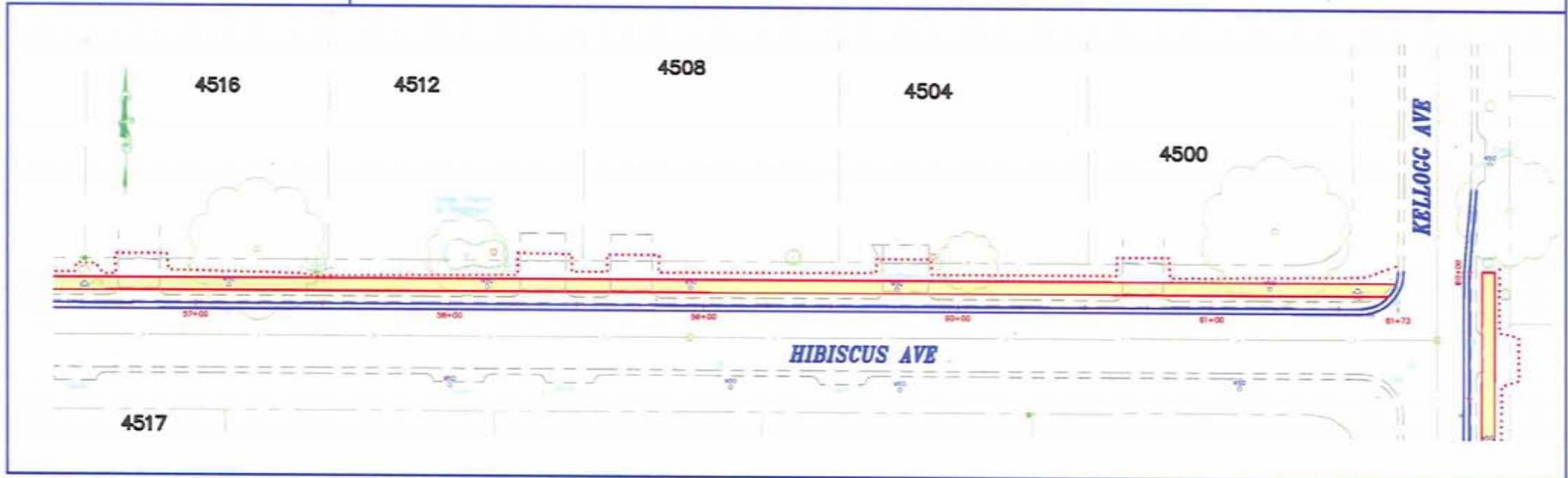




Sidewalk Details

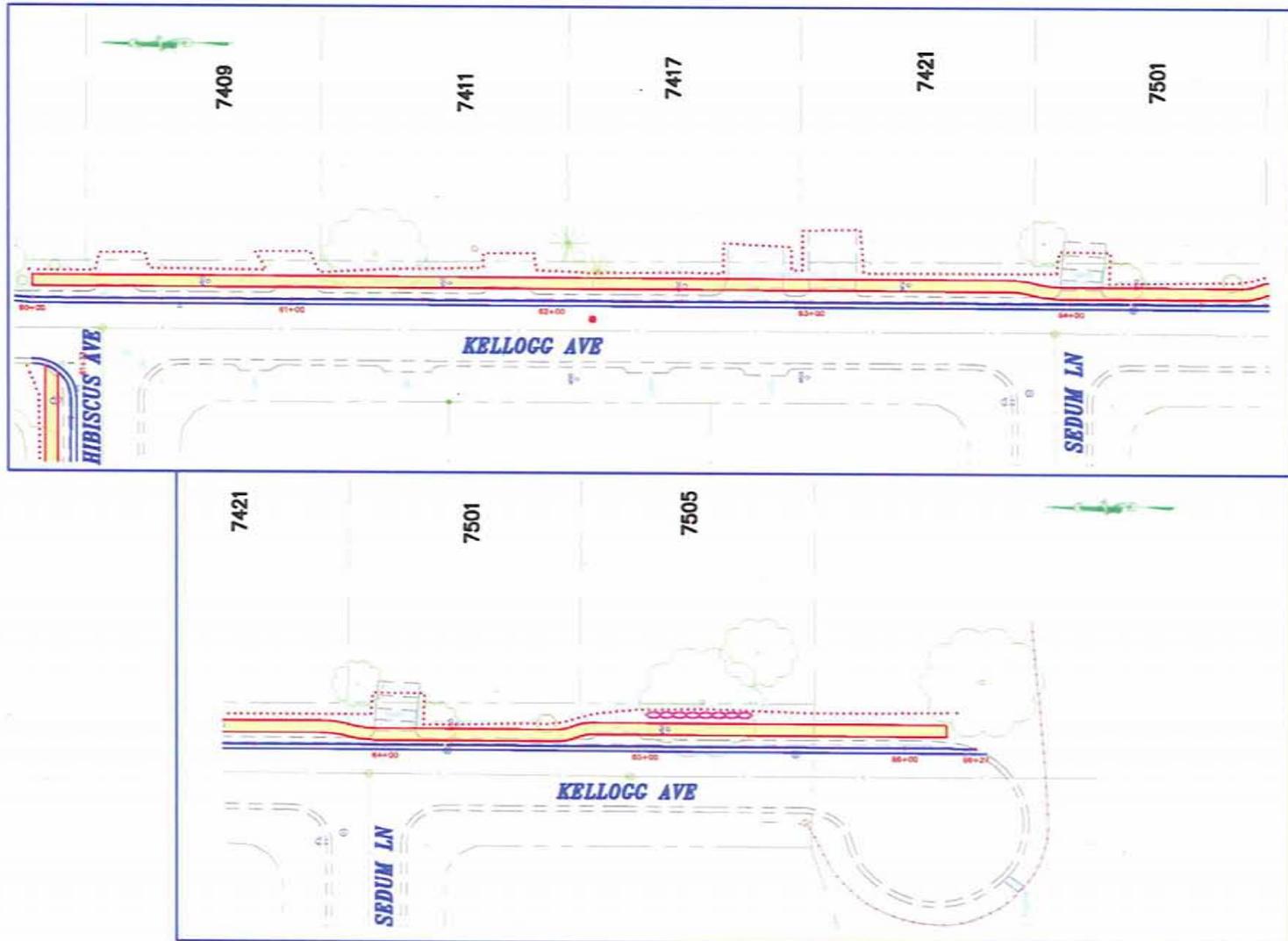
LEGEND	
	PROPOSED SIDEWALK
	RIGHT OF WAY
	CONSTRUCTION LIMITS
	EXISTING CURB & GUTTER
	PROPOSED CURB & GUTTER

PRELIMINARY
SUBJECT TO CHANGE
NOV. 7, 2012
 CITY OF EDINA





Sidewalk Details





Questionnaire Results

	% of Questionnaires Returned	Sidewalk Question Results	
		Yes	No
Questionnaire #1	56% (139 / 247)	9% (12)	91% (126)
Questionnaire #2	51% (127 / 247)	18% (23)	76% (97)

Notes:

1. Questionnaire #1 prior to change in assessment policy for sidewalks.
2. Sidewalks are not included in special assessments.



Sound Wall – Normandale Rd from 70th Street to Hibiscus Ave





Sound Wall – Normandale Rd from 70th Street to Hibiscus Ave





Funding

Estimated Assessments

- Roadway = \$12,300 per REU
- Sound Wall Painting = \$180 per REU
- Plantings = \$50 per REU



What You Can Expect

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

Providing Input

- Informational meetings, comment cards, public hearings and questionnaires



Communication Tools

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



City Extra

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

- Sign up on City of Edina website, www.EdinaMN.gov.
 - Check the box next to your project name.
- If you cannot receive email, we will mail you City Extra updates upon request.
- It’s the best way to stay informed.
- Don’t delay; sign up at today’s meeting!



How to Prepare

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



Contact Us

Email: cmillner@edinamn.gov

jcynor@edinamn.gov

Call: 952-826-0371

Visit: Engineering Department
7450 Metro Blvd.

Website: Contact Information Provided



Thanks for your time!

Questions?

**Lake Edina Neighborhood Roadway Improvements
Sidewalk Informational Meeting
November 7, 2012**

	NAME	ADDRESS
1	Tom Lyon	7208 Trillium Lane
2	Don Anderson	4908 Larkspur Lane
3	Jo & John Adams	7900 Larkspur Ln
4	Kristi Mensch	4800 Larkspur Ln
5	Brian Hogberg	4913 Trillium Ln Edina
6	Bob Laedtke	4909 Larkspur Ln Edina
7	MIKE WELCH	4916 ASPASIA LN
8	Pam Welch	4916 ASPASIA LN
9	Liz + Robb Horstman	4708 Hibiscus Ave Edina
10	Jander Kitevan	4824 Larkspur Lane
11	Gretchen J Schellhas	7252 Monard Ln
12	Laura & Dan Schleck	7408 Kellogg Ave.
13	Linda + Henry Berman	4901 Poppy Lane
14	Katy Farley	4801 Larkspur Lane
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**Lake Edina Neighborhood Roadway Improvements
Sidewalk Informational Meeting
November 7, 2012**

	NAME	ADDRESS
1	Georgia B. Koenig	4821 Appasia Lane
2	Liza Koenig	4905 LARKSPUR LN
3		
4	†206 L KOENIG †G	4905 LARKSPUR LANE
5	John W. Cordle	4720 Pithox LN
6	Ardis + Tom Wexler	7520 Cahill Rd. 55439
7	G.M. Loepp	7505 K. 495 Ave S 55935
8	DENNY WITHERS	4524 SEDUX LN 55435
9	Betty Connors	7504 Fresh Shore Dr. 55435
10	Gary Freie	4921 Trillium Lane
11	Kathy Haedtke	4909 Larkspur Lane
12	Peter Choukatas	4801 Trillium Lane
13	Daniel Baron	4817 Larkspur Lane
14	TJ Brank	7252 Monaco Lane
15	Pete Smead	4704 Hibiscus Ave
16	John C. DeMoss	4716 HIBISCUS AVE
17	Kim Poncus	4920 Trillium Lane
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2013 Neighborhood Roadway Improvement Projects
 Question and Answer Session from the November 7, 2012 Sidewalk Informational Meeting
 Held at Public Works and Parks Maintenance Facility from 7:30 to 8:30 pm

Number	Question	Answer
1	What about the health of the trees where sidewalk would be installed?	Every effort will be made to protect existing trees. The preliminary plans are shown on the graphics here tonight. We do not anticipate any tree removals if the sidewalk portion of the project is approved.
2	Will the installation of this sidewalk create additional impervious area?	Yes the net effect of sidewalk installation will create additional impervious area for this neighborhood. The street impervious will be reduced while the sidewalk impervious area will increase.
3	Who is the ETC?	The ETC is a group of Edina residents appointed by the City Council to review local transportation related issues. They are part of the boards and commissions that review various items of the City.
4	Who maintains the sidewalk?	Current city code states the adjoining property owners are responsible for maintenance such as snow removal. The Active Living Infrastructure Fund (ALIF) was created to fund sidewalks. Will this fund be used for maintenance purposes in the future? That is a question that will need to be addressed as a City wide sidewalk plan is established.
5	Who pays for the sidewalk? What is the estimated amount of funding for ALIF and how much would this sidewalk cost?	The sidewalk will be funded by the ALIF. It will not be assessed to the residents. ALIF is expected to generate approximately \$1 million dollars a year. This sidewalk project is estimated around \$300,000.
6	What is the assessment for and how does it work?	The assessment is based on a REU, residential equivalent unit. Most properties are a 1 REU. In some case, corner lots may have a 1/3 or 2/3 REU. The assessment funds 100% of the roadway costs. All the roadway costs for the project are totaled and divided by the number of REU's which is 247.7.
7	Is there a savings in the assessment by reducing the street width to allow the installation of the sidewalk?	If the sidewalk is installed, the roadway would have less paving. This may slightly reduce the assessment. The amount of this reduction is about \$100 per REU when we looked at the numbers this morning. Due to this slight change in assessment amounts, we will still list the same assessment amount with or without the sidewalk.
8	What has been the practice of the City to install sidewalks?	The engineering department begins to consider sidewalks along roadways when traffic volumes are greater than 500 to 700 cars per day. There are 1100 cars per day on Normandale Road near 70th Street. On Hibiscus the volume reduces to approximately 200 cars per day.
9	Are the number of pedestrians counted / measured to determine the need of a sidewalk?	Pedestrian movements are not counted prior to installation of a sidewalk. Sidewalk / bike facilities are built prior to demand to create a network for pedestrians to use to reach amenities within the City. It has been shown the usership increases after the facility is installed.

10	Will the City Council vote about the sidewalks at the December 11 meeting?	Yes. The Council will determine the size and scope of the project based on the feasibility study and comments received from residents. The project not only includes sidewalks but street and utility reconstruction as part of the City's neighborhood street reconstruction program.
11	Has a decision been made about improvements to the sound wall? Who maintains the wall?	MnDOT owns the wall and is responsible for graffiti control of the wall. They do not have funds to re-paint the wall but they do not object if the residents would like to do something to it within reason. They mentioned that at any time, as needed, they could perform maintenance on the wall. If plantings are in the maintenance area, they can remove those without notice. They have no plans for the wall in the foreseeable future. No final decision has been made. We are going to present two options tonight to determine if there is a preferred direction the residents would like the City to follow. The options are painting the entire or portions of the wall and/or continuing the planting of ivy and junipers along the wall. The existing plantings near Larkspur Lane would be protected in either case. Painting the entire wall would add \$180 per REU and installing plantings along the entire wall would cost an estimated \$50 per REU. After much discussion, the residents at the meeting prefer pressure washing the concrete wall down to the concrete so the wall is a general gray color and adding plantings along the length of the wall.
12	How does the new franchise fee work?	The new franchise fee is added to your monthly bill from both Xcel and CenterPoint. The revenues would be used to fund sidewalks, street lights, and other non-motorized transportation projects.
13	Why are we here tonight and what will be the recommendation presented in the feasibility study?	We are here tonight to present the neighborhood with information about the recommendations of the Edina Transportation Commission (ETC). Last year a sidewalk was added to a project from an ETC recommendation without having an informational meeting for the neighborhood prior to the public improvement hearing. We do not want to present new information at a public improvement meeting. After tonight we recommend letting the council know what your views are about sidewalks within this project by either e-mailing them or attending the public improvement hearing on December 11. Staff will present all the information to the council for them to make a decision on the sidewalk portion of the project.
14	Can additional stop signs be added along Normandale Rd if the sidewalk is installed along the west side of Normandale Rd?	To add additional stop signs to a neighborhood, a resident would file a request with the traffic safety coordinator. The coordinator would measure traffic volumes and review other information to determine if additional stop signs are warranted.