



# ENGINEERING STUDY

---

## STRACHAUER PARK A NEIGHBORHOOD ROADWAY IMPROVEMENTS

Beard Avenue, Beard Place, Chowen Avenue,  
Chowen Curve, Drew Avenue, Ewing Avenue, West  
61<sup>st</sup> Street, West 62<sup>nd</sup> Street, West 64<sup>th</sup> Street

**IMPROVEMENT NO. BA-421**

**November 5, 2015**

**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.

*Carter Schulze* 44908 11/5/15  
Carter Schulze Reg. No. Date



## ENGINEERING STUDY – BA-421

### ENGINEERING DEPARTMENT

### CITY OF EDINA

---

#### STRACHAUER PARK A NEIGHBORHOOD ROADWAY IMPROVEMENTS

NOVEMBER 5, 2015

#### SUMMARY:

The project involves localized rehabilitation of the sanitary sewer and watermain system, upgrades to the storm sewer, complete replacement of existing concrete curb and gutter, construction of new concrete curb and gutter, construction of new concrete sidewalks, and complete reconstruction of bituminous pavement surfaces.

The estimated total project cost is \$4,816,835. The estimated roadway construction cost is \$2,143,335 and will be funded through special assessments at a rate of approximately \$12,224 per residential equivalent unit (REU). Utility improvements and repairs amount to \$2,465,865 and will be funded through the respective utility funds. Sidewalk improvements are estimated to cost \$207,635 and will be funded through the Pedestrian and Cyclists Safety (PACS) fund.

The project can be completed during the 2016 construction season. Staff believes the project is necessary, cost effective and feasible to improve the infrastructure as initiated by Vision Edina's mission statement to "provide effective and valued public services and maintain a sound public infrastructure" and also in the City's Living Streets Policy and Living Streets Plan.

#### LOCATION:

The project includes Beard Avenue, Beard Place, Chowen Avenue, Chowen Curve, Drew Avenue, Ewing Avenue, West 61<sup>st</sup> Street, West 62<sup>nd</sup> Street and West 64<sup>th</sup> Street. Below is a detailed location map of the Strachauer Park A Neighborhood Roadway Improvement Project (Figure 1).



**Figure 1: Project Area Map**

**INITIATION & ISSUES:**

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

All Engineering projects are reviewed for compatibility with the City of Edina 2008 Comprehensive Plan Update (the “Plan”), the Comprehensive Bicycle Transportation Plan, the Comprehensive Water Resource Management Plan, the Living Streets Policy, the Active Routes to School Plan and sustainable project evaluation.

**City of Edina 2008 Comprehensive Plan Update**

**Sidewalk Facilities**

Chapter 7 of the Plan addresses locations of proposed sidewalk facilities within the City. As shown in Appendix A, there is an existing sidewalk on West 62<sup>nd</sup> Street between Beard Avenue and Beard Place. There are proposed sidewalk facilities on Beard Avenue from West 60<sup>th</sup> Street to West

62<sup>nd</sup> Street, on Beard Place from West 62<sup>nd</sup> Street to West 64<sup>th</sup> Street, and on West 64<sup>th</sup> Street from Beard Place to France Avenue. A Public Hearing for the Planning Commission was held on October 22, 2014, and with the City Council on November 3, 2014 to consider amendments to Chapter 7 of the Plan. The amendments included incorporating the sidewalks recommended by the Active Routes to School Plan and the Living Streets Policy into the Plan.

#### 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 Appendix A, there are no proposed bicycle facilities indicated within the project limits.

#### Living Streets Policy and Sustainability Evaluation

The Living Streets Plan was adopted by the City Council on May 6<sup>th</sup>, 2015 (see Appendix B). Staff has included elements that pertain to residential neighborhoods in the rehabilitation of the infrastructure and replacement of the roadways.

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

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

Staff has also included elements of sustainable engineering into this project. 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. Staff views sustainability as maximizing our resources, creating lasting environments, improving and shaping both the present and future of our community so that future generations are not burdened by the decisions of today.

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

- Equity: How well does the project provide or maintain core city services such as transportation, sanitation, clean water, emergency access, and emergency service? How does the project influence the well-being of the community?
- Environment: How does the project influence the natural environment, such as surface or ground water health, forest canopy, natural resource diversity, wildlife habitat, air quality, noise, and others?

- **Economy:** How does the project influence the local economy? What are the short term and long term costs? Is the continued service worth the price?

The following is a summary of this evaluation:

**Equity:** The project maintains access and mobility to the transportation network. Where available, this includes transportation options for a variety of user groups including, but not limited to, children, seniors, and disabled individuals. In addition, the project improves mobility for different types of users, such as pedestrians, cyclists, and motorists. Updates to the fire hydrants provide public safety staff the ease of connection needed during an emergency.

**Environment:** The project provides homeowners a piping system to discharge ground water into, eliminating standing water, ice, and algae buildup along the curb lines. Construction operations are required to use the smallest footprint necessary to complete the work, thus protecting the existing natural environment. The project also analyzes the sanitary sewer to ensure that inflow and infiltration of clear water is kept out of the system, which minimizes regional wastewater treatment. Bituminous pavements will be recycled on-site, minimizing truck traffic to and from the site.

**Economy:** The project is designed to reduce construction costs now and into the future. The new roadway section can easily be maintained long-term with the use of programmatic sealcoating and mill and overlays. These maintenance operations will significantly extend the life of the pavement. The project will also use less disruptive construction methods, such as trenchless technology (i.e., lining the pipes rather than removing and replacing them).

### **Staff Issues**

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

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

### **Resident Input**

As part of the Engineering Department's practice of notifying residents 2-3 years prior to a potential reconstruction project, residents were invited to an open house on September 9<sup>th</sup>, 2013. Materials from this meeting are available on the City's website, or upon request.

Two questionnaires were mailed to affected property owners soliciting feedback for the design of this project. The first was a multi-modal traffic survey, which inquired about ways to promote safe driving, bicycling, and walking. This survey was mailed on May 4<sup>th</sup>, 2015, and was completed and returned by 41 of 172 property owners, a return rate of 24%.

The following is a summary of feedback received from residents:

- 17 of 41 (41%\*) were satisfied or very satisfied with the speed of traffic in the neighborhood; 18 (44%) were dissatisfied or very dissatisfied
- 14 (34%) were satisfied or very satisfied with motorist behavior in the neighborhood; 23 (56%) were dissatisfied or very dissatisfied
- 25 (61%) identified an unsafe intersection within the neighborhood
- 33 (80%) walk, run, or jog in the neighborhood at least 2-3 times per week
- 12 (29%) ride a bicycle in the neighborhood at least 2-3 times per week
- 3 (7%) reported parking on the street at least 2-3 times per week; 27 (66%) reported parking on the street less than once per month.

\*Percentages based on number of returned surveys

A second questionnaire was mailed to property owners on June 4<sup>th</sup>, 2015, inquiring about drainage problems, pedestrian accommodations, street lighting, and other project-related concerns. This survey was completed and returned by 81 of 172 property owners, a return rate of 47%.

The following is a summary of feedback received from the residents:

- 9 of 172 (11%\*) reported having drain tile or a footing drain on their property
- 8 (10%) reported having a sump pump on their property
- 18 (22%) identified localized drainage problems in the neighborhood
- 17 (21%) felt street lighting was inadequate and favored upgrades

\*Percentages based on number of returned surveys

The full questionnaires and responses can be found in Appendix C.

A neighborhood informational meeting was held on July 27<sup>th</sup>, 2015 to discuss the improvements planned for this neighborhood. The meeting was attended by 37 residents representing 32 properties. Materials from this meeting can be found in Appendix D.

Resident input regarding the project was also received in the form of emails, which can be found in Appendix E.

### **Staff Input**

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

Public Works expressed concern about future maintenance of the proposed sidewalk along West 64<sup>th</sup> Street, connecting Beard Place to France Avenue. Staff will review final plans with Public Works to ensure adequate space for maintenance operations, including snow storage. Public Works also commented on the condition of the existing street lighting. The Engineering Department met with Xcel Energy and other private utility representatives on September 9<sup>th</sup>, 2015 for a project introduction meeting. Staff will continue conversations with Xcel Energy on this topic to insure that street lighting system is capable of achieving long service life similar to that of the reconstructed streets.

The Fire Department suggested that the proposed street sections be reviewed to ensure it can support the turning radius and weight of large emergency vehicles, and that the street widths meet State Fire Code's minimum of 20 feet. The Fire Department commented on the need for fire hydrants to be upgraded with Storz connection. Fire hydrant spacing was also requested to be reviewed to insure a maximum spacing of 350' to meet current fire codes, and that hydrants be placed to minimize snow accumulation.

#### **Edina Transportation Commission Input**

Prior to the Edina Transportation Commission (ETC) regular meeting on October 22<sup>nd</sup>, 2015, the draft Strachauer Park A Engineering Study was provided for review. The ETC inquired about the residents' perspective regarding one-sided parking throughout the neighborhood. The neighborhood survey questions related to street parking did not indicate a strong demand for on-street parking, and one-sided parking is preferred by City staff as part of the Living Street Policy. The ETC also questioned how staff determines which side of the street to construct new sidewalks. A number of factors are considered, including existing topography, residential impacts, cost of construction, and connections to existing facilities. Relevant minutes from the ETC meeting are included in Appendix F

#### **EXISTING CONDITIONS: Streets**

The roadways in this neighborhood were originally constructed between 1962 and 1979 (Photo 1).



**Photo 1: Strachauer Park A neighborhood, 1960**

The majority of the streets in the neighborhood have concrete curb and gutter, and the average roadway width is 27 feet. The typical street section has 4 inches of bituminous pavement over a sand and gravel base, according to record plans of the original construction. Street sections have been verified by a recent geotechnical evaluation of the project area.

The pavement condition varies throughout the neighborhood, but is in relatively poor condition. The average pavement condition index (PCI) for the City of Edina is 57 and the average PCI for Strachauer Park A is 28. An example of the current street condition can be seen in Photo 2.



**Photo 2: Existing Pavement Condition**

The City of Edina contracts with a consultant to evaluate all bituminous roadways within the City. The streets are graded based on a number of conditions, such as sagging, alligator cracking, raveling, and potholes. Streets are rated on a scale from 0 to 100; 100 representing a brand-new road surface and 0 being extremely poor.

The City evaluates the pavement condition, age, and utility concerns within a neighborhood to determine a proper maintenance strategy. The pavement throughout these streets is near the end of its useful life. The costs to maintain and repair the roadways will steadily increase, and sealcoating or overlaying is no longer feasible.

The existing geometry of the intersections at Chowen Avenue and Chowen Curve, and Beard Avenue and Beard Place, creates large surface areas of pavement and intersection corners with long radius curb lines. This existing geometry allows vehicles to comfortably maneuver through the intersections at speeds higher than typical or desirable for conventional intersections. These situations can lead to diminished pedestrian crossing safety and require additional city resources during snow removal operations. The existing geometric configurations of these intersections are shown in Figures 2 and 3.



**Figure 2: Chowen Avenue and Chowen Curve**



**Figure 3: Beard Avenue and Beard Place**

### **Traffic and Crash Data**

Staff measured traffic volumes and speeds at three locations within the neighborhood. Average daily traffic volumes ranged from 300 to 320 vehicles per day with 85<sup>th</sup> percentile speeds ranging from 27.3 to 28.7 mph. The traffic and crash data is shown in Appendix G.

### **Public Utilities**

#### **Sanitary Sewer**

The existing sanitary sewer system consists of 9-inch vitrified clay pipe (VCP), installed between 1951 and 1959. There is also an 8-inch PVC forcemain that runs along Beard Place, West 62<sup>nd</sup> Street, and between 6132 and 6128 Ewing Avenue. Historical records indicate there have been few sewer back-ups or blockages in the area (see Appendix H).

#### **Watermain**

The existing watermain system consists of 6-inch cast iron pipe (CIP), installed between 1951 and 1959. The overall system has experienced relatively few breaks (see Appendix H). The fire hydrants are original to the neighborhood.

#### **Storm Sewer**

The storm sewer system is located within the legal boundary of the Minnehaha Creek Watershed District. The Comprehensive Water Resource Management Plan shows potential structural flooding at the intersection of West 60<sup>th</sup> Street and Chowen Avenue, as well as on Ewing Avenue just south of West 62<sup>nd</sup> Street. Possible storm sewer manhole surcharging in large storm events was also indicated.

### **Sidewalks**

Sidewalks are currently located along the south side of West 62<sup>nd</sup> Street from Beard Place to Beard Avenue, adjacent to Strachauer Park, and along the south side of 6325 France Avenue.

### **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 backyards or along the boulevard.

Street lighting consists of standard “cobra” lights mounted on wood and fiberglass poles located throughout the project area, as shown in Appendix I.

### **Landscaping**

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

## **PROPOSED IMPROVEMENTS:**

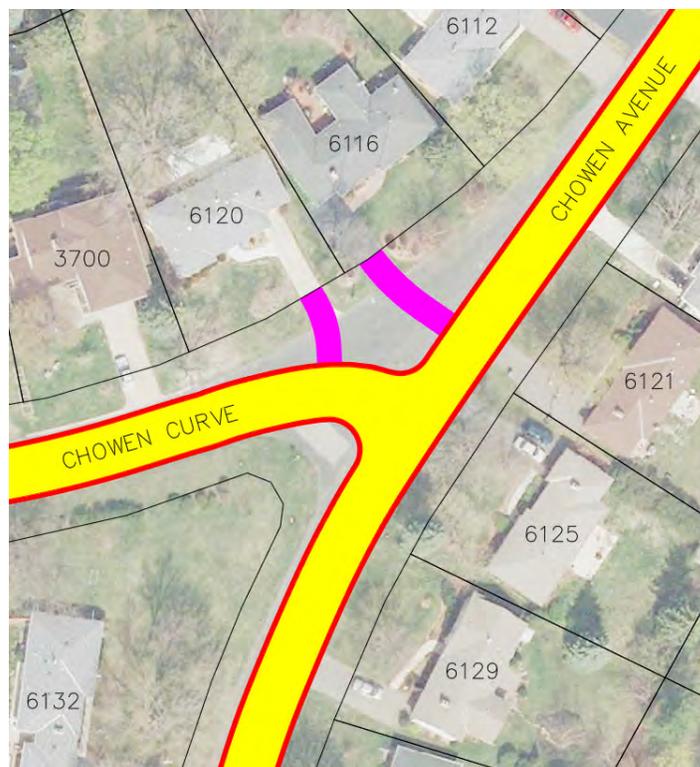
### **Streets**

The pavement section is proposed to be completely reconstructed to the subgrade. The existing pavement will be recycled for use as base material in the new roadway where feasible. A minimum of 8 inches of recycled gravel

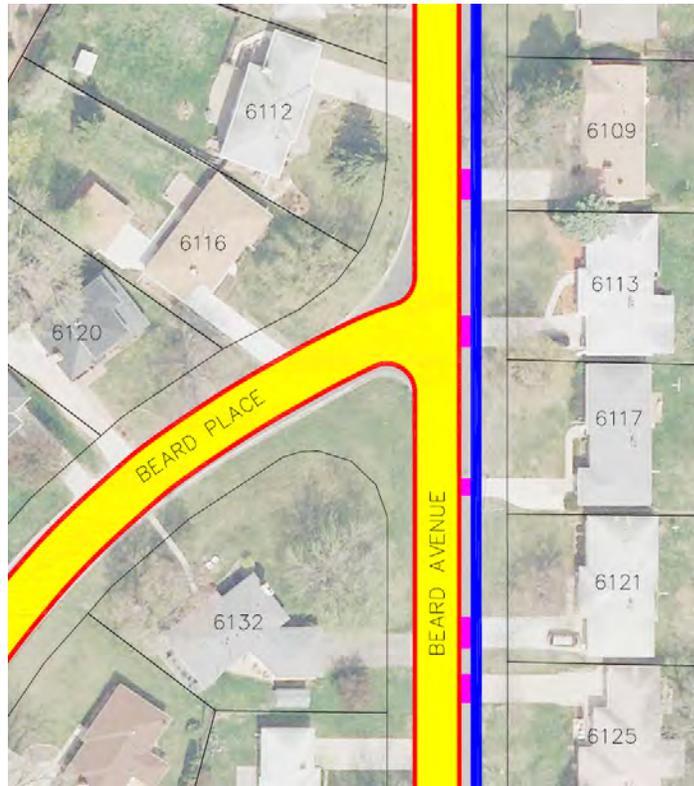
material will be graded and compacted as the base layer prior to placement of 2.5 inches of bituminous base and 1.5 inches of bituminous wear course. The reconstructed sections will meet the requirements of a minimum 20-year pavement design life based on projected traffic loadings. With prescriptive maintenance procedures, including sealcoating and overlays, the design life of the entire roadway can be extended considerably.

Due to the overall poor condition of the curb, all of the concrete curb and gutter will be replaced. This makes it feasible to change the current roadway widths. Per the design guidelines in the Living Streets Policy, streets with sidewalks have a typical width of 24 feet, and streets without sidewalks have a typical width of 27 feet.

The proposed geometry of the intersections at Chowen Avenue and Chowen Curve, and Beard Avenue and Beard Place are shown in Figures 4 and 5. A perpendicular intersection with standard street radii is proposed at both intersections to control vehicle turning movements, forcing motorists to reduce speeds.

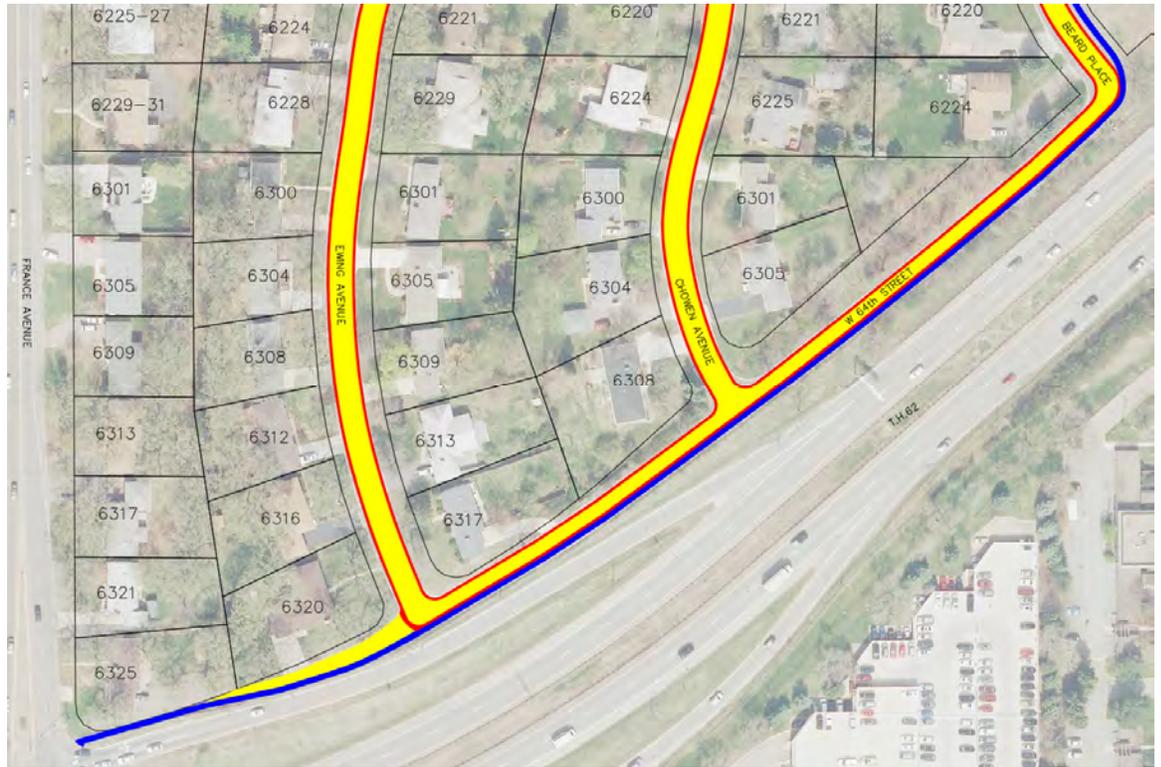


**Figure 4: Chowen Avenue and Chowen Curve**



**Figure 5: Beard Avenue and Beard Place**

Staff is also recommending West 64<sup>th</sup> Street be reduced from its current 21-foot width to 20 feet to accommodate a 6-foot sidewalk along the south side, as shown in Figure 6. This sidewalk will connect the new sidewalks along Strachauer Park to existing sidewalk facilities on France Avenue.



**Figure 6: West 64<sup>th</sup> Street**

All streets within the neighborhood will have one-sided parking, with the exception of West 64<sup>th</sup> Street, which will have no parking. As parking is preferred on the same side of the road as the sidewalk for pedestrian safety, the location of parking is determined by the location of the sidewalk. The proposed street widths, sidewalks, and parking locations are shown in Table 1.

Street	Existing Width (face-to-face), feet	Proposed Width (face-to-face), feet	Sidewalk, feet	Boulevard Width, feet	Parking
Beard Avenue	27	24	5 (east side)	5	East
Beard Place, north of W 62 <sup>nd</sup> Street	27	27	-	-	East
Beard Place, south of W 62 <sup>nd</sup> Street	27	27	5 (east side)	5	East
Chowen Avenue	27 – 30	27	-	-	East
Chowen Curve	27	27	-	-	South
Drew Avenue	27	27	-	-	East
Ewing Avenue	27 – 28	27	-	-	East
W 61 <sup>st</sup> Street	30	27	-	-	South
W 62 <sup>nd</sup> Street, east of Beard Place	24 – 32	27	5 (south side)	5	South
W 62 <sup>nd</sup> Street, west of Beard Place	27	27	-	-	South
W 64 <sup>th</sup> Street	21	20	6 (south side)	0	None

**Table 1: Proposed Street Widths, Sidewalks, and Parking**

Per the Living Streets Plan, on-street parking should be evaluated based on Living Street classification, adjacent land uses, existing demand, and construction and maintenance costs. All of the streets included with this project are classified as Local Streets, which permit one-sided, two-sided, or no on-street parking. In February of 2015, a University of Minnesota senior design team performed an analysis of on-street parking in this neighborhood, comparing the number of vehicles parked throughout the week to the number of available spaces. The results of this study indicated that current parking capacity is more than adequate, with less than 20% of available spaces taken up at any given time. The relevant portions of this study can be found in Appendix I.

As the majority of the land use in this neighborhood is residential, and given the existing demand for parking, staff believes that one-sided parking is appropriate. Due to the potential demand for on-street parking adjacent to Strachauer Park, the associated segments of West 62<sup>nd</sup> Street and Beard Place are proposed to be constructed 27-feet wide, despite having sidewalks. The 27-foot design width does allow for two-sided parking to be implemented if future demand warrants.

**Public Utilities**

**Sanitary Sewer**

The trunk sanitary sewer has been televised, and portions of the main will be repaired using a combination of open cut and cured-in-place-pipe (CIPP) methods. These repairs will address the issues of sags, cracks, and groundwater infiltration into the trunk sewer.

### Watermain

A non-invasive pipe condition assessment was performed on the watermain within the project area, and staff has reviewed historical break data to determine the extent of improvements needed. All of the gate valves and fire hydrants within the project area will be replaced, and additional hydrants will be installed to meet current public safety standards. The new fire hydrants will include the STORZ nozzle fittings desired by the Edina Fire Department for quick connection of fire hoses.

### Storm Sewer

New concrete curb and gutter will be installed throughout the project area, providing a continuous, functional conduit for stormwater runoff. The storm sewer network will have modifications to resolve existing drainage issues at various locations throughout the neighborhood. Some of the existing structures will be removed and replaced due to their poor condition. Sump drains will be installed where feasible to allow property owners to connect their sump pump discharges directly into the storm sewer system.

A structural drainage problem was identified in the Comprehensive Water Resource Management Plan at the intersection of Chowen Avenue and West 60<sup>th</sup> Street. Solutions include significantly upsizing the existing 24-inch storm sewer pipes that run along Chowen Avenue and West 61<sup>st</sup> Street, or installing new storm sewer pipes on West 60<sup>th</sup> Street and France Avenue. At this time, staff believes it is not feasible to address this problem with this project. It is anticipated that this specific drainage problem can be addressed during the Chowen A and B Neighborhood projects, tentatively scheduled for 2019.

Another drainage problem was identified at 6213 Ewing Avenue. Two existing catch basin structures on the east and west side of Ewing Avenue connect to the storm sewer system on France Avenue through a 15-inch reinforced concrete pipe (RCP). Solutions include upgrading the existing pipe that runs through the side yards of 6216 and 6212 Ewing with an 18-inch pipe, or installing a 12-inch pipe parallel to the existing pipe. Due to the lack of easements between these properties and the proximity to existing homes, staff believes it is not feasible to address this problem with this project. It is anticipated that this specific drainage problem can be addressed with a future utility project coordinated with storm sewer improvements on France Avenue.

### Sidewalks

Staff is proposing 5-foot wide, boulevard-style concrete sidewalks within the project area. The sidewalks are proposed to be constructed along the east side of Beard Avenue from West 60<sup>th</sup> Street to West 62<sup>nd</sup> Street, on the east side of Beard Place from West 62<sup>nd</sup> Street to West 64<sup>th</sup> Street, and along the south side of West 64<sup>th</sup> Street from Beard Place to France Avenue. Figure 7 shows the existing and proposed sidewalk facilities. The sidewalks within this project area were recommended based on Edina's Sidewalk Facilities map. These sidewalks will provide connections between existing and future sidewalk facilities and Strachauer Park.



**Figure 7: Existing and Proposed Sidewalk Facilities**

Exact locations were selected by staff based on the amount of available right-of-way, the number of potential conflicts compared to other scenarios, and resident comments. The grass boulevard that separates the existing curb and gutter from the proposed sidewalk will vary between 3 feet and 5 feet in width depending on existing conditions. The separation from vehicle traffic creates a more pedestrian-friendly environment and allows for snow storage during the winter. The Edina Public Works Department will maintain the new sidewalks on Beard Place and West 64<sup>th</sup> Street, including snow removal.

**Other Improvements**

**Street Signs:** All street signs, including street name blades, within the project area will be replaced to improve visibility and reflectivity (see Appendix J).

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

Lighting: The results of the questionnaire show that approximately 80% of property owners think the current lighting is adequate and do not favor upgrades. Currently, the City does not have a standard to determine where and when street lighting should be improved. Unlike other infrastructure improvements, lighting can be installed at a later date with minimal disturbance through the use of trenchless technologies. The lighting in the neighborhood is sufficient to delineate the intersections; therefore, staff is recommending no revisions to the current street lighting.

Private Utilities: Portions of these networks may receive upgrades prior to construction; however, this work is not part of the City’s project.

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

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

Existing right-of-way in this neighborhood varies from 50 feet to 70 feet wide. A permit from the Minnesota Department of Transportation will be required for work on West 64<sup>th</sup> Street, which is located within the right-of-way for State Highway 62.

**PROJECT COSTS:**

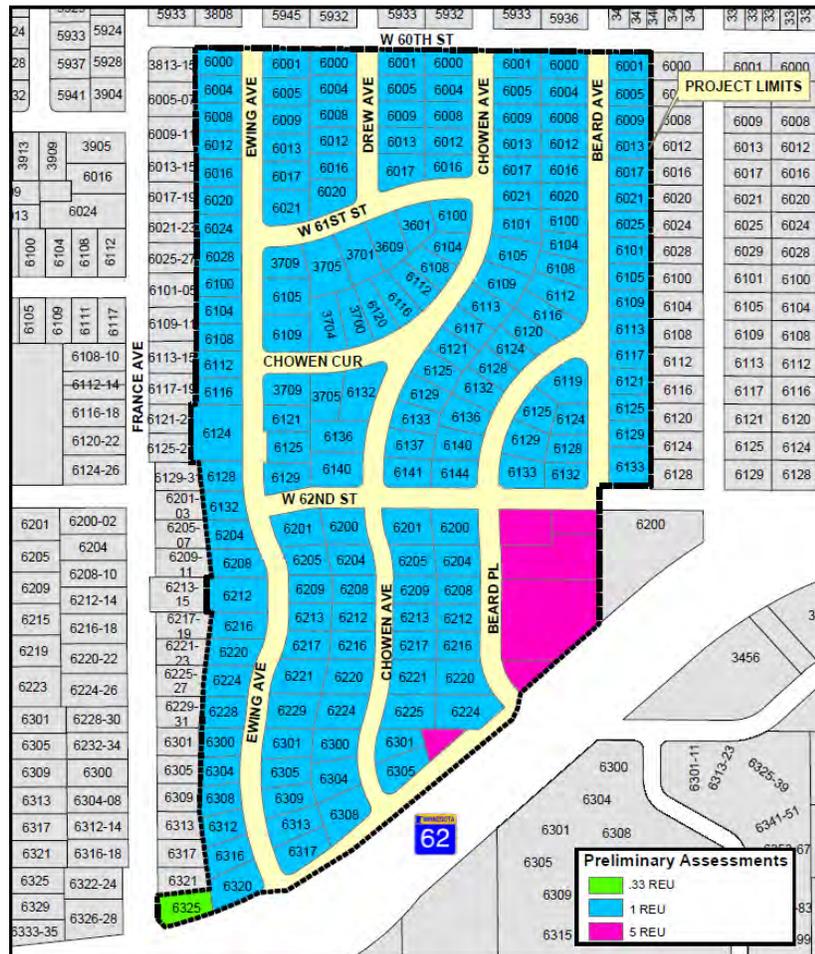
The total estimated project cost is \$4,816,835 (see Table 2). The total cost includes direct costs for engineering, clerical, and construction finance costs from the start of the project to the final assessment hearing. The estimated roadway construction cost is \$2,143,335 and will be funded by special assessments. Utility improvements and repairs amount to \$2,465,865 and will be funded through their respective utility fund. Sidewalk improvements amount to \$207,635 and will be funded through the PACS fund.

Item	Amount	Total Cost
<b>Roadway:</b>	\$ 2,143,335	
<b>Roadway Total:</b>		<b>\$ 2,143,335</b>
<b>Utilities:</b>		
Storm Sewer	\$ 1,434,495	
Watermain	\$ 399,430	
Sanitary Sewer	\$ 631,940	
<b>Utility Total:</b>		<b>\$ 2,465,865</b>
<b>Sidewalk:</b>	\$ 207,635	
<b>Sidewalk Total:</b>		<b>\$ 207,635</b>
<b>Total Project:</b>		<b>\$ 4,816,835</b>

**Table 2: Estimated Project Costs**

**ASSESSMENTS:**

Assessments will be levied against the benefiting adjacent properties. Based on the City's Special Assessment Policy, there are 175.33 residential equivalent units (REUs) in the Strachauer Park A project area, as shown in Appendix K. The estimated assessment per REU is \$12,224 (see Figure 8).



**Figure 8: Preliminary Assessment Map**

The formulas for calculating REUs for properties that are corner lots or non-single family residential are described below:

Single-Family Residential Corner Lots:

6325 France Ave  
 = (1 REU) x (1/3 side yard) = **0.33 REU**

Public Building Lots:

6200 Beard Ave (Strachauer Park)  
 = **5 REUs** (west edge contains 5 average-sized lots)

**Engineering Study  
Strachauer Park A Neighborhood Improvements No. BA-421  
November 5, 2015**

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

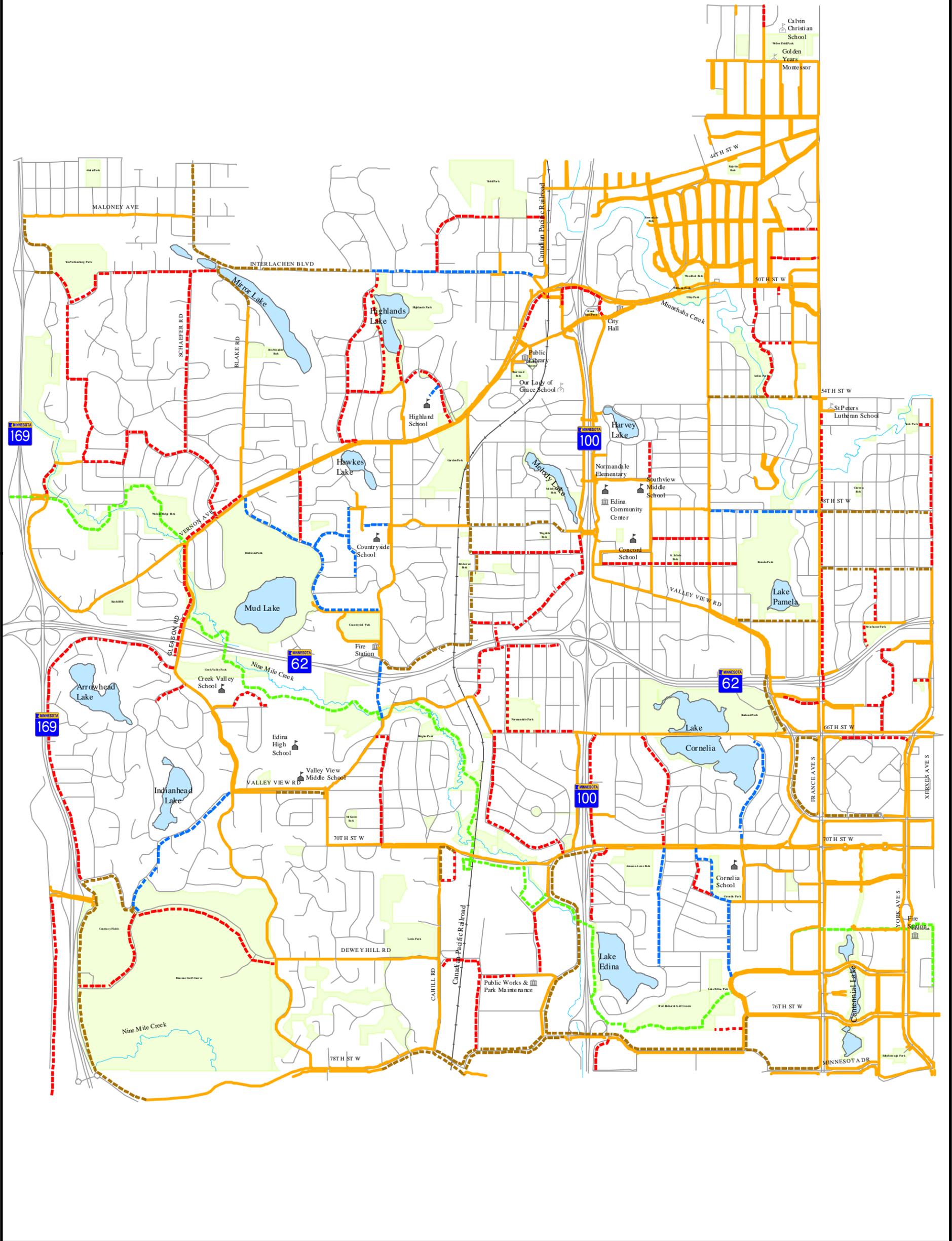
Project Open House 2012	September 9 <sup>th</sup> , 2013
Neighborhood Informational Meeting	July 27 <sup>th</sup> , 2015
ETC Engineering Study Review	October 22 <sup>nd</sup> , 2015
Receive Engineering Study	November 17 <sup>th</sup> , 2015
Public Hearing	December 8 <sup>th</sup> , 2015
Bid Opening	March/April 2016
Award Contract	Spring 2016
Begin Construction	Spring 2016
Complete Construction	Fall 2016
Final Assessment Hearing	Fall 2017

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

- APPENDIX:**
- A. City Comprehensive Plan Update – Sidewalk and Bicycle Facilities
  - B. Living Streets Policy
  - C. Property Owners Questionnaires
  - D. Neighborhood Informational Meeting Materials
  - E. Correspondence from Residents
  - F. Edina Transportation Commission Meeting Minutes
  - G. Traffic and Crash Data
  - H. Sewer Blocks and Watermain Breaks
  - I. Strachauer Park Traffic Study
  - J. Street Lights and Signs
  - K. Preliminary Assessment Roll

# **APPENDIX A**

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



- Legend**
— Existing Sidewalk
- - - Future State-Aid Sidewalk
- - - Future Active Routes To School Sidewalk
- - - Future City Sidewalk
- - - Future Nine Mile Creek Regional Trail

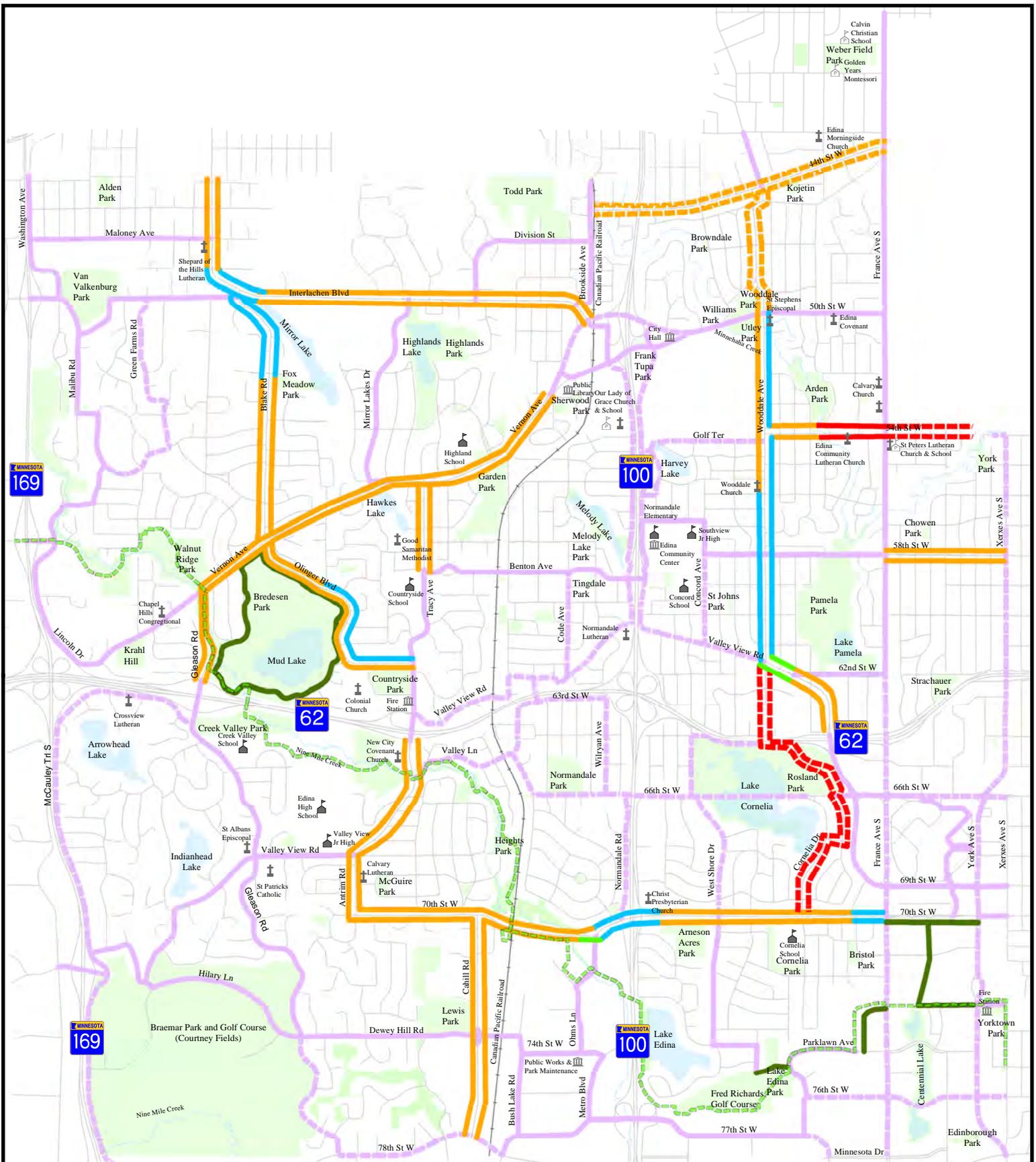


**City of Edina  
2008 Comprehensive Plan Update**

**Sidewalk Facilities**



Engineering Dept  
November 2014



### Bicycle Facilities

Bike Routes (signed and/or marked as)

- |   |   |
|---|---|
|  Advisory Bike Lanes |  Bike or Shared Use Paths |
|  Bike Boulevards     |  Green Shared Bike Lanes  |
|  Bike Lanes          |  Shared Lane Markings     |
|  Signed Bike Routes  |  Approved Primary Route   |
|   |  Approved Secondary Route |



Engineering Dept  
January 2015

**APPENDIX B**

**Living Street Policy**



**To:** City Council

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

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

**Action**

**Discussion**

**Date:** August 20, 2013

**Information**

**Subject:** Approve Living Streets Policy

### **Action Requested:**

Approve Living Streets Policy

### **Information / Background:**

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

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

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

Confirmed members of the external advisory group are:

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

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

Members of the internal advisory team are:

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

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

**Attachments:**

Proposed Living Streets Policy



## Living Streets Policy

### Introduction

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

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

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

### Living Streets Vision

Edina is a place where...

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

### Living Streets Principles

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

### All Users and All Modes

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

### Connectivity

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

### Application

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

### Exceptions

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

Exceptions:

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

### Design

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

The City's design guidelines will:

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

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

### Context Sensitivity

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

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

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

## **Benchmarks and Performance Measures**

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

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

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

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

## **Implementation**

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

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

Additional implementation steps include:

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

**APPENDIX C**

**Property Owners**

**Questionnaires**



May 4, 2015

**2016 Neighborhood Roadway Reconstruction**  
**Multi-Modal Traffic Survey**  
**Strachauer Park A Neighborhood**

Dear Resident:

As you may recall, some streets in your neighborhood are scheduled for reconstruction in 2016. See the attached map identifying your project area.

The City would like your input regarding multi-modal traffic in your area – multi-modal describes a roadway system that is designed to safely accommodate all users. Now is the perfect time to identify and evaluate areas where we can make improvements to promote safe walking, bicycling and driving. Reconstruction gives us the opportunity to address concerns.

Your responses will help us design a project that reflects your neighborhood needs balanced with design elements from the City's strategic planning documents such as the Comprehensive Plan, the Sidewalk Facilities Map, Living Streets Plan, and the Active Routes to School Plan.

Your input is important to us! Please take the survey within the next 30 days. To complete the survey online, visit <https://www.surveymonkey.com/s/2016streets>. Completing the survey should only take about 15 minutes. Please complete one survey per household and include as much information as you can regarding safety concerns for your children, if any. If you would prefer a paper copy of the survey, please call 952-826-0449 and Engineering Specialist Sharon Allison will mail one to you. We will present the survey results at an open house meeting in July or August.

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

Sincerely,

A handwritten signature in black ink that reads "Patrick Wrase".

Patrick Wrase, PE  
Assistant City Engineer

Enc: Project Map

\\ED-NT8\EngPubWks\PW\CENTRAL SVCS\ENG DIV\PROJECTS\IMPR NOS\BA421 Strachauer Park A(2016)\DESIGN\FEASIBILITY\QUESTIONNAIRE\Letter.doc

**\*To which street reconstruction project is this survey in response?**

- Morningside A
- White Oaks A
- Golf Terrace B
- Strachauer Park A

## Strachauer Park A

**\* How satisfied are you with the speed of traffic in your neighborhood or on your street?**

- Very Satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very Dissatisfied

**If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.**

Location of issue:

Why is it an issue of concern?

## Strachauer Park A

**\* How satisfied are you with the volume of traffic or the number of vehicles in your neighborhood or on your street?**

- Very Satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very Dissatisfied

**If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.**

Location of issue:

Why is it an issue of concern?

## Strachauer Park A

**\* How satisfied are you with motorist behavior in your neighborhood? (Examples of poor motorist behavior include speeding, rolling through stop signs, failing to yield and driving aggressively.)**

- Very Satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very Dissatisfied

**If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.**

Location of issue:

Why is it an issue of concern?

**In general, these behaviors impact you most when you are:**

- Driving
- Bicycling
- Walking, jogging or running

## Strachauer Park A

**Do you feel that any intersection in your neighborhood is unsafe?**

- Yes
- No

If yes, which intersection?

**Which, if any, of the following factors contribute to your feeling that the intersection is unsafe? (select all that apply)**

- Lack of traffic control (traffic signal, stop sign, yield sign)
- Issues with sight lines or clear view
- Drivers failing to stop at stop sign
- Drivers failing to yield
- Drivers turning corner too fast
- Lack of marked crosswalk
- Street(s) too wide
- Insufficient Lighting
- Other (please specify)

**In general, the intersection feels most unsafe when you are:**

- Driving
- Bicycling
- Walking, jogging, running

## Strachauer Park A

### How frequently do you walk, jog or run in your neighborhood?

- Very frequently (daily or near daily)
- Frequently (2-3 times per week)
- Occasionally (1-4 times per month)
- Rarely (less than once per month)
- Never

### If you walk, jog or run in your neighborhood, what are your primary reasons for doing so? (select all that apply)

- Health/exercise
- Exercise dog(s)
- Accompany child(ren) to destination (such as school or park)
- Travel to/from destination (such as store, coffee shop)
- Commute to/from work
- Access transit
- Can't drive or don't own car
- Other (please specify)

### If you don't walk, jog or run in your neighborhood as often as you would like, what factors contribute to that? Please list all that you can think of.

## Strachauer Park A

### How frequently do you ride a bicycle in your neighborhood?

- Very frequently (daily or near daily)
- Frequently (2-3 times per week)
- Occasionally (1-4 times per month)
- Rarely (less than once per month)
- Never

### If you ride a bicycle in your neighborhood, what are your primary reasons for doing so? (select all that apply)

- Health/exercise
- Accompany child(ren) to destination (such as school or park)
- Travel to/from destination (such as store, coffee shop)
- Commute to/from work
- Access transit
- Can't drive or don't own car
- Other (please specify)

### If you don't ride a bicycle in your neighborhood as often as you would like, what factors contribute to that? Please list all that you can think of.

## Strachauer Park A

### How frequently do you or a member of your household park on the street?

- Very frequently (daily or near daily)
- Frequently (2-3 times per week)
- Occasionally (1-4 times per month)
- Rarely (less than once per month)
- Never

### How frequently do visitors to your household park on the street?

- Very frequently (daily or near daily)
- Frequently (2-3 times per week)
- Occasionally (1-4 times per month)
- Rarely (less than once per month)
- Never

### How satisfied are you with the availability of on-street parking in your neighborhood?

- Very satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very dissatisfied

Any additional comments about parking?

## Strachauer Park A

**Name**

**Street Number**

**\* Street Name**

**Age**

**Presenting Gender**

**Number of people in household**

**Number age 65 and over.**

**Number age 18 and under**

**Number of members in household with a physical disability impacting their ability to walk, ride a bicycle or drive.**

**STRACHAUER PARK A  
NON-MOTORIZED TRANSPORTATION SURVEY**

Address	Speed Satisfaction				If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.	Volume Satisfaction				If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.	Motorist Behavior				If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.					
	Very Satisfied	Satisfied	Neutral	Very Dissatisfied		Very Satisfied	Satisfied	Neutral	Very Dissatisfied		Very Satisfied	Satisfied	Neutral	Very Dissatisfied						
61 Ewing Ave S			1																	
Beard Ave S	1												1				people driving to/from soccer fields at park speeding and not observant			
6001 Ewing Ave S				1	Beard Ave and Ewing Ave	On Beard, drivers go to fast on the full length of the street, especially when dropping off kids for soccer games. On Ewing, there is a hill and the street is wide and people don't seem to watch their speed, especially when heading south on the street.				1	60th Street. Other streets on trash day.				1	Beard Ave and Ewing Ave (speeding). 60th (stop sign)	The stop sign on 60th and Chownen is a spot of pretty good visibility so people don't feel they really have to stop. On Ewing and especially Beard, people speed. Beard is like a drag strip sometimes.			
6208 Beard Place	1					Speed							1				speed			
6117 abbot ave		1												1						
6300 Ewing		1																		
Abbott Ave				1	Abbott Ave between 60th & 62nd	Without a break for 61st Street, this two block stretch seems to invite higher speeds. It seems to be primarily, people who are headed to the Park for soccer, but that's just a guess based on the fact that it's not people who live on the street.									1	Abbott Ave between 60th & 62nd	Lots of kids in this 2-block stretch - many are new to biking, many crossing street to get to friends' houses. Folks who do not live in the neighborhood are going way too fast.			
6036 Xerxes				1	Xerxes	Fast cars, lots of back ups					1	Xerxes	Too much traffic			1	Xerxes	Too Fast		
6220 Ewing Ave. S			1																	
6141 Chownen Ave S				1	62 street and Chownen	Limited access to park on game nights and weekend pickup games as can only come in from 60th street. Some of the Edina School buses appear to be speeding when traveling east on 62nd street from Ewing to Abbott.									1	60th and 62nd on Chownen	Rolling stops and sometimes not stopping at all.			
6012 Beard Ave				1	beard ave	too fast										1	Beard Ave	walking without sidewalks puts people at risk		
6012 Ewing Ave. S		1			Ewing drag from 61st to 62nd - ppl gun it as they think they have full visibility	Crux of issue during soccer season Spring/Fall										1	Ewing 60th-62nd	This seems like a stuck record and I'm sorry. Ppl need to realize there are walkers, bikers and kids playing on the way to the soccer game!		
6012 Beard Ave S				1	Beard Ave between 60th and 61st	Traffic is heavy and too fast during summer soccer season										1	Beard Ave between 60th and 61st Streets	Motorists driving too fast for a residential street		
6208 chownen		1																		
6133 Chownen		1																		
6008 Ewing Ave So				1																
6013 drew		1																		
6116 Ewing Ave S				1													1	6116 ewing ave	kids coming from south tend to drive too fast	
6116 Draw Beard Place				1	60th street between france and chownen	people accelerating very quickly, approaching the stop sign too fast - both over speed limit											1	60th street between france and chownen	people accelerating very quickly, approaching the stop sign too fast - both over speed limit	
6204 Beard Place Ewing				1														1	Strachauer Park	Poor motorist behavior is aggravated by the fact there is too much traffic and parking allowed on both sides of street

**STRACHAUER PARK A  
NON-MOTORIZED TRANSPORTATION SURVEY**

Address	Speed Satisfaction				If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.	Volume Satisfaction				If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.	Motorist Behavior				If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.			
	Very Satisfied	Satisfied	Neutral	Disatisfied		Very Dissatisfied	Very Satisfied	Satisfied	Neutral		Disatisfied	Very Dissatisfied	Very Satisfied	Satisfied		Neutral	Disatisfied	Very Dissatisfied
6016 Beard Ave S				1	Beard Ave, from 60th to Strachauer Park Cars often speed to the park, endangering children, adult walkers, and dog walkers.				1	Beard Ave from 60th to Strachauer Park The volume of traffic is high during soccer games and other high-use times for the park. This is not necessarily a problem, except that this often goes hand-in-hand with high speeds.				1	intersection of Beard Ave and Beard Place, intersection of Beard Ave and 62nd The intersection of Beard Ave and Beard Place is very dangerous – there is no stop sign, and the intersection is a bend, rather than a 90 degree angle. Many times I have seen cars whipping through the intersection without considering what children, adults, pets, or other cars are in the way. I also saw a school bus have to break hard and quickly to avoid a car that swung right out in front of it without even slowing down. Also, there are stop signs on 62nd at Beard Ave (at the entrance to Strachauer Park), and many times people roll right through the stop signs.			
6025 Beard Ave S				1	Beard Ave from Strachauer Park People speeding going / coming from park				1					1	Beard ave coming / leaving park speeding			
6132 Chowen			1						1					1				
6129 Beard Ave S				1	Beard Ave S between 60th and 62nd Strachauer Park is located at the end of the street and is always busy with people using the park (hockey, soccer, basketball, etc.). As people drive there, they speed.				1	Beard Ave S between 60th and 62nd Strachauer Park is at the end of the street and people need to drive down Beard to get to the park for games (hockey, soccer, basketball) and for use of the park.				1	Beard Ave S between 60th and 62nd Strachauer Park is at the end of the street and people need to drive down Beard to get to the park for games (hockey, soccer, basketball) and for use of the park. People speed, don't stop at stop signs and drive aggressively.			
6112 Beard				1	Beard Avenue On certain event nights (soccer at the park) prior to and after games cars SPEED down Beard Avenue to the park.				1					1	Speed, falling to yield Speed (on Beard drive to park) see previous comment and at the Beard/Beard Place "Y" - I have seen many near accidents as there is no signage on who has the right of way and people coming from Beard Place rarely yield or look			
6204 Chowen			1						1					1				
6005 Chowen			1						1					1	stop signs at 60th & Chowen few stop east/west on 60th. appears "stop" is optional			
6112 Chowen Ave S			1						1					1				
6020 Ewing				1	Ewing and Chowen Curve intersection Bottom of the hill and cars drive by very fast - there are many kids in the neighborhood				1					1	Ewing and Chowen curve - and by the park Lost of fast cars and people not watching out for kids and pedestrians			
6212 Beard Pl			1						1					1				
3601 W. 61st Street				1	Chowen and Chowen Curve Speed				1					1	Chowen and Ewing from 60th to the crosswalk Speed and inattentive driving			
6125 Beard Ave. S				1	Beard Ave Speeders racing to see their kids at the soccer game				1					1	Beard Place at Beard Ave Merging drivers don't look and don't stop			
6119 Beard Place				1	Beard Avenue south of Beard Place and the intersection of Beard Ave and Beard Pl Cars travel extremely fast during soccer seasons (spring, summer and fall), also vehicles zoom around the intersection of Ave and Pl at very fast rates. The intersection is extremely dangerous				1	Beard Avenue south of Beard Place and the intersection of Beard Ave and Beard Pl Volumes are appropriate giving our proximity to the park, however before and after soccer games is an issue at the intersection of beard ave and beard place. There needs to be a traffic control and 1 up the intersection to avoid accidents				1	Beard avenue and beard place High speeds and near accidents at the intersections.			
6124 Beard Place				1	Beard Ave & Beard Place Parent drivers before/after soccer games are driving too fast to get their kids to/from the park.				1					1				
6117 Beard Ave				1	Around Strachauer Park, along Beard Occasionally dissatisfied - soccer nights - late parents driving fast.				1					1	6119 Beard Pl - failure to yield, needs stop sign. 6132 & 6133 Beard - rolling stop or no stop.			
6024 Ewing Ave				1	60th & Ewing Walking and Biking in area people don't obey stop signs and traffic speed should be slower for children, bikers and adults walking.				1	60th Street Child, walking and biking				1	60th & Ewing All the above child, walking, biking.			
	9	8	6	12	6				10	11	10	6	4					
														6	8	4	19	4

**STRACHAUER PARK A  
NON-MOTORIZED TRANSPORTATION SURVEY**

Address	Intersection Unsafe?		Which Intersection is Unsafe?	Why Intersection Feel Unsafe?								Feels Most Unsafe When		Walk/Jog/Run in Neighborhood					Walk/Jog/Run - Primary Reasons					Do Not Walk/Jog/Run - Primary Reasons	
	Yes	No		Lack Of Traffic Control	Issues w/Sight Lines or Clear View	Drivers Failing to Stop at Stop Sign	Drivers Failing to Yield	Drivers Turning Corner Too Fast	Lack of Marked Xwalk Street(s) Too Wide	Insufficient Lighting	Other	Driving	Bicycling	Walking / Jogging / Running	Very Frequently	Occasionally	Rarely	Never	Health/ Exercise	Exercise dog(s)	Destination w/children (school/park)	Destination (store, coffee shop)	Commute (work)		Access Transit
61 Ewing Ave S		1								too much volume on France							1								
Beard Ave S	1		60th and France	1			1				1						1			1		1			
6001 Ewing Ave S	1		Beard Place and Beard Ave	1			1	1			1						1					1			Lack of sidewalks. Poor lighting. Drivers going too fast. Icy streets. Very cold or windy weather. No good way to walk to Southdale area, which would be a motivation since we have no shops in the neighborhood. It is a lot of trouble to cross France Ave twice just to get to Southdale. Also there is nothing much to see in our neighborhood, it would be great if our park were more of a destination.
6208 Beard Place		1										1	1				1			1		1			
6117 abbott ave		1															1								
6300 Ewing	1		60th and FDrance	1						Too much traffic on France to turn out	1			1			1	1							
Abbott Ave			Almost all along 60th									1		1			1			1		1			
6036 Xerxes	1		Xerxes and 60th							No Sidewalks at crossroad 60th, on 60th.		1		1			1	1					1		
6220 Ewing Ave. S		1															1						1		
6141 Chowen Ave S	1		60th / Chowen and 62nd / Chowen anywhere on 60th			1		1			1						1								
6012 Beard Ave		1										1	1				1			1					
6012 Ewing Ave. S	1		Ewing/61st - no yield, no stop sign and at the bottom of drag	1								1	1				1	1	1						Traffic, traffic, traffic. So often in this survey you have walking and biking and running listed apart, yet they are all impacted by irresponsible traffic and blind spots (another bad one is 62nd/Ewing) where the bushes/trees come out so far you can't see the intersection. My own kid plays soccer at Strachauer so I am not against ESA and any other park activities. I am against how ppl continue to drive and get there. We have asked for years to get a mph gauge and have only rec'd the "wire tapes".....NOT during soccer season which is 90% of the problem. Heck, having an officer for one Tues. nt. to have dinner on our front porch would tell you the story. The other issue is the flooding that occurs during heavy rains at Ewing/61st as their is not adequate drainage to control the run-off. I'd be happy to assist with any portion of this of explain answers in more detail. Winnie Martin, 6012 Ewing Ave. S., Edina, MN 55410. 952-484-5575. We would love to feel safer stepping/backing out of our driveway each day.
6012 Beard Ave S	1		Beard Ave and 60th Street	1			1	1	1	There is a school bus stop there with no stop sign. I have seen many drivers not even stopping. People are cutting across from Xerxes to France on 60th at a high speed.		1	1				1	1	1						Traffic on 60th Street is awful. You can't walk on that street safely so we rarely walk on it or a cross it if we can avoid it.
6208 chowen		1											1				1	1							
6133 Chowen		1												1											
6008 Ewing Ave So	1		60th & France Ave	1							1			1			1	1							
6013 drew	1		60th and France	1	1					Very difficult to turn south onto France due to traffic	1			1			1	1							
6116 Ewing Ave S	1		60th and france	1	1						1			1			1	1	1						
6116 Drew Beard Place	1		60th and Drew	1						speed of drivers		1		1			1		1						
6204 Beard Place Ewing	1		Beard Place and 62nd street	1			1	1	1	Parking allowed on both sides of street	1			1			1					1	1		

**STRACHAUER PARK A  
NON-MOTORIZED TRANSPORTATION SURVEY**

Address	Intersection Unsafe?		Which Intersection is Unsafe?	Why Intersection Feel Unsafe?								Feels Most Unsafe When		Walk/Jog/Run in Neighborhood				Walk/Jog/Run - Primary Reasons						Do Not Walk/Jog/Run - Primary Reasons									
	Yes	No		Lack Of Traffic Control	Issues w/ Sight Lines or Clear View	Drivers Failing to Stop at Stop Sign	Drivers Failing to Yield	Drivers Turning Corner Too Fast	Lack of Marked Xwalk	Street(s) Too Wide	Insufficient Lighting	Other	Driving	Bicycling	Walking / Jogging / Running	Very Frequently	Occasionally	Rarely	Never	Health/ Exercise	Exercise dog(s)	Destination w/ children (school/park)	Destination (store, coffee shop)		Commute (work)	Access Transit	Do not drive / do not own car	Other					
6016 Beard Ave S	1		Primarily the intersection of Beard Ave and Beard Place	1			1	1	1	1			1	1					1	1	1					visiting neighbors							
6025 Beard Ave S	1		France and 60th St										1	1					1	1	1												
6132 Chowen		1											1	1					1	1													
6129 Beard Ave S	1		Beard Ave S and Beard Place	1						1			1	1					1	1		1											
6112 Beard	1		Beard/Beard Place. Poorly designed "Y" intersection	1						1			1	1					1	1						We need more sidewalks. Don't walk in the winter due to slippery roads							
6204 Chowen		1														1			1	1													
6005 Chowen		1														1			1	1													
6112 Chowen Ave S		1				1							1						1	1						Health does not warrant							
6020 Ewing	1		Ewing and Chowen Curve										1	1					1	1	1												
6212 Beard Pl		1																	1	1													
3601 W. 61st Street	1		It is now impossible to make a left hand turn onto France from 60th since the lane modification on France. Traffic used to come in groups and know it is one long continuous line of cars.	1									1	1					1	1	1			1									
6125 Beard Ave. S	Beard Ave. S	1	Beard Ave. at Beard Place				1	1		1				1	1				1	1													
6119 Beard Place	1		Beard ave and beard place and beard place and 62nd	1									1	1					1	1	1												
6124 Beard Place	1		Beard Ave & Beard Place	1									1	1					1	1	1	1				Sidewalks would increase my time outdoors significantly.							
6117 Beard Ave	1		Beard & Beard Pl (6119) - just add a stop sign at Beard Pl.	1									1	1					1	1													
6024 Ewing Ave	1		60th & Xerxes			1	1			1			1	1	1				1	1						I don't feel safe walking, cars speeding, failing to yield, rolling thru stop signs, not stopping at stop signs.							
		25	14			14	5	4	10	10	7	5	0						17	1	14	21	12	6	0	1	35	23	13	4	2	5	0







June 4, 2015

## 2016 Neighborhood Roadway Reconstruction Strachauer Park A 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 2016. See the attached map identifying your project area.

Please save the date of **Monday, July 27** to attend an informational meeting from 6 to 8 p.m. to learn about how projects are funded, a typical construction timeline, how you will be impacted and how you can prepare. A meeting reminder will be mailed to you approximately two weeks prior.

Recently, you completed the Multi-Modal Traffic Survey which will help us to design roadways to safely accommodate all users. The enclosed survey focuses more on utilities such as storm sewer, irrigation, etc. Please read the instructions, fill out the questionnaire and return it to us in the enclosed envelope by June 19. Your responses will 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 preliminary engineering report is completed this fall. You will not be billed for the special assessment until fall 2017. The special assessment is payable over 15 years.

The special assessment is for the cost of the new roadway. If the neighborhood feels the street lighting needs are not being met and improvements are needed, the costs would also be a special assessment. Sidewalks are funded through the Pedestrian and Cyclist Safety Fund and thus are not assessed to property owners. Other utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility fund and are not assessed to property owners.

After we review questionnaire responses, we will continue the project planning process. We will present the preliminary engineering report at the public hearing in December. Construction will begin in spring/early summer and end in late fall of 2016.

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

Sincerely,

A handwritten signature in black ink that reads "Patrick Wrase".

Patrick Wrase, PE  
Assistant City Engineer

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

---

### ENGINEERING DEPARTMENT

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



## Resident Questionnaire

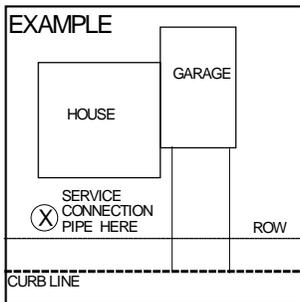
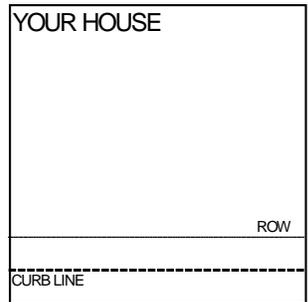
### Golf Terrace B Neighborhood Roadway Reconstruction

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

#### I. Drainage Service Connection:

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

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



#### II. Local Drainage Problems

Please describe specific surface water drainage problems in your neighborhood:

---



---



---



---

#### III. Private Underground Utilities

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

#### IV. Residential Streetlights:

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

Yes

No

B. Do you favor improving your streetlights?

Yes

No

C. Please describe your specific ideas for improving the streetlights.

---

---

---

**V. Email Updates**

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

Yes

No

Thank you for completing the questionnaire. Please return it to the City in the enclosed envelope **by June 19.**



ADDRESS	Returned Survey	Drainage Service Connection						Local Drainage Problems		Private Underground		Residential Street Lights				VII. Email				
		Drain Tile/Footing Drain			Sump		Connect		Roof	Comments		Irrigatio	Pet	Are		Do you Favor Improving Lights?		Do you		
		Yes	No	Unkn	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Describe	Yes	No	
6109 Chown Ave S	1		1																	
6120 Chown Ave S	1	1																		
6117 Chown Ave S	1		1																	
3705 Chown Curve	1	1																		
6020 Drew Ave S	1			1																
6001 Drew Ave S	1		1																	
6005 Drew Ave S	1		1																	
6013 Drew Ave S	1			1																
6125 Ewing Ave S	1		1																	
6017 Ewing Ave S	1	1																		
6024 Ewing Ave S	1		1																	
6116 Ewing Ave S	1		1																	
6108 Ewing Ave S	1			1																
6128 Ewing Ave S	1			1																
6300 Ewing Ave S	1			1																
6008 Ewing Ave S	1		1																	
6104 Ewing Ave S	1			1																
6216 Ewing Ave S	1			1																
6201 Ewing Ave S	1			1																
6105 Ewing Ave S	1		1																	
6016 Ewing Ave S	1		1																	
6012 Ewing Ave S	1		1																	
6316 Ewing Ave S	1		1																	
6309 Ewing Ave S	1		1																	
6308 Ewing Ave S	1		1																	
6005 Ewing Ave S	1			1																
6320 Ewing Ave S	1			1																
6001 Ewing Ave S	1		1																	
6228 Ewing Ave S	1		1																	
6220 Ewing Ave S	1		1																	
6124 Ewing Ave S	1		1																	
<b>TOTAL</b>	<b>81</b>	<b>9</b>	<b>45</b>	<b>26</b>	<b>8</b>	<b>69</b>	<b>1</b>	<b>40</b>	<b>2</b>	<b>58</b>	<b>16</b>	<b>65</b>	<b>5</b>	<b>76</b>	<b>65</b>	<b>13</b>	<b>17</b>	<b>60</b>	<b>61</b>	<b>12</b>

# **APPENDIX D**

## **Neighborhood Informational Meeting Materials**

 The CITY of EDINA

## 2016 Neighborhood Roadway Reconstruction

Informational Meeting      July 27, 2015



 The CITY of EDINA

## 2016 Projects

- In-House Projects
  - Golf Terrace B – 230 properties
  - Strachauer Park A – 170 properties
- Consultant Projects
  - Tracy Avenue (Municipal State Aid) – 35 properties
  - Parklawn Avenue (Municipal State Aid) – 20 properties
  - Morningside A/White Oaks C – 106 properties

www.EdinaMN.gov 2

 The CITY of EDINA

## Agenda

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



www.EdinaMN.gov 3

 The CITY of EDINA

## Introductions

<b>Engineering Technicians</b>			<b>Engineering Coordinator</b>
 Andrew Scipioni	 Derek Northenscald	 Mohamed Mohamed	 Sharon Allison
<b>Environmental Engineer</b>	<b>Transportation Planner</b>	<b>Assistant City Engineer</b>	<b>Director of Engineering</b>
 Ross Bittner	 Mark Nolan	 Carser Schulte	 Chad Millner

www.EdinaMN.gov 4

 The CITY of EDINA

## Project Process



www.EdinaMN.gov 5

 The CITY of EDINA

## Typical Project Timeline

July – September 2015	Eng. studies and estimates provided
December 2015	Public hearing
January – March 2016	Plan preparation and bidding
April – May 2016	Construction begins
October – November 2016	Construction concludes
Spring 2017	Warranty work
Fall 2017	Final assessment hearing

www.EdinaMN.gov 6

### Why My Street?



The CITY of EDINA

- Proactive Pavement Management Program
- Streets grouped into neighborhoods
  - Prolongs pavement life
  - Maximizes economics of scale
- Prioritized based on;
  - Pavement condition
  - Age of original construction
  - Utility issues

www.EdnaMNgov 7

### Why Reconstruct?



The CITY of EDINA

- Streets originally constructed in 1940s – 1950s (60+ years old)
- Utility issues to address
  - Watermain breaks
  - Sanitary sewer deficiencies
  - Inflow & infiltration
  - Storm sewer/drainage issues
- More cost-effective than other maintenance strategies

www.EdnaMNgov 8

### Project Details – Golf Terrace B



The CITY of EDINA

- 230 properties
- 2.7 miles of road
- 40,863 square yards of street pavement
- 16 fire hydrants
- 37 sanitary manholes

www.EdnaMNgov 9

### Project Details – Strachauer Park A



The CITY of EDINA

- 170 properties
- 2.0 miles of road
- 31,282 square yards of street pavement
- 18 fire hydrants
- 45 sanitary manholes

www.EdnaMNgov 10

### Existing Conditions

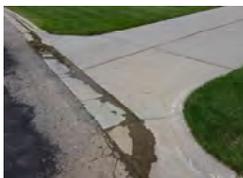



The CITY of EDINA

- Most streets have curb and gutter
- Pavement reaching end of useful life

www.EdnaMNgov 11

### Existing Conditions




The CITY of EDINA

- Varied driveway materials
- Most properties already have concrete driveway aprons

www.EdnaMNgov 12

### Existing Conditions



The CITY of EDINA

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



www.EdinaMNgov 13

### Proposed Improvements - Streets



The CITY of EDINA

- All curb and gutter will be replaced
- New roadbed and pavement surface
- Parking – 1 or 2 sided



www.EdinaMNgov 14

### Proposed Improvements - Driveways



The CITY of EDINA

- Entrance aprons will be replaced to comply with City standards



www.EdinaMNgov 15

### Proposed Improvements - Utilities



The CITY of EDINA

- New fire hydrants and gate valves
  - Golf Terrace B – localized watermain replacement, all water services
- Localized sanitary sewer repairs and replacement
- Storm sewer upgrades
  - Sump pump drain pipe installed where feasible



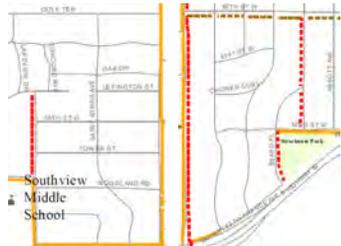
www.EdinaMNgov 16

### Proposed Improvements - Sidewalks



The CITY of EDINA

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



www.EdinaMNgov 17

### Edina City Council – Project Approval



The CITY of EDINA

- December 2015 Council Meeting, engineering studies presented
- Public hearing for projects
  - Opportunity for residents to voice comments and concerns
- Vote on Reconstruction Projects (Assessed Projects)
  - 4-1 vote by Council required to approve
  - Required by MN Statute Chapter 429
- Vote on Sidewalk Projects (Non-Assessed Projects)
  - 3-2 vote by Council required to approve

www.EdinaMNgov 18

### What You Can Expect



The CITY of EDINA

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



www.EdinaMN.gov 19

### What You Can Expect



The CITY of EDINA

- Driveways and neighborhood streets may be periodically inaccessible
- Driveways may be inaccessible for 3-5 days
- Irrigation and pet fence systems most likely will be damaged



www.EdinaMN.gov 20

### What You Can Expect



The CITY of EDINA

- We will;
  - Provide opportunities for input
  - Keep you informed
  - Do our best to minimize inconveniences
- Our contractor will accommodate residents with special access needs



www.EdinaMN.gov 21

### Property Impacts



The CITY of EDINA

- Items within the City's right-of-way may be damaged
  - You can remove plants and other landscape features before the project
  - Irrigation and pet fences will be repaired
  - Disturbed areas will be seeded



www.EdinaMN.gov 22

### Other Impacts



The CITY of EDINA

- City encourages private utility companies (gas, electric, telephone, and cable) to upgrade or repair utilities within the project area before construction begins
- Our goal is to streamline projects and minimize neighborhood disturbance

www.EdinaMN.gov 23

### Do Taxes Cover Street Projects?



The CITY of EDINA

- ~20% of property taxes go to the City for expenses including Police, Fire, Parks, and Public Works
  - Snowplowing
  - Pothole repairs
  - Other street maintenance (sealcoating, overlays)
- Taxes **DO NOT** pay for street reconstruction

www.EdinaMN.gov 24

### Funding



The CITY of EDINA

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

www.EdinaMNgov 25

### Special Assessments



The CITY of EDINA

- Assigned to adjacent properties that stand to benefit from construction improvements
- Cover 100% of roadway costs
  - Subgrade materials
  - Asphalt pavement
  - Restoration



www.EdinaMNgov 26

### City Utility Fund



The CITY of EDINA

- Collection of utility service charges paid to the City
- Covers 100% of:
  - Storm sewer (curb & gutter, driveway aprons, sump drain pipe)
  - Sanitary sewer
  - Watermain



www.EdinaMNgov 27

### Pedestrian and Cyclist Safety (PACS) Fund



The CITY of EDINA

- Revenue from Xcel and CenterPoint Energy franchise fees
- Promotes non-motorized transportation throughout the City
- Covers 100% of:
  - Sidewalks
  - Crosswalks
  - Bike lanes
  - Associated signage and pavement markings



www.EdinaMNgov 28

### Preliminary Assessments



The CITY of EDINA

Neighborhood	Estimated Assessment Range per REU*	# of REUs	Square Yards of Paving	Square Yards of Paving per REU
Golf Terrace B	\$12,600 - \$16,800	247.96	40,863	165
Strachauer Park A	\$10,500 - \$14,000	175.33	31,282	178

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

www.EdinaMNgov 29

### Payment Options



The CITY of EDINA

- Bill will be sent with final assessment amount one year after project completion
  - Pay entire amount upon receiving bill to avoid finance charges
  - Pay 25%; balance rolls to property taxes over 15 years
  - Roll entire amount to property taxes over 15 years
  - Defer payment if 65 years of age or older

www.EdinaMNgov 30

## The CITY of EDINA



### Providing Input

- Questionnaires mailed to your home, weigh in on;
  - Traffic/pedestrian issues
  - Street drainage issues
  - Streetlight upgrades
  - Sump pump connection options
- Public hearing in December 2015

[www.EdinaMN.gov](http://www.EdinaMN.gov) 31

## The CITY of EDINA



### Questionnaire Results

Neighborhood	Multi-Modal Surveys Returned	Utility Surveys Returned
Golf Terrace B	26% (61 / 236)	47% (110 / 236)
Strachauer Park A	23% (41 / 175)	46% (81 / 175)
<b>Total Responses To Date</b>	<b>25% (102 / 411)</b>	<b>46% (191 / 411)</b>

[www.EdinaMN.gov](http://www.EdinaMN.gov) 32

## The CITY of EDINA



### Communication Tools

- You will be notified of all meetings, hearings, and questionnaires via regular mail
- Door hangers and flyers are distributed when there is time-sensitive information (water shut-offs, paving, temporary inaccessibility)
- Final assessment notices are mailed one year after construction

[www.EdinaMN.gov](http://www.EdinaMN.gov) 33

## The CITY of EDINA



### City Extra

- Free, weekly email updates on project progress and schedules
- Sign up on City website, [www.EdinaMN.gov](http://www.EdinaMN.gov)
  - Check box next to your project name
- Best way to stay informed
- If you cannot receive email, we will mail you City Extra updates upon request



[www.EdinaMN.gov](http://www.EdinaMN.gov) 34

## The CITY of EDINA



### How To Prepare

- Sign up for City Extra
- Begin financial planning
- Complete project questionnaire
- Coordinate home and yard improvement projects around street reconstruction schedule
- Ask questions, stay informed

[www.EdinaMN.gov](http://www.EdinaMN.gov) 35

## The CITY of EDINA



### Contact Us

Email: [mail@edinamn.gov](mailto:mail@edinamn.gov)

Call: 952-826-0371

Visit: Engineering Department  
7450 Metro Boulevard

Hours: 7:00 a.m. – 3:30 p.m.



[www.EdinaMN.gov](http://www.EdinaMN.gov) 36

Questions?



The CITY of  
EDINA



Thanks for your time!



# City of Edina Anticipated Street Reconstruction 2015 - 2020

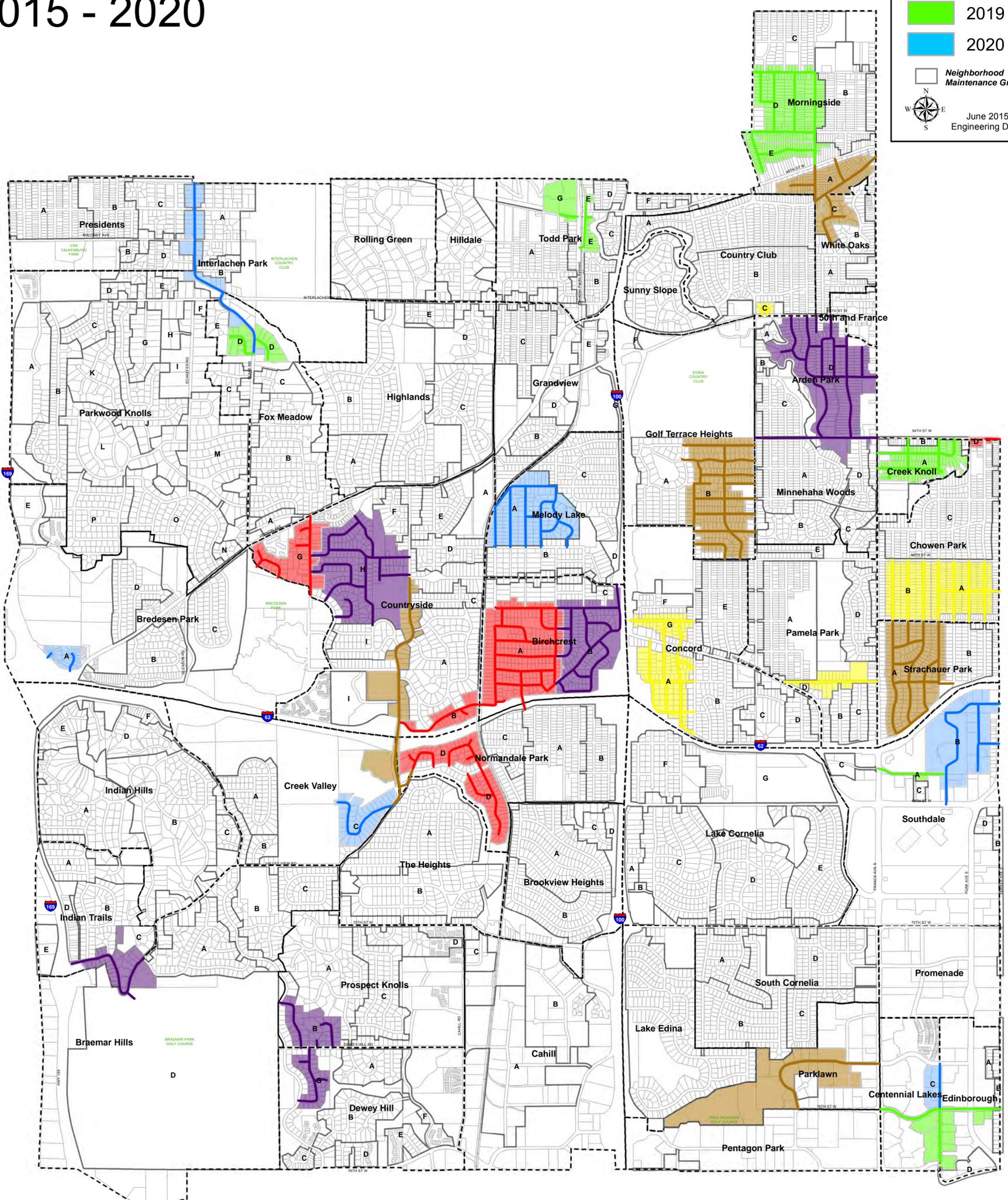
**Legend**

**Anticipated Year**

- 2015
- 2016
- 2017
- 2018
- 2019
- 2020

Neighborhood Maintenance Groups

June 2015  
Engineering Dept.



### Note/Disclaimer

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

The City of Edina's street improvement policy is to assess residents for a portion of the roadway reconstruction costs. Public utility improvements are paid for from the City's utility fund. Extensive evaluation regarding the condition of the bituminous pavement, sanitary sewer, storm sewer and water main were used to set the priority of roadway improvements.



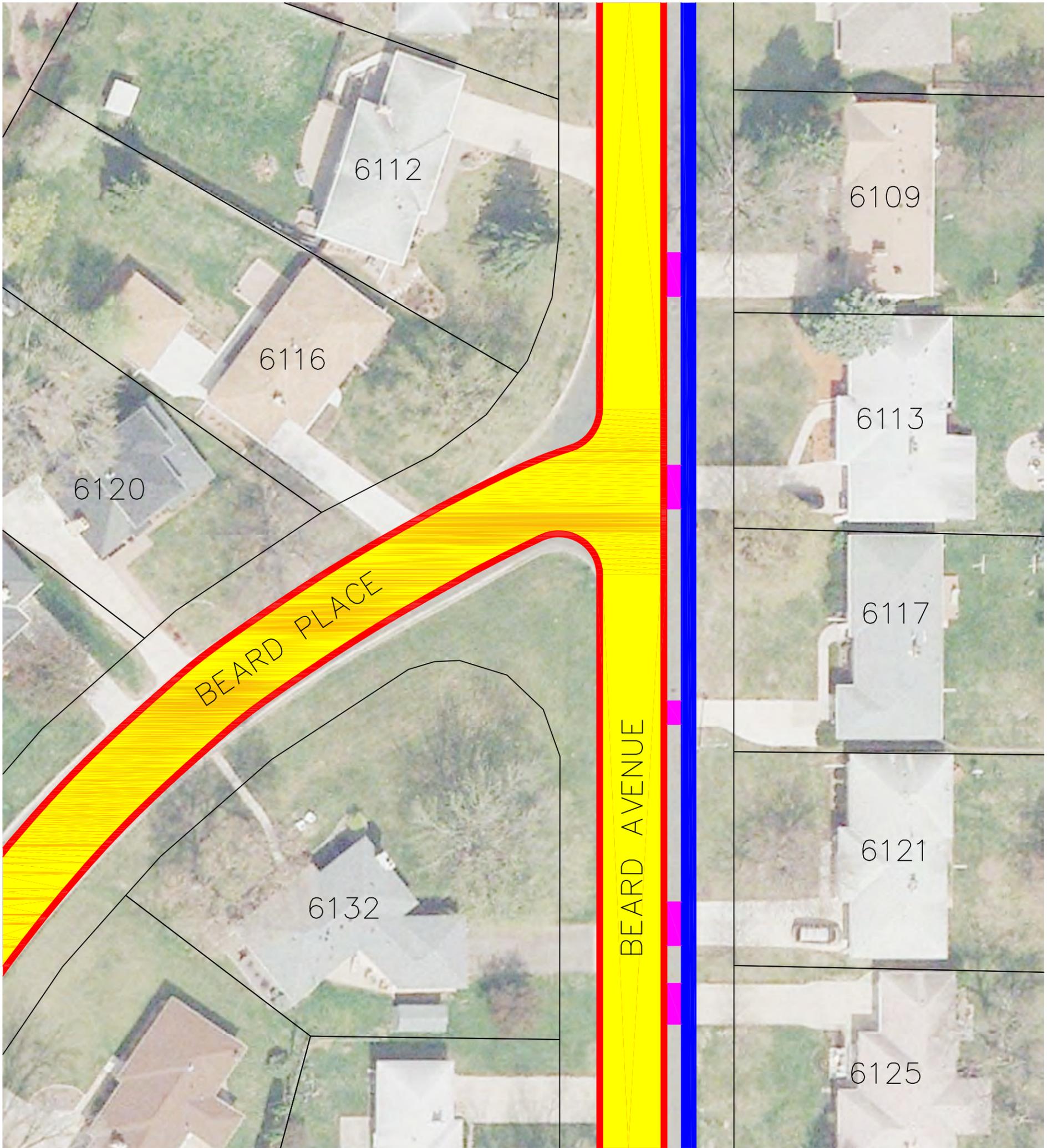
**Strachauer Park**



**City of Edina  
BA-421 Strachauer Park A  
Sidewalk Facilities**

- Legend**
- Existing Sidewalk
  - Future City Sidewalk
  - Future State-Aid Sidewalk

Engineering Dept  
 July 2015



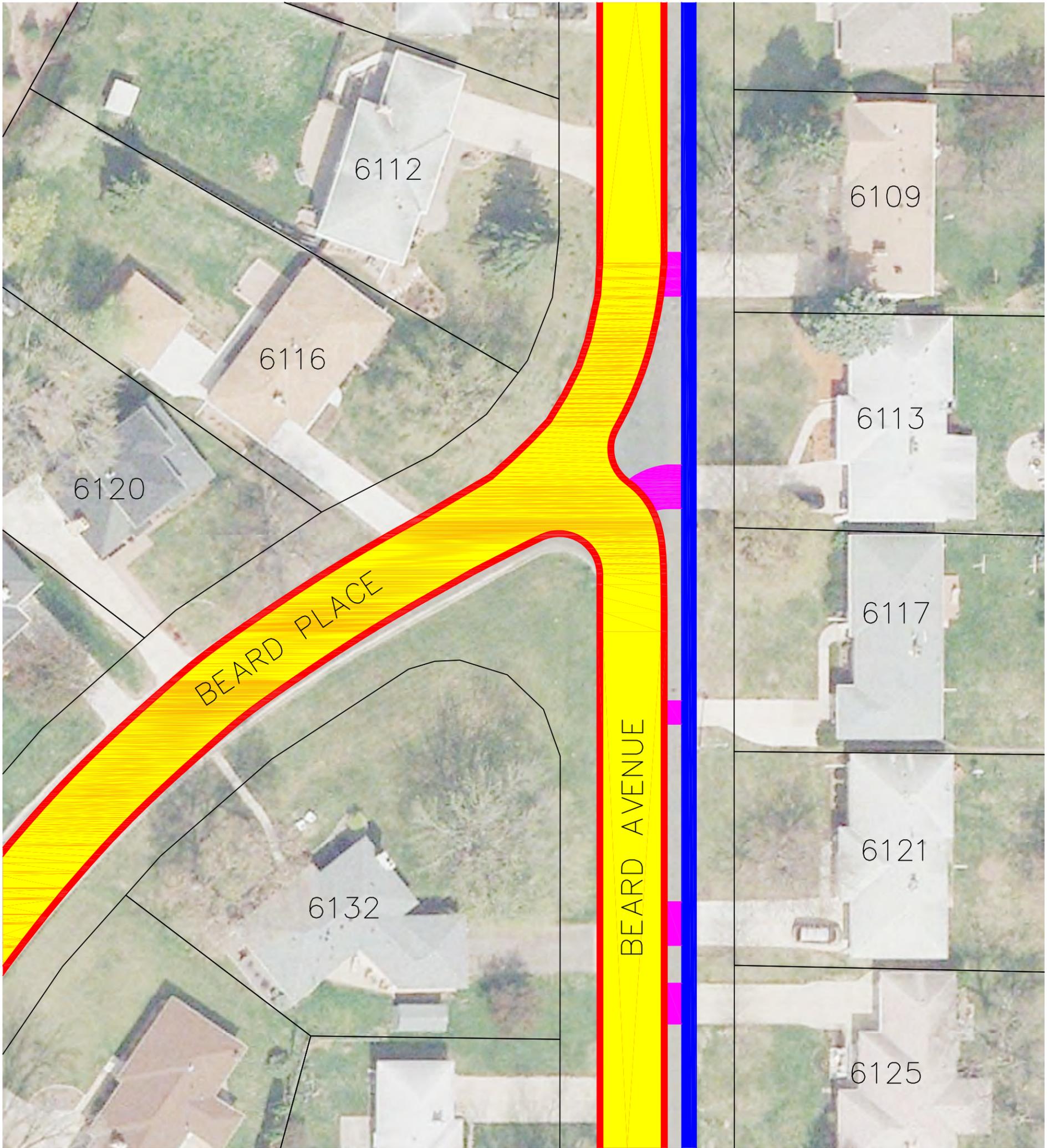
**CITY OF EDINA**

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

**BA-421 Strachauer Park A  
 Beard Avenue/Beard Place  
 Intersection Option 1**



- BITUMINOUS PAVEMENT
- CONCRETE CURB & GUTTER
- DRIVEWAY
- CONCRETE SIDEWALK



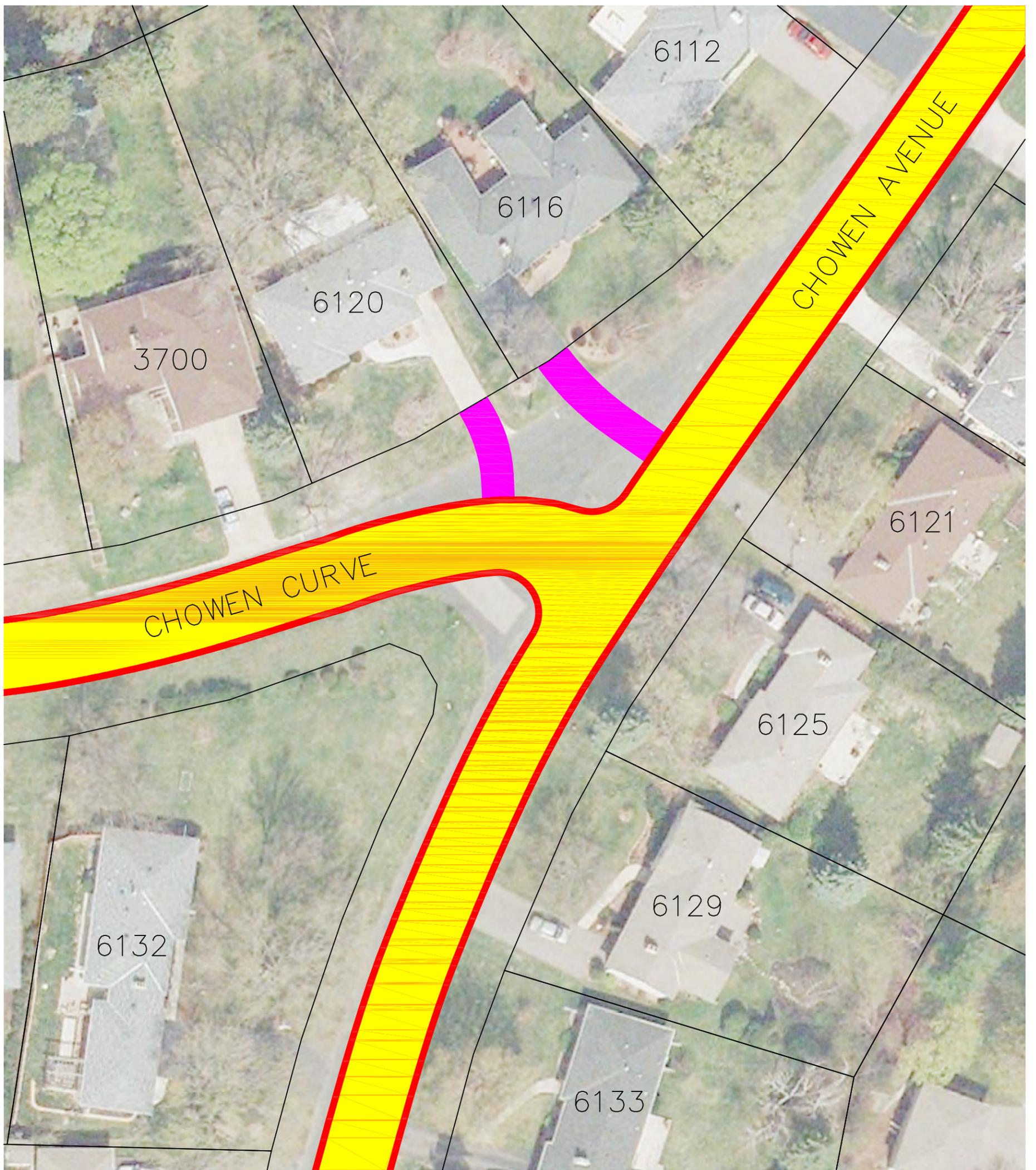
**CITY OF EDINA**

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

**BA-421 Strachauer Park A  
 Beard Avenue/Beard Place  
 Intersection Option 2**



- BITUMINOUS PAVEMENT
- CONCRETE CURB & GUTTER
- DRIVEWAY
- CONCRETE SIDEWALK



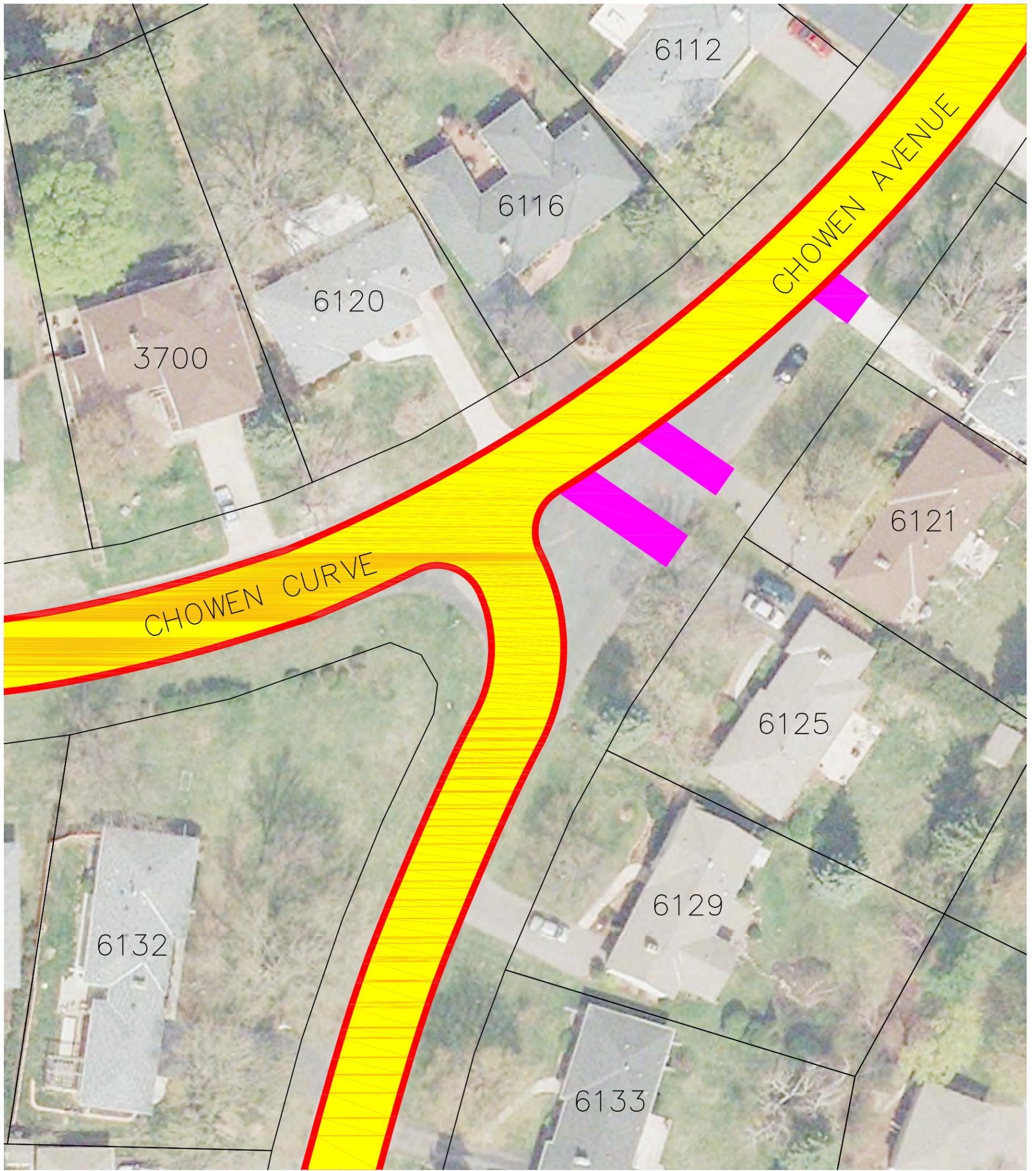
**CITY OF EDINA**

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

**BA-421 Strachauer Park A  
 Chowen Avenue/Chowen Curve  
 Intersection Option 1**



- BITUMINOUS PAVEMENT
- CONCRETE CURB & GUTTER
- DRIVEWAY



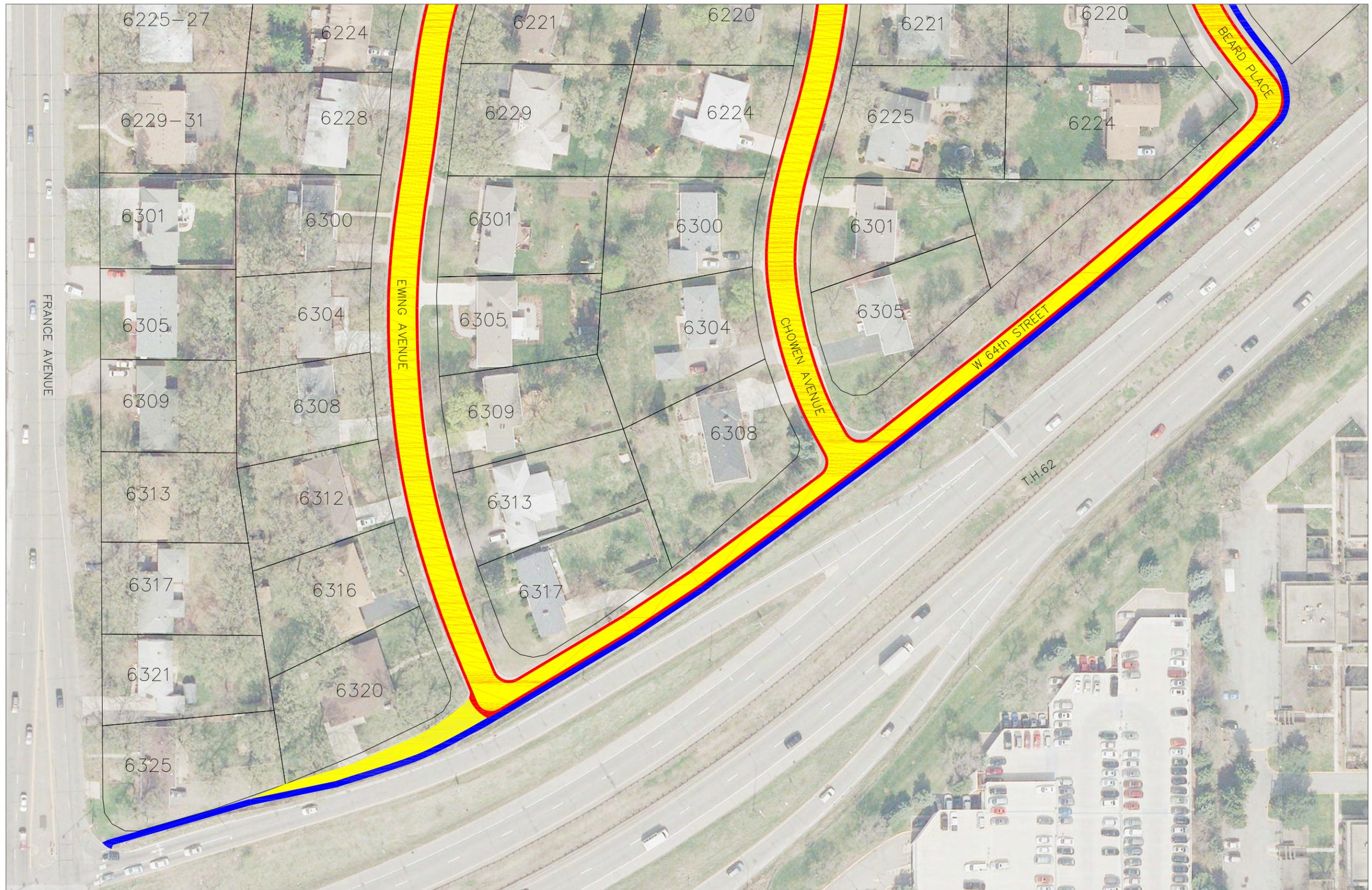
**CITY OF EDINA**

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

**BA-421 Strachauer Park A  
 Chowen Avenue/Chowen Curve  
 Intersection Option 2**



- BITUMINOUS PAVEMENT
- CONCRETE CURB & GUTTER
- DRIVEWAY



**CITY OF EDINA**

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

**BA-421 Strachauer Park A  
 W 64th Street**



**BITUMINOUS PAVEMENT**



**CONCRETE CURB & GUTTER**



**CONCRETE SIDEWALK**

**2016 ROADWAY RECONSTRUCTION  
NEIGHBORHOOD MEETING  
JULY 27th, 2015**

	NAME	ADDRESS
1	RICHARD C JONES	6105 EWING AVE SO
2	Beverly Bergman	6112 Chouen Ave S
3	John Hamilton	6125 Beard Ave S.
4	Robert K Glass	Cross 24 Ewing Aves.
5	Erik Hays	5532 Woodlake Ave
6	J. Witzke	4572 OAK DR.
7	DAN + LARRY POWELL	6005 CHOWEN S.
8	Michael Korman	6113 Beard Ave S
9	Andrew Stenkeris	6109 Beard Ave S
10	Linda Tedford	6017 Drew Ave S
11	Carole + Les Anderson	6200 Beard Place
12	Deann Dunn	6012 Beard Ave.
13	J BEZANSON	6013 Drew Ave S.
14	E. Chakran	6020 New
15	Elizabeth Bullas	6016 Beard Ave S
16	ANITA ANDERSON	6312 EWING S
17	Paul + Virginia Hayek	4616 W. Woodland Rd
18	Mary Nelson	6117 Beard A.
19	Cheryl Lamy	6100 Ewing Av. S
20	Shirley & Allen	5717 St. Jakes Av So
21	Dan Sullen	" " " "
22	E. Squires	6000 Chouen Ave. S.
23	Greg JPKang	6125 Beard
24	David Staffer	3701 West 61st Street
25	Bruce + Barb Johnson	4601 W. 510th St.
26	Mitzi Litman	6208 Chouen Av
27	BRISCOE / HORVATH	4601 Tower St.
28	Rick Hausman	6025 Beard Ave S
29	IF SQUIRES III	6000 CHOWEN Ave So.
30	Monica Gruber	" " " "

**2016 ROADWAY RECONSTRUCTION  
NEIGHBORHOOD MEETING  
JULY 27th, 2015**

	NAME	ADDRESS
1	Deb Drewel	6000 Ewing Ave S
2	STEVE SARLES	6004 CHOWEN AVE S
3	Mena Hunninghake	4617 Concord Terrace.
4	Sam Courman	5512 Concord Av.
5	Martin Drets	4524 Woodland Rd W
6	Kyle Robinson	<del>5512</del> <sup>5534</sup> Woodlake Ave.
7	Doug Hekensir-Seim	4514 Oak Dr
8	Lynn Barber + Karry Anderson	3709 Chowen Curve
9	John + Jennifer Roale	4608 Tower St.
10	David + Frenkel	4510 Lakeview Dr
11	Jan Bartholomew	6209 Chowen Ave S
12	Radia Christensen	6133 Chowen Av. S.
13	DAVE WRIGHT	4516 OAK DRIVE
14	EVAN REIDEL	5536 ST JOHNS
15	Brian MacDonald	4604 Lakeview Drive
16	TED DAVIS	4600 CONCORD TERRACE
17	Chene Little	4502 Lakeview
18	Brad + Katie Smith	4625 Woodland Rd
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

**2016 ROADWAY RECONSTRUCTION  
NEIGHBORHOOD MEETING  
JULY 27th, 2015**

	NAME	ADDRESS
1	Rang Bayum	5525 St. Johns Ave
2	Tanley DORR	6112 Beard Ave. South
3	Jeff Dopf	6009 Beard Ave S.
4	Ran Haen	6013 Ewing Ave S (MX Roads)
5	Mary + Ernie Don	4611 Golf Terrace
6	Cory Kalkem	4507 W. 56th St.
7	Jam Lehar	6204 Beard Pl.
8	Austin Weigel	4506 Lakewood Dr
9	Robert W. Kstra	6109 Chover Aves
10	Jake G... ..	6000 Chover Ave S.
11	EDDY Heidi NELSON	5606 Cowford Ave
12	Andrew CRIPPS	5532 COWFORD AVE
13	Chris Bromer	6001 Ewing
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

**APPENDIX E**

**Correspondence from  
Residents**

## Andrew Scipioni

---

**From:** John Hamilton <johnh6125@gmail.com>  
**Sent:** Thursday, January 09, 2014 4:09 PM  
**To:** Chad Millner  
**Subject:** Strachauer Park B

Hello Mr. Millner;

I called this morning and we set up a tentative call for tomorrow, Thursday morning to talk about the plans for our neighborhood improvements. I thought it might be useful to give you a heads up on why I was calling; hence this email. I believe this neighborhood is on the tipping point. It can continue to increase in property value through improvements to the current housing stock and the replacement of some properties with new development. That's all good. It also faces pressure from the heavy traffic on Crosstown, Xerxes Ave., France Ave., and 60th Street and the pressure of affordable rental housing along the southwest edge of Minneapolis and along France. I think everything the City does here has the opportunity to encourage one path or the other. The street improvement work can include improvements to enhance the appearance of the neighborhood and encourage continued investment in the housing or it can assume the current design is good enough and leave the future of the neighborhood to chance. What are some possibilities?

1. Invest in new attractive street lighting.
2. Look at the street intersections where the grid is broken. This is one of the first neighborhoods west of Minneapolis that began to deviate from the grid. We have opportunities at each of the acute intersections to install rain gardens/ snow storage areas instead of the existing very wide and unattractive paved areas. These could be landscaped with native plantings, maintained by the neighborhood and would seldom require major maintenance by the City. There are similar examples scattered across town.
3. The entry to the neighborhood could receive boulevards, similar to the entry to the area across from Cornelia Elementary School. These can help slow traffic to the park at the end of Beard and announce the idea of "place", entering a neighborhood instead of driving down a street.
4. The storm water runs all the way from Beard at 61st to the creek. It could be collected in a mitigation pond in the park or run along Crosstown to to the pond near the pool.

I brought all of these issues up when Strachauer A was being discussed and was told to hold my ideas until the plans were to be developed for B. My fear is that now it is too late and what we are going to get is a mill and overlay. That would be a lost opportunity I believe.

Thanks for listening. I look forward to your call.

John Hamilton  
76125 Beard Ave. S

612-889-7193

## Andrew Scipioni

---

**From:** Mark K. Nolan  
**Sent:** Tuesday, July 08, 2014 8:02 AM  
**To:** MJ Lamon; Chad Millner  
**Subject:** RE: Living Streets

I will reach out to Chris and discuss. Thanks.

Mark Nolan, AICP, Transportation Planner  
952-826-0322 | Fax 952-826-0392  
[MNolan@EdinaMN.gov](mailto:MNolan@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business -----Original Message-----

From: MJ Lamon  
Sent: Tuesday, July 08, 2014 7:54 AM  
To: Mark K. Nolan; Chad Millner  
Subject: FW: Living Streets

Hello Mark and Chad!

The Strachauer NA has done some research on the Edina's Living Streets Plan. They want to get involved. Are you able to direct them on their options?

Thanks, MJ

MJ Lamon, Project Coordinator  
952-826-0360 | Fax 952-826-0390  
[MLamon@EdinaMN.gov](mailto:MLamon@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
...For Living, Learning, Raising Families & Doing Business

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

From: Chris Bremer [<mailto:cbremer101@gmail.com>]  
Sent: Wednesday, July 02, 2014 7:44 PM  
To: MJ Lamon  
Cc: Tom Downing  
Subject: Living Streets

Hi MJ,

Our Strachauer Exec Committee met last week and we would like some advice on who to talk with about implementing the Living Streets plan and principles in our neighborhood. We really like the document and think there is a lot in it that could enhance our streets. What do you suggest we do?

Thanks,

Chris

Sent from my iPad

## Andrew Scipioni

---

**From:** Chad Millner  
**Sent:** Thursday, July 17, 2014 1:34 PM  
**To:** 'Chris Bremer'  
**Cc:** Mark K. Nolan; Tom Downing; MJ Lamon  
**Subject:** RE: Questionnaire for street upgrade plans for Strachauer A  
**Attachments:** Questionnaire.docx

Chris,

Attached is the questionnaire from one of this year's projects. Please keep in mind we adjust this based on project and feedback from residents from year to year. You can also find past ones on the website under each project here.

[http://edinamn.gov/index.php?section=construction\\_current\\_projects](http://edinamn.gov/index.php?section=construction_current_projects)

Thanks,  
Chad



**Chad Millner, Director of Engineering**

952-826-0318 | Fax 952-826-0392

[cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

**From:** Chris Bremer [<mailto:cbremer101@gmail.com>]  
**Sent:** Thursday, July 17, 2014 12:01 PM  
**To:** Chad Millner  
**Cc:** Mark K. Nolan; Tom Downing; MJ Lamon  
**Subject:** Questionnaire for street upgrade plans for Strachauer A

Hi Chad,

Our Strachauer Park neighborhood association executive committee is meeting on Monday and I am working on gathering some resources for that. We are planning a neighborhood survey to determine neighborhood interest in various topics/issues/social activities etc. I am wondering if you could share with me the latest version of the survey that will at some point go to residents concerning the street upgrades. This would be helpful to us so that we don't ask the same questions in our survey.

I just spoke with Mark Nolan and he is sending me some information about Living Streets related plans.

Thanks very much!

Best,

Chris

## Andrew Scipioni

---

**From:** John Hamilton <johnh6125@gmail.com>  
**Sent:** Wednesday, October 01, 2014 3:07 PM  
**To:** joshsprague@edinarealty.com  
**Cc:** Chad Millner; Mark K. Nolan  
**Subject:** Strauchaur Park A Street Renovation

Hello Council Member Sprague;

Thank you for taking my call this morning. As you know, I live in the Strauchaur Park neighborhood, and as we discussed this morning, I went to the first citizens meeting on the street reconstruction on Strauchauer Park A, a meeting at the Public Works Building on Tuesday night, chaired by Chad Millner and supported by Patrick Wrase. It was an excellent, well documented power point presentation that answered most of the community questions clearly and concisely except for a question about the newly adopted *Living Streets Policy*. I had an opportunity to talk to Mr. Millner after the meeting; Mr. Milner was of the opinion that the real redesign of the streets is not in the budget. In some selected cases, on some selected applications, it may occur, but it would not be applied to the majority of the streets to be addressed and only when portions of the existing Right of Way needed to be taken for a new walk or bike path. It seems to me that is in direct conflict with the City Council approval which mandates rare deviation only under special circumstances from the *Living Streets Guidelines*. So we have a disconnect between intent and implementation. I am confident that you know the Guidelines but I wanted to highlight some paragraphs and I have attached excerpts from the Living Streets document adopted by the Council so that we are all on the same page.

1. "Application
2. The City will apply this Living Streets Policy to *all street projects* including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway."

In addition, as I read it, the policy does not accept exceptions for applications like major road reconstruction except for adverse environmental impacts. See the Exceptions attached below:

"Exceptions:

- A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim

measures are implemented on a temporary detour. Such maintenance activities, however, shall consider and meet the needs of bicyclists and pedestrians.

- The City exempts a project due to an excessively disproportionate cost of establishing a bikeway, walkway, or transit enhancement as part of a project.
- The City determines that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants or native vegetation, wetlands, or other critical areas. "

So I have to say, I do not understand how the projects can proceed into design until this impasse is corrected. If the Living Streets Guidelines have indeed been adopted, then it seems mandatory, that to be in compliance the design has to apply the criteria...

1. "The City's design guidelines will:
  - Keep street pavement widths to the minimum necessary."

Thanks for listening,

John Hamilton

612-889-7193

## Andrew Scipioni

---

**From:** Chad Millner  
**Sent:** Thursday, December 18, 2014 3:10 PM  
**To:** 'John Hamilton'  
**Cc:** Chris Bremer; Mark K. Nolan; Patrick Wrase  
**Subject:** RE: Strachauer Park Planning Meeting

John and Chris,

Thanks for your time and input yesterday. Just a couple clarification points from your email below.

1. Item #2. We are open to the idea of 24-ft wide streets where sidewalks are constructed but we want to see how the Living Streets Plan is received, reviewed, commented on and ultimately approved by the council in 2015 before we promise that.
2. Item #7. We would appreciate assistance in wording the lighting question and getting buy-in from the neighborhood on this issue. As I mentioned, lighting is usually a divided topic. Any discussions you can have pre-City project initiation on lighting will only help your cause.

Thanks,  
Chad



**Chad Millner, Director of Engineering**

952-826-0318 | Fax 952-826-0392

[cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

---

**From:** John Hamilton [<mailto:johnh6125@gmail.com>]  
**Sent:** Thursday, December 18, 2014 6:51 AM  
**To:** Chad Millner  
**Cc:** Chris Bremer; Mark K. Nolan  
**Subject:** Strachauer Park Planning Meeting

Hello Chad;

Thank you for your hospitality this morning. We appreciate the opportunity to explore what may be possible for the neighborhood in the repaving of our streets scheduled for 2016. Please accept the following as our record of our discussion:

1. Several of the streets in the northern portion of Strachauer "B" do not now have curb and gutter. It appears that the City Standard is to reduce those streets to 27' back to back of the new curbs. Several streets on the Arden Park Neighborhood are scheduled to be even narrower; 24' back to back.
2. Beard Avenue is expected to receive a new sidewalk along its length as a connection to the park at the south end. The addition of the sidewalk will reduce the street width to 24' back to back of the curbs.
3. We did not discuss traffic to the park, however, before and after soccer matches, traffic can be heavy and fast. Anything we can do to slow traffic on Beard is a plus. The Association encourages exploring adding slight curves to the alignment to slow the straight 1,600' shot to the park from 60th Street.
4. We discussed the opportunity to reduce street width where the curb and gutter exists in those areas where cracked or settled curb sections need to be replaced. The drawback to this is of course the difficulty in removing snow. On the positive side, the addition of trees in the bump outs could transform the street from sunbaked asphalt to a shady boulevard. You mentioned that it was normally done only at intersections...when the street is 1,600 feet long with no intersections, it might be beneficial to explore a more creative way to make the street more friendly and less of a thoroughfare.
5. The City is going to explore the possibility of providing a more sustainable solution to storm water management than currently exists...the high point of the topography is about 59th Street, yet the storm water is collected all the way to 62nd and piped back to the creek. Storm water could be used to irrigate the soccer fields if there were a way to store it in the park. Or perhaps pipe it to Lake Cornelia along CrossTown.

6. The Neighborhood is very interested in exploring rain gardens to recharge the ground water and to provide pollinator gardens. The Association will work to build alliances with the Edina Garden Club, the Master Water Stewards Program and the Parks to discover where they might be most effective, who might agree to care for them, and how their maintenance might be assured over time. The idea of an Association fee to cover the cost of rain garden maintenance was discussed and will be explored.
7. Trees, lighting replacement, (not additional lighting, just new fixtures to replace the existing cobra heads) will be explored by Engineering in the Spring of 2015. The Association Board is fully supportive of including the trees and lighting in the scheduled road project.

Edina has adopted several new initiatives, Living Streets and the Water Steward Program among them. Strachauer Parks new Association believes it is the right time to integrate the ideas on the table in their neighborhood. The Association Board will be a strong voice in support of the proposed changes.

Thank you for your encouragement and patience.

John Hamilton & Chris Bremer

## Andrew Scipioni

---

**From:** Chris Bremer <[cbremer101@gmail.com](mailto:cbremer101@gmail.com)>  
**Sent:** Thursday, March 19, 2015 10:56 AM  
**To:** Chad Millner  
**Cc:** John Hamilton; Del Smith  
**Subject:** Re: Would like to set up a meeting with you about road reconstruction

Hi Chad,

Thanks for the quick response. Yes, it would be great to include Pat Wrase. I am available both of those dates and will check with John and Del.

Best,

Chris

On Thu, Mar 19, 2015 at 10:52 AM, Chad Millner <[cmillner@edinamn.gov](mailto:cmillner@edinamn.gov)> wrote:

Chris,

Thanks for the note. Happy to meet to talk about the street project. I would prefer to also include Pat Wrase in the discussion. He will be managing the project. He is out all next week. The soonest we are both available would be April 2 or 3 at 8 am?

Do those dates and times work for you?

Thanks

**Chad Millner, Director of Engineering**



[952-826-0318](tel:952-826-0318) | Fax [952-826-0392](tel:952-826-0392)

[cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

**From:** Chris Bremer [mailto:[cbremer101@gmail.com](mailto:cbremer101@gmail.com)]  
**Sent:** Thursday, March 19, 2015 10:46 AM  
**To:** Chad Millner

**Cc:** John Hamilton; Del Smith

**Subject:** Would like to set up a meeting with you about road reconstruction

Dear Chad,

Three of us from the Strachauer Park Neighborhood Association board would like to meet with concerning the 2016 road reconstruction plans for our neighborhood. We are thinking of an early morning meeting, at 8:00 AM (or 7:30 would be fine, too), at your facility, if you are available. We have some questions about curbing, street widths, and related topics that we would like to discuss before specific plans are drawn up.

Which of the following might work for you?

Friday, 3/20 (tomorrow)

Tuesday, 3/24

Wednesday, 3/25

Thursday 3/26

Thanks very much!

Chris

## Andrew Scipioni

---

**From:** Scott H. Neal  
**Sent:** Friday, May 22, 2015 2:51 PM  
**To:** Chad Millner  
**Subject:** FW: Street Renovation Funding

Chad -

Here is an interesting question/comment from John Hamilton. Sometime later this month, let's discuss it.

But not today.

Enjoy Your Weekend,

Scott

Scott Neal, City Manager  
952-826-0401 | Fax 952-826-0390  
[sneal@EdinaMN.gov](mailto:sneal@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
...For Living, Learning, Raising Families & Doing Business

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

From: John Hamilton [<mailto:johnh6125@gmail.com>]  
Sent: Thursday, May 21, 2015 3:15 PM  
To: Scott H. Neal  
Subject: Street Renovation Funding

Hello Scott;

John Hamilton here; our neighborhood organization steering committee has been in contact with Chad Milner and Mark Nolan at some length on the planned renovation of streets for 2016. I attended a City Council meeting a few weeks ago to voice my strong approval of the Living Streets initiative underway in Edina. Of all of the efforts underway in the City, and there seem to be a lot of really thoughtful efforts, I believe the Living Streets work stands to leave the most enduring mark on a large segment of Edina.

My fear from talking to Engineering and Planning is that the budgets set aside of the new streets to be designed under the Living Streets Principals, is the same budget that would have been forecast before the ordinance was adopted. What that means for our neighborhood, with an active neighborhood organization, a committed steering committee, and ample opportunity to exercise the new design guidelines, is that most of the opportunities will remain only opportunities and not be implemented. The biggest issue is the currently 32 foot wide streets. The Living Streets Policy provides for reduced width, slowing traffic and reducing impervious pavement, yet we are told that reducing street width is NOT going to happen on most of the streets. Reducing street width by 8 feet actually saves money in total cost, in operational costs, and especially in reducing storm water volume, BUT the curb and gutter dollars and the paving dollars are in separate funds and therefore, even if it is cheaper, and the right thing to do, it will not happen. I hope you can help sort this out because it looks to be heading toward a well meaning but exceedingly frustrating conclusion, especially in light of the recent Citizen Polling that showed environmental concerns at the top of the list for the community.

Many thanks for your help and insight;

John Hamilton  
612-889-7193

## Andrew Scipioni

---

**From:** Patrick Wrase  
**Sent:** Thursday, June 25, 2015 1:45 PM  
**To:** 'John Hamilton'  
**Cc:** Chris Bremer; Mark K. Nolan; Chad Millner  
**Subject:** RE: Strachauer Park Street Reconstruction

Hello John,

The initial indications re that all existing curb within the project area will be removed and replaced due to the overall poor condition. As such, there will be the opportunity to fully implement the Living Streets concepts in a manner that is mutually agreeable to residents and city staff.

The Informational Meeting taking place on July 27th will consist of a general presentation on the project process and costs and will also be an opportunity to solicit comments on important features of the project. Unfortunately, there will not be a "great unveiling" at the July 27th meeting as the preliminary design will continue from that point, incorporating resident comments and suggestions on to the Public Hearing to be scheduled for early December, 2015. The design features, including street widths, lighting, traffic calming and pedestrian features are set at the public hearing with the approval of the City Council. The final detailed design then occurs from the time of the public hearing to the opening of bids sometime in late February/early March of 2016.

Thanks  
Pat

Patrick Wrase, Assistant City Engineer  
952-826-0443 | Fax 952-826-0392  
[PWrase@EdinaMN.gov](mailto:PWrase@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
...For Living, Learning, Raising Families & Doing Business

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

From: John Hamilton [<mailto:johnh6125@gmail.com>]  
Sent: Wednesday, June 24, 2015 5:22 PM  
To: Patrick Wrase  
Cc: Chris Bremer  
Subject: Re: Strachauer Park Street Reconstruction

Thank you Patrick for the update. I had missed the July 27th meeting date in your earlier correspondence, my error. Sounds like we will see the great unveiling in about a month; we are looking forward to it!

Thanks again for your help; any new breakthroughs on street widths or lighting you can't wait to share in anticipation of the meeting?

Have a grand summer, see you in July.

John Hamilton  
612-889-7198  
Sent from my iPhone

On Jun 24, 2015, at 4:15 PM, Patrick Wrase <[PWrase@EdinaMN.gov](mailto:PWrase@EdinaMN.gov)> wrote:

> Hello John,  
>  
> The process has started. You should have received information concerning an online Multi-Modal Traffic Survey back on May 4th (see 1st attachment). On June 4, a second mailing related to a Utilities Questionnaire was distributed to the project area residents (2nd attachment) that mentions the upcoming informational meeting on July 27th. These were sent out through the US Postal service.  
>  
> Please let me know if you received the letters attached and if not, we will make arrangements to get you the survey documents. Also, please be sure to save July 27th from 6-8 PM for the Informational Meeting at the Edina Public Works Facility at 7450 Metro Blvd.  
>  
> Thank You,  
> Pat  
>  
> Patrick Wrase, Assistant City Engineer  
> 952-826-0443 | Fax 952-826-0392  
> [PWrase@EdinaMN.gov](mailto:PWrase@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
> ...For Living, Learning, Raising Families & Doing Business  
>  
> -----Original Message-----  
> From: John Hamilton [<mailto:johnh6125@gmail.com>]  
> Sent: Wednesday, June 24, 2015 7:31 AM  
> To: Patrick Wrase  
> Cc: Chris Bremer  
> Subject: Strachauer Park Street Reconstruction  
>  
> Hello Patrick;  
>  
> Is there a schedule available yet for the neighborhood input on the street reconstruction? I do not see it in the web page, only a reference that meetings will be scheduled in July or August referenced in the May 4th letter.  
>  
> Thank you.  
>  
> John Hamilton  
> 612-889-7193  
> <Letter.docx>  
> <Quest\_Letterhead.docx>

## Andrew Scipioni

---

**From:** Chad Millner  
**Sent:** Wednesday, July 22, 2015 8:26 AM  
**To:** 'John Hamilton'  
**Cc:** Chris Bremer  
**Subject:** RE: Beard Ave. Traffic Counts

John,

Thanks for the comments. I've requested that the soccer schedule be verified and the counters re-installed to include those events. I don't have a specific schedule at this time.

Thanks,  
Chad

Chad Millner, Director of Engineering  
952-826-0318 | Fax 952-826-0392

[cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business -----Original Message-----

From: John Hamilton [<mailto:johnh6125@gmail.com>]

Sent: Tuesday, July 21, 2015 7:08 PM

To: Chad Millner

Cc: Chris Bremer

Subject: Beard Ave. Traffic Counts

Hello Chad;

There has been a traffic counter on Beard Ave since last week. Unfortunately, several soccer games were rained out last week and no games were played so far for this week. (I have no idea why.) None the less, though the counter will be accurate, it will not record the peak demand and speed counts we have been talking to you about.

Perhaps the Parks staff could identify the days the games are scheduled? Please let me know if I can be helpful in the process.

Thanks for your time and attention.

John Hamilton  
612-889-7193

## Andrew Scipioni

---

**From:** Chad Millner  
**Sent:** Tuesday, July 28, 2015 3:11 PM  
**To:** 'Elizabeth Bellas'  
**Subject:** RE: road reconstruction -- Strachauer

Elizabeth,

Thanks for the comments. We will continue to look at options for improving the neighborhood.

Yes. If you have an outwalk, we will extend it to the curb as part of the project.

Thanks,  
Chad

Chad Millner, Director of Engineering  
952-826-0318 | Fax 952-826-0392

[cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business -----Original Message-----

From: Elizabeth Bellas [<mailto:ebellas@earthlink.net>]

Sent: Tuesday, July 28, 2015 8:30 AM

To: Chad Millner

Subject: road reconstruction -- Strachauer

Hi Chad,

Thank you for your presentation last night. The plan looks good! I'm in favor of the roads being narrowed, and I'm looking forward to a sidewalk on Beard. I looked at the options for the intersection at Beard Ave and Beard Place, and I think Option 2 is the better option. I have seen too many near misses at that intersection, and I think the change illustrated in Option 2 will help calm that intersection.

Quick question for you. For residents that have walkways from their houses to the curb, when the street is narrowed and the curbs are replaced, will the resident's walkway be extended to the curb? Or is that the responsibility of the resident?

Thanks again,  
Elizabeth Bellas  
6016 Beard Ave S

## Andrew Scipioni

---

**From:** Chad Millner  
**Sent:** Wednesday, July 29, 2015 9:26 AM  
**To:** 'John Hamilton'  
**Subject:** RE: Strachauer Park Roads Meeting

John,

Thanks for the comments. I too thought it went very well the other night. I also think you copied the right people as they would be the ones to decide to fund lighting in Edina differently than we have in the past.

Thanks again,  
Chad

Chad Millner, Director of Engineering  
952-826-0318 | Fax 952-826-0392

[cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business -----Original Message-----

From: John Hamilton [<mailto:johnh6125@gmail.com>]

Sent: Tuesday, July 28, 2015 9:08 AM

To: Chad Millner

Cc: Kevin Staunton; [bstewart@edinamn.gov](mailto:bstewart@edinamn.gov); Mary Brindle

Subject: Strachauer Park Roads Meeting

Thank you very much for such an informative, helpful, and polite meeting last night. I've been to hundreds of public meetings and that one was about as smooth as it gets.

As we talked last night, I do think we still need to consider street light fixture replacement. More than ten percent of the houses in our neighborhood have been replaced; the new houses sell for between \$800,000 and \$1.2 M...and the local tax bite goes up with the house price so about \$700 more per house stays with Edina annually. I don't believe you will find cobra heads on wooden poles in the newer neighborhoods selling houses in that price range. If Edina wants the new kids in the schools, the tax revenue, and the investment to continue then I believe it needs to reflect the private investment with appropriate investment in infrastructure (read replaced street lighting here...)

Thanks a bunch for listening and thanks for providing a really good forum for the discussion last night.

John Hamilton  
612-889-7193

## Andrew Scipioni

---

**From:** John Hamilton <johnh6125@gmail.com>  
**Sent:** Wednesday, July 29, 2015 3:37 PM  
**To:** Chad Millner  
**Cc:** Mark K. Nolan; Chris Bremer  
**Subject:** Re: Strachauer Park Roads Meeting

Sorry to be a pest Chad;

I don't really care how they get paid for; I am happy to pay my share...I just think it really needs to be done. Living Streets assumes safe, pleasant, walkable, attractive streets...the lighting is an integral part of that. It is critical that we don't leave it out. The infrastructure effort is to move Edina from 1940's design into current thinking for 2015 and the lighting is definitely part of that design mandate. How do we better get resident buy in; how do we move from possible but not probable; to of course we need to do that also?

The neighborhood association is starting a process with Bachman's to line the streets with trees which of course the residents will pay for. We are in this for the long run and, as it appears the County proved on Xerxes, once done it isn't going to be done again for along time so now is the opportunity to get it right.

Thanks for your time, your attention, and your commitment to a process that can work for all of us.

JH  
612-889-7193

On Jul 29, 2015, at 9:26 AM, Chad Millner wrote:

> John,  
>  
> Thanks for the comments. I too thought it went very well the other night. I also think you copied the right people as they would be the ones to decide to fund lighting in Edina differently than we have in the past.  
>  
> Thanks again,  
> Chad  
>  
> Chad Millner, Director of Engineering  
> 952-826-0318 | Fax 952-826-0392  
> [cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov) ...For Living, Learning,  
> Raising Families & Doing Business -----Original Message-----  
> From: John Hamilton [<mailto:johnh6125@gmail.com>]  
> Sent: Tuesday, July 28, 2015 9:08 AM  
> To: Chad Millner  
> Cc: Kevin Staunton; [bstewart@edinamn.gov](mailto:bstewart@edinamn.gov); Mary Brindle  
> Subject: Strachauer Park Roads Meeting  
>  
> Thank you very much for such an informative, helpful, and polite meeting last night. I've been to hundreds of public meetings and that one was about as smooth as it gets.  
>  
> As we talked list night, I do think we still need to consider street  
> light fixture replacement. More than ten percent of the houses in our  
> neighborhood have been replaced; the new houses sell for between

- > \$800,000 and \$1.2 M...and the local tax bite goes up with the house
- > price so about \$700 more per house stays with Edina annually. I don't
- > believe you will find cobra heads on wooden poles in the newer
- > neighborhoods selling houses in that price range. If Edina wants the
- > new kids in the schools, the tax revenue, and the investment to
- > continue then I believe it needs to reflect the private investment
- > with appropriate investment in infrastructure (read replaced street
- > lighting here...)
- >
- > Thanks a bunch for listening and thanks for providing a really good forum for the discussion last night.
- >
- > John Hamilton
- > 612-889-7193

## Andrew Scipioni

---

**From:** Chad Millner  
**Sent:** Thursday, July 30, 2015 11:31 AM  
**To:** Carter Schulze  
**Subject:** FW: Strachauer Park Roads Meeting

FYI

Chad Millner, Director of Engineering  
952-826-0318 | Fax 952-826-0392

[cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business -----Original Message-----

From: John Hamilton [<mailto:johnh6125@gmail.com>]

Sent: Wednesday, July 29, 2015 3:37 PM

To: Chad Millner

Cc: Mark K. Nolan; Chris Bremer

Subject: Re: Strachauer Park Roads Meeting

Sorry to be a pest Chad;

I don't really care how they get paid for; I am happy to pay my share...I just think it really needs to be done. Living Streets assumes safe, pleasant, walkable, attractive streets...the lighting is an integral part of that. It is critical that we don't leave it out. The infrastructure effort is to move Edina from 1940's design into current thinking for 2015 and the lighting is definitely part of that design mandate. How do we better get resident buy in; how do we move from possible but not probable; to of course we need to do that also?

The neighborhood association is starting a process with Bachman's to line the streets with trees which of course the residents will pay for. We are in this for the long run and, as it appears the County proved on Xerxes, once done it isn't going to be done again for along time so now is the opportunity to get it right.

Thanks for your time, your attention, and your commitment to a process that can work for all of us.

JH

612-889-7193

On Jul 29, 2015, at 9:26 AM, Chad Millner wrote:

> John,

>

> Thanks for the comments. I too thought it went very well the other night. I also think you copied the right people as they would be the ones to decide to fund lighting in Edina differently than we have in the past.

>

> Thanks again,

> Chad

>

> Chad Millner, Director of Engineering

> 952-826-0318 | Fax 952-826-0392

> [cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov) ...For Living, Learning,

> Raising Families & Doing Business -----Original Message-----

> From: John Hamilton [<mailto:johnh6125@gmail.com>]

> Sent: Tuesday, July 28, 2015 9:08 AM

> To: Chad Millner

> Cc: Kevin Staunton; [bstewart@edinamn.gov](mailto:bstewart@edinamn.gov); Mary Brindle

> Subject: Strachauer Park Roads Meeting

>

> Thank you very much for such an informative, helpful, and polite meeting last night. I've been to hundreds of public meetings and that one was about as smooth as it gets.

>

> As we talked last night, I do think we still need to consider street  
> light fixture replacement. More than ten percent of the houses in our  
> neighborhood have been replaced; the new houses sell for between  
> \$800,000 and \$1.2 M...and the local tax bite goes up with the house  
> price so about \$700 more per house stays with Edina annually. I don't  
> believe you will find cobra heads on wooden poles in the newer  
> neighborhoods selling houses in that price range. If Edina wants the  
> new kids in the schools, the tax revenue, and the investment to  
> continue then I believe it needs to reflect the private investment  
> with appropriate investment in infrastructure (read replaced street  
> lighting here...)

>

> Thanks a bunch for listening and thanks for providing a really good forum for the discussion last night.

>

> John Hamilton

> 612-889-7193

## Andrew Scipioni

---

**From:** Chad Millner  
**Sent:** Thursday, July 30, 2015 2:29 PM  
**To:** 'bezanson janet'  
**Subject:** RE: Strachauer Neighborhood

Janet,

Please find an answer to your question below from CenterPoint. Looks like it will be taken care of next year.

*We have been mandated to move all inside residential meters outside in the next 10 years by the Minnesota Office of Pipeline Safety. To do this, we have started by ranking the most at need addresses (i.e. older meters, bare steel or copper service line, location within city, etc.) and are using that ranking as we go. The reason 6013 Drew is not getting their meter moved outside at this time, is that they have a newer plastic service line, which drops the ranking on our list. I can assure you that next year for the city reconstruction project, her meter will be moved outside. We have a certain amount of meters we must move outside every year and we are going after the highest ranked ones at this moment. I know it seems silly to some residents, we get a lot of calls every week regarding this, but we do have a ranking system and follow that to eliminate the ones deemed most at need.*

Thanks,  
Chad



**Chad Millner, Director of Engineering**

952-826-0318 | Fax 952-826-0392

[cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

---

**From:** bezanson janet [<mailto:janbazany@yahoo.com>]  
**Sent:** Wednesday, July 29, 2015 11:58 AM  
**To:** Chad Millner  
**Subject:** Strachauer Neighborhood

Hello Chad,

Thanks for your presentation regarding the work to be done in my area. I will take you up on your offer to get an answer for me regarding Centerpoint Energy. To recap, notices were sent to neighbors to schedule replacement of their gas meter. I did not receive a notice. I called Centerpoint and asked why my meter was not going to be relocated to the exterior of my house. The response I received was that they didn't know why and didn't offer an alternative course of action. Apparently, the house at 6000 Drew was also excluded. I am at 6013 Drew. If you could find out, it would be most appreciated. I certainly do not want Centerpoint to come back after the road has been redone. Thank you for your help.

*Janet Bezanson  
6013 Drew Ave S.  
Edina, MN 55410*

## Andrew Scipioni

---

**From:** Ross Bintner  
**Sent:** Monday, August 04, 2014 8:15 AM  
**To:** 'Sprague, Josh'  
**Cc:** Chad Millner  
**Subject:** RE: 6215 France Drainage Complaint

No, just 2 units.

Ross Bintner, PE, Environmental Engineer  
952-903-5713 | Fax 952-826-0392

[RBintner@EdinaMN.gov](mailto:RBintner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business -----Original Message-----

From: Sprague, Josh [<mailto:joshsprague@edinarealty.com>]

Sent: Friday, August 01, 2014 4:55 PM

To: Ross Bintner

Subject: Re: 6215 France Drainage Complaint

The addition to the Stracj-A would alleviate water issues for that entire group of houses back there, correct? If so, that's a good investment.

:: js

josh sprague, realtor  
edina realty 6800 france

cell/text 612.501.0252

website<<http://joshsprague.com>> | video blog<<http://vimeo.com/channels/edinavlog>>

On Aug 1, 2014, at 2:56 PM, Ross Bintner <[RBintner@EdinaMN.gov](mailto:RBintner@EdinaMN.gov)<<mailto:RBintner@EdinaMN.gov>>> wrote:

Josh,

I got your message today. I called Cheryl again to reach out shortly after your email to me. Has she called you recently? I have not heard back from her since my voicemail in late June.

On the idea of a CIP item associated with "Strachauer Park A" neighborhood, Capture1.jpg shows the issue. There is water build up and pressure flow in the pipe under the lot line in question in critical events.

We could add an \$80K addition in the CIP recommendation working its way through staff process right now (ENG-15-006 2016 Strachauer Park A). This would assume a worse case where you'd add a junction manhole with a secure lid, and then acquire public easement on the lots to the south and put a manhole up the hill to the south to intercept the water. If the modeling comes in showing a simple manhole addition will work, it would be significantly cheaper.

Attached is the drainage solution I shared with her as well as a couple topographic and system maps I shared with her. I consider this an easy fix to reduce the potential for damage to her house and a private drainage issue. All she needs to do is hire a landscaper to re-grade the swale along the side of her home to restore its grade and shape to hold more flow.

Ross Bintner, PE, Environmental Engineer  
952-903-5713 | Fax 952-826-0392

[RBintner@EdinaMN.gov](mailto:RBintner@EdinaMN.gov)<<mailto:RBintner@EdinaMN.gov>> | [www.EdinaMN.gov](http://www.EdinaMN.gov)<<http://www.EdinaMN.gov>>

...For Living, Learning, Raising Families & Doing Business

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

From: Sprague, Josh [<mailto:joshsprague@edinarealty.com>]

Sent: Thursday, June 19, 2014 8:36 PM

To: Ross Bintner

Subject: Re: File request

Let me know when someone has another conversation with her about options. She feels that we were curt with her and she wasn't heard. Maybe email her and cc me.

Thanks again Ross, I know the options are somewhat limited.

:: js

josh sprague, realtor

edina realty 6800 france

cell/text 612.501.0252

website<<http://joshsprague.com>> | video blog<<http://vimeo.com/channels/edinavlog>>

<20140611075450932.pdf><6215 A.JPG><6215 B.JPG><Capture1.jpg>

## Andrew Scipioni

---

**From:** Michael Korman <mjkorman@icloud.com>  
**Sent:** Tuesday, August 04, 2015 11:24 PM  
**To:** Chad Millner  
**Subject:** Fwd: Beard Ave Reconstruction Options

> Hello Chad,  
>  
> Thanks for taking to time to lay out the Strachauer Park 'A' plans a few weeks back.  
>  
> We are excited to get the work completed.  
>  
> My wife, daughter and I reside at 6113 Beard Ave S.  
>  
> We have reviewed the options presented for the work in front of our home. We prefer Option #2 which we believe will slow traffic to and from Strachauer Park.  
>  
> Whichever decision is approved we feel strongly that the traffic to and from the park must have a reduced average speed through the area.  
>  
> We feel that Option #2 provides he very best solution for this desired effect. We have spoken to many of our neighbors and while they seem to be open to any reasonable solution all agree that slows speeds through the area.  
>  
> Thanks for taking our feedback into consideration.  
>  
> All the best,  
> Mike  
>  
> Sent from my iPhone

## Andrew Scipioni

---

**From:** Chad Millner  
**Sent:** Friday, August 21, 2015 12:31 PM  
**To:** 'juliandjim29@msn.com'; Robert Stewart  
**Cc:** Scott H. Neal  
**Subject:** RE: Strachauer Neighborhood

Julia,

Thanks for having a discussion with me today about your concerns. Here's a couple key takeaways for other people's reference.

1. The tree removals were not for a City sidewalk. It was MnDOT doing maintenance operations within their right-of-way.
2. The sidewalk planned for the Strachauer Park Project is just a piece of the overall plan to improve pedestrian connections over highway 62 and to the Southdale Area.

Thanks for your time,  
Chad



**Chad Millner, Director of Engineering**

952-826-0318 | Fax 952-826-0392

[cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

---

**From:** Chad Millner  
**Sent:** Friday, August 21, 2015 12:11 PM  
**To:** 'juliandjim29@msn.com'  
**Subject:** Strachauer Neighborhood

Julia,

I was copied on the emailed shown below you sent to Councilmember Stewart.

Can you please call so we can discuss? I'm really interested in the tree removals you state. I drove by but did not see any.

It would be nice to discuss.

Thanks,  
Chad



**Chad Millner, Director of Engineering**

952-826-0318 | Fax 952-826-0392

[cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

**From:** Julia Bartholomew [juliandjim29@msn.com]  
**Sent:** Tuesday, August 11, 2015 8:46 PM

**To:** Robert Stewart

**Subject:** Strachauer Neighborhood

Dear Councilman Stewart,

During our Night to Unite gathering, many neighbors on our street discussed the upcoming street improvements. Some of the residents had recently attended the street meeting at the Public Works building. My husband asked why all of the trees ( save one) and all of the bushes were stripped from the frontage road along Hwy 62. Those trees and ground cover were our only barrier to Hwy. 62. The City of Edina employees responded that they were unaware that all of the growth was taken down. They also mentioned that this was done in order to make way for a sidewalk that would connect to the park and continue up to France Ave. Many residents were surprised to hear this part of the construction plan. Our question to you is who would be using this sidewalk? Children should not be right up against the Crosstown traffic with no barrier. Children would also be in danger at the connection to France Ave. Traffic is coming on and off too many different streets and ramps for children to be safe at that intersection. Elderly residents who try to walk to the Southdale area also have difficulty as there is no safe crosswalk in that area. Because our streets basically end at the frontage road, current neighborhood children simply ride on W. 62nd down to the Beard Ave. sidewalk. The frontage road is too deserted for parents to view especially since the homes along that frontage road face away from the Crosstown.

We would be grateful if you could give us some more information regarding this sidewalk plan. We would be happy to share your information with our neighbors, none of whom are in favor of the sidewalk along the Crosstown. In fact, all of the residents were in favor of more plantings along the Crosstown in order to provide a new barrier for our neighborhood.

Thank you for your time, Julia and Jim Bartholomew

## Andrew Scipioni

---

**From:** Patrick Wrase  
**Sent:** Friday, August 28, 2015 7:19 AM  
**To:** 'Lynn Burke'  
**Cc:** Carter Schulze; Andrew Scipioni  
**Subject:** RE: Strachauer Park, Chowen Ave. Intersection

Lynn,

Thanks for your comments. Pat is no longer with us but we continue to work on the project in anticipation of the public hearing in December.

Thanks,  
Chad



**Chad Millner, Director of Engineering**

952-826-0318 | Fax 952-826-0392

[cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

---

**From:** Lynn Burke [<mailto:lmb20052005@yahoo.com>]  
**Sent:** Thursday, August 27, 2015 1:56 PM  
**To:** Patrick Wrase  
**Subject:** Strachauer Park, Chowen Ave. Intersection

My Husband and I live on Chowen Curve. We attended the July meeting about the 2016 road construction and saw that there were two options for the intersection of Chowen and Chowen Curve. My opinion is that **option #1** is the right way to go. Option #2 makes Chowen Ave. run right into Chowen curve as if they were the same street. People would just stay on the road, curving and finding themselves on a different street when they arrive at Ewing. We already have people do that. They come to Ewing and make a U turn or as often happens **they turn around using our driveway.**

**Option # 1** makes more sense because Chowen Ave. continues on as the same street. Chowen Curve becomes an obvious turn onto a different street.

Thank you,

Lynn Burke and Kerry Anderson  
3709 Chowen Curve.

# **APPENDIX F**

## **Edina Transportation Commission Meeting Minutes**



Minutes  
City Of Edina, Minnesota  
Transportation Commission  
Council Chambers  
October 22, 2015, 6:00 p.m.

**I. Reports/Recommendations**

**VII.A. 2016 Neighborhood Reconstruction Project Draft Engineering Studies**

City engineer Chad Millner presented the following draft engineering studies:

Golf Terrace B and Strachauer Park A

Mr. Millner said both neighborhoods are similar – one is 2.7 miles, the other is 2.0 miles. Improvements will include utilities, new curb and gutter, sidewalks, one-sided parking only and intersection realignment in Strachauer Park.

Mr. Millner answered questions related to residents' feedback on one-sided parking (*Strachauer residents are in favor and only few have commented from Golf Terrace*); which side of street to place sidewalk (*follow existing pattern or look for side with least impacts*).

TRANSPORTATION COMMISSION ATTENDANCE																	
		J	F	M	A	M	J*	J	A	S	O	N	D	SM	WS	# of Mtgs	Attendance %
Meetings/Work Sessions		1	1	1	1	1	1	1	1	1	1				1	11	
NAME	TERM													(Enter Date)	6/17		
Bass, Katherine	2/1/2017	1	1	1	1		1	1	1	1	1				1	10	91%
Boettge, Emily	2/1/2017	1	1	1	1	1	1	1	1	1					1	10	91%
Ding, Emily										1	1					2	100%
Iyer, Surya	3/1/2018	1	1	1	1	1	1	1		1	1				1	10	91%
LaForce, Tom	3/1/2018	1		1	1	1	1	1	1	1	1				1	10	91%
Loeffelholz, Ralf	3/1/2018			1	1	1	1	1	1		1					7	78%
Janovy, Jennifer	2/1/2017	1	1	1	1	1	1	1		1	1				1	10	91%
Nelson, Paul	2/1/2016	1	1	1	1	1	1	1	1	1	1				1	11	100%
Olson, Larry	3/1/2017		1	1	1	1	1	1	1	1	1				1	10	91%
Whited, Courtney	2/1/2015	1														1	100%
Spanhake, Dawn	2/1/2016	1	1	1	1	1	1	1		1	1				1	10	91%
Ruehl, Lindsey										1	1					2	100%
Rummel, Anna	9/1/2015	1		1			1									3	27%
Campbell, Jack	9/1/2015			1		1	1									4	36%

\*cancelled

# **APPENDIX G**

## **Traffic and Crash Data**

# Strachauer Park A Traffic and Crash Data



## Traffic Data

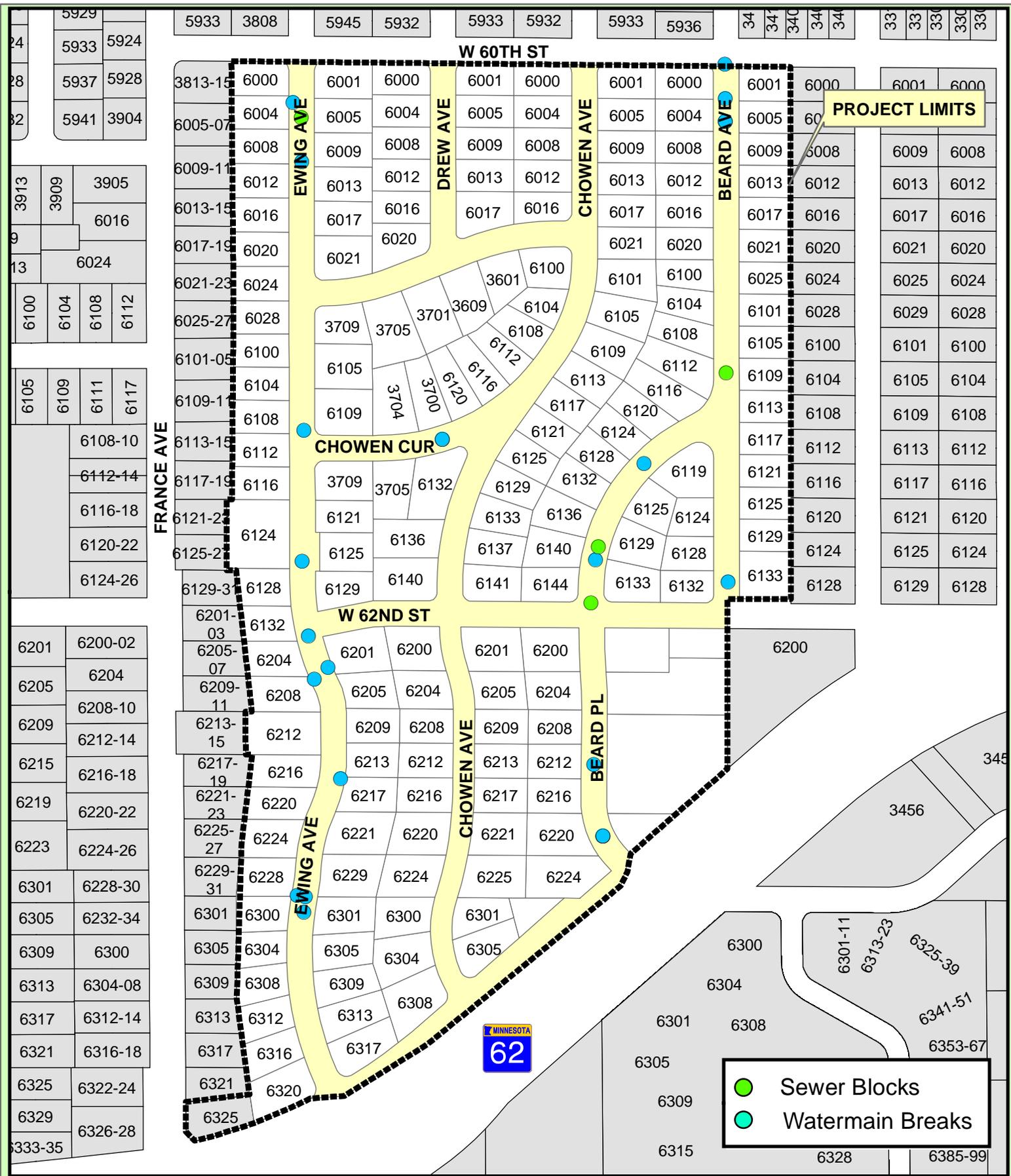
Location	Description	Year	Average Daily Traffic	85th % Speed, mph
1	Beard Avenue	2015	320	28.7
2	Chowen Avenue	2015	301	27.3
3	West 64th Street	2015	50	27.5
4	Ewing Avenue	2014	332	28.1
5	Ewing Avenue	2013	334	28.5

## Crash Data

Location	Severity	Year	Month	Time
A	Property Damage - Collision with Snowplow	2011	January	9:08 a.m.
B	Property Damage - Collision with Parked Vehicle	2008	February	5:33 p.m.

# **APPENDIX H**

## **Sewer Blocks and Watermain Breaks**



**Sewer Block and Watermain Breaks  
 Strachauer Park A Neighborhood  
 Roadway Reconstruction  
 Improvement No: BA-421**



Engineering Dept  
 October 2015

# **APPENDIX I**

## **Strachauer Park Traffic Study**

## 3.0 Vehicle Parking Analysis

The City of Edina has received numerous complaints about parking throughout the three neighborhoods, specifically in the northeast portion where 55th Street and 56th Street intersect York Avenue and in the south on the streets surrounding Strachauer Park. Residents would like the City to limit parking in these areas. DKMBJ Engineering is investigating current utilization rates and possible forms of parking limitations to address the concerns from residents.

### 3.1 Vehicle Parking Study

DKMBJ Engineering performed a parking study in accordance with Parking Generation 4th edition from the Institute of Transportation Engineers (McCourt 2010). It was done throughout the three neighborhoods from Wednesday, February 11th through Sunday, February 15th. Parking counts were taken on Wednesday, Friday, Saturday and Sunday. Each day consisted of four counts, one in the morning (around 8 AM), one at midday (around 12 PM), one in the evening (around 5 PM), and one at night (around 9 PM). Based on concerns from residents, DKMBJ Engineering defined ten different zones in which to collect parking data, as is seen on Figure A-2. Parked cars were counted separately for north, south, east and west sides of the street. All cars parked on 55th Street in Zone 8 were considered to be on the north side and all cars parked on 56th Street were considered to be on the south side.

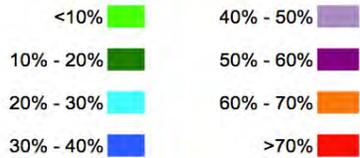
It should be noted that some of the data collected during the study may not be an accurate representation of the average utilization. There are multiple home reconstruction projects throughout the neighborhood. These reconstruction projects had more cars parked outside during the day than the average home in the area. It can be assumed from the rest of our data that these anomalies will not continue once the construction is completed.

The parking capacity of each zone was calculated in order to find the percent of utilization. To determine the capacity of each zone, the gross length of each parking zone was determined using *Google Earth*. Thirty (30) feet was subtracted from the gross length for controlled intersection and 20 feet was subtracted for uncontrolled intersections. Driveways were also considered, with driveway width and an additional 5 feet on either side of the driveway subtracted from the gross length. The remaining length was then divided by the standard parking stall length of 25 feet. To determine the percent utilization, the number of cars counted in each zone was divided by the total number of stalls in the zone. These percent utilization values can also be seen in Table 3-1. Parking utilization has been mapped for each day and time using the data from Table 3-1. These maps can be seen in Figures A-2 through A-4 in the appendix.

Table 3-1: Parking Utilization

Zone	Weekday Capacity Percentages				Saturday Capacity Percentages				Sunday Capacity Percentages			
	Morning	Midday	Evening	Late	Morning	Midday	Evening	Late	Morning	Midday	Evening	Late
1 N	0.267	0.267	0.067	0	0	0.4	0	0	0	0	0	0
1 S	0.182	0.182	0.182	0.091	0	0.182	0	0	0	0	0	0
2 N	0.556	0.333	0	0	0	0	0	0	0	0	0	0
2 S	0.727	0.727	0	0	0	0	0	0	0	0	0	0.182
3 N	0.063	0.063	0.031	0.063	0	0	0	0	0	0.063	0	0
3 S	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO PARKING
4 N	0	0	0	0	0	0	0	0	0	0	0	0
4 S	0.115	0.038	0.038	0	0	0	0	0	0	0	0	0
5 E	0	0	0	0	0	0	0	0.027	0	0	0	0.027
5 W	0	0.033	0	0	0	0	0	0.033	0	0.033	0	0
6 N	0	0	0	0	0	0	0	0	0	0	0	0
6 S	0.039	0	0.066	0	0	0	0	0	0	0	0	0
6 E	0	0.023	0	0	0	0	0	0	0	0	0	0
6 W	0	0	0	0	0	0	0	0	0	0	0	0
7 E	0.058	0.094	0.022	0.014	0.014	0.072	0.014	0.014	0	0.058	0.072	0.029
7 W	0.123	0.105	0.114	0.105	0.018	0.018	0.053	0.018	0	0.035	0.018	0.018
8 N	0.036	0.036	0.179	0.179	0	0.071	0	0.071	0	0	0.071	0
8 S	0.063	0.563	0.5	0.438	0	0.5	1	1	0	0.375	0	0.125
8 E	0.063	0.031	0.094	0.063	0	0	0.188	0.313	0	0	0.125	0.063
8 W	0.063	0.094	0.063	0.063	0	0.25	0.125	0	0	0	0.0623	0.063
9 E	0.050	0.075	0.175	0.175	0	0	0.050	0.1	0	0.050	0.050	0.050
9 W	0	0.087	0.044	0.022	0	0	0.087	0.087	0	0.043	0.087	0.043
10 N	0	0.105	0	0	0	0	0.105	0	0	0.105	0	0
10 S	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO PARKING

Strachauer Park Zones



### 3.2 Vehicle Parking Conclusion

There are few discernible issues with parking throughout the neighborhoods. Specifically, Zone 2 on W 55th Street had multiple home reconstructions. These reconstructions were causing the high amount of on street parking usage. It should be expected that when the constructions are complete the need for on street parking will not be needed. Zone 8 is in close proximity to numerous small businesses and a gas station and displays high parking utilization during popular business hours.

It should be noted that Zone 6 and the southern end of Zone 7 surround Strachauer Park. This park receives its heaviest traffic during the summer months and therefore the timing of this study may not have accurately reflected the full utilization of the parking surrounding Strachauer Park.

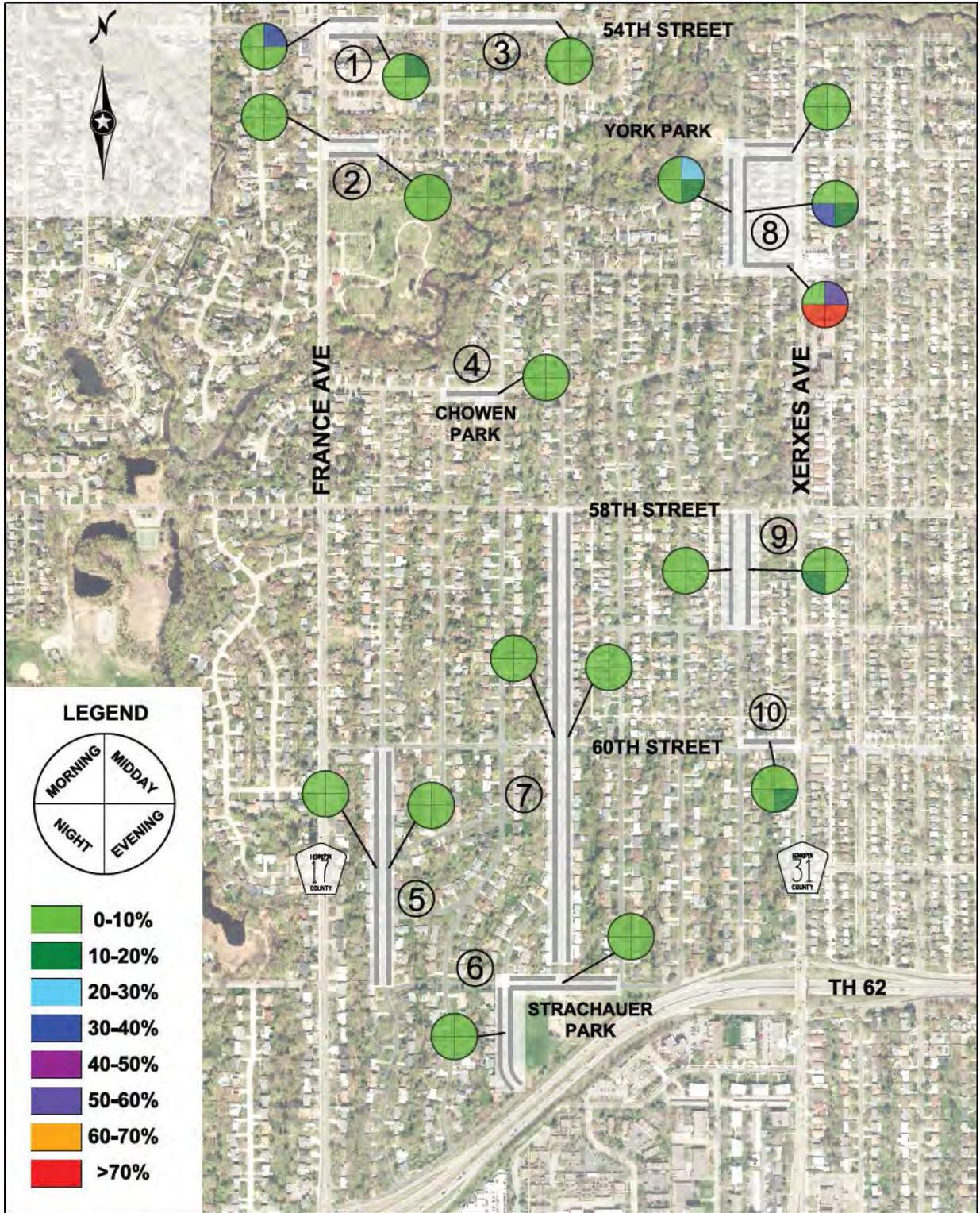


Figure A-2: Weekday Parking Utilization

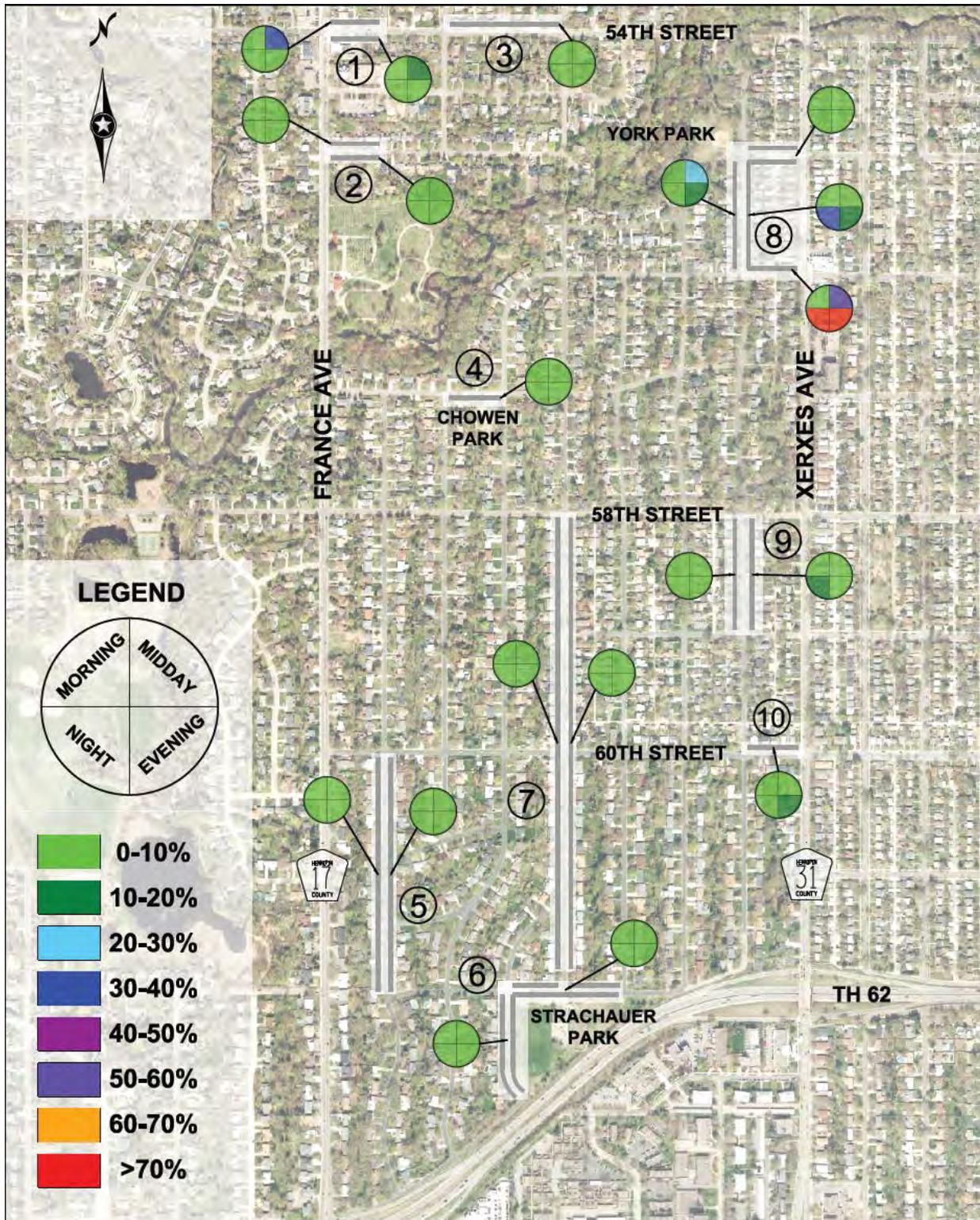


Figure A-3: Saturday Parking Utilization

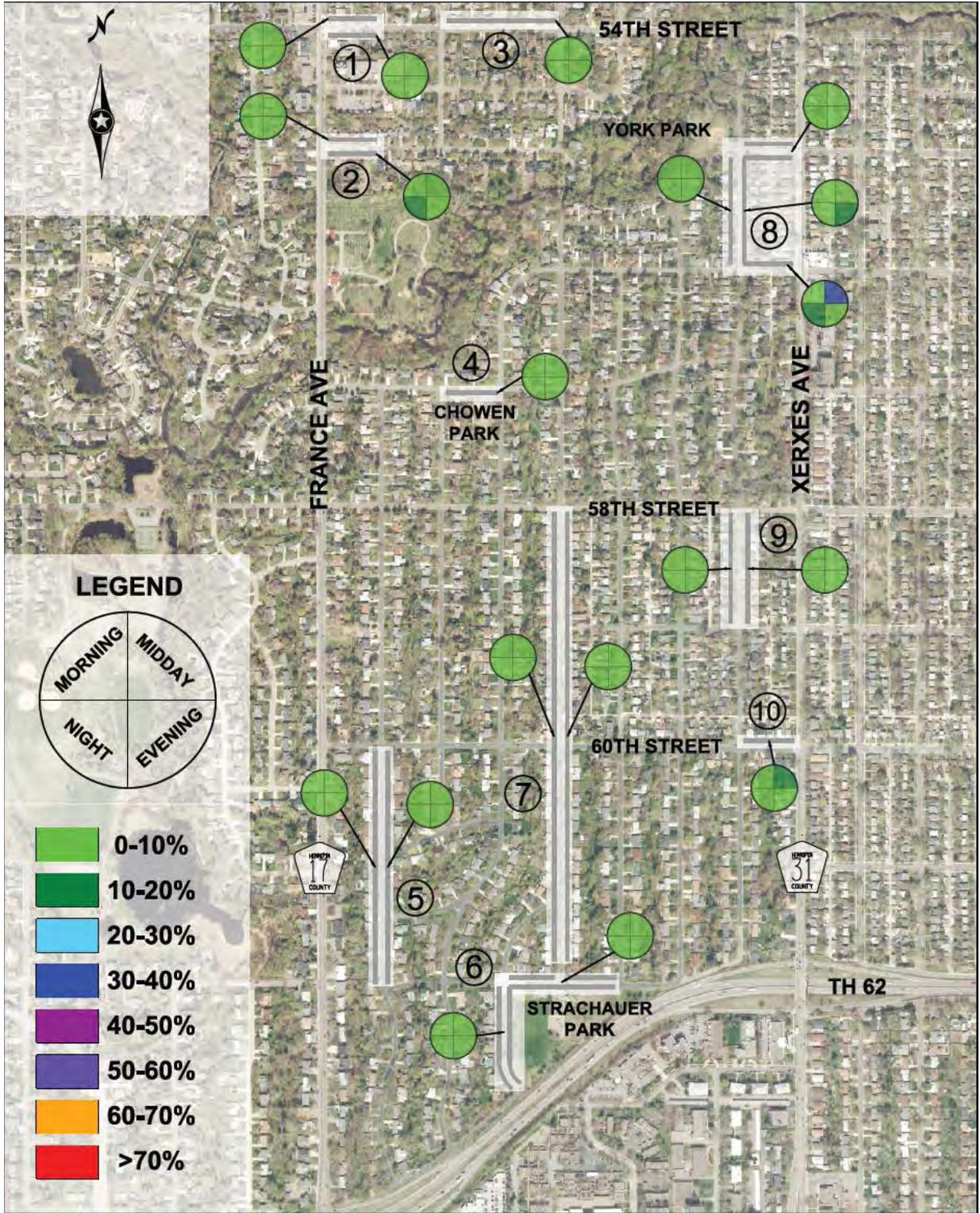
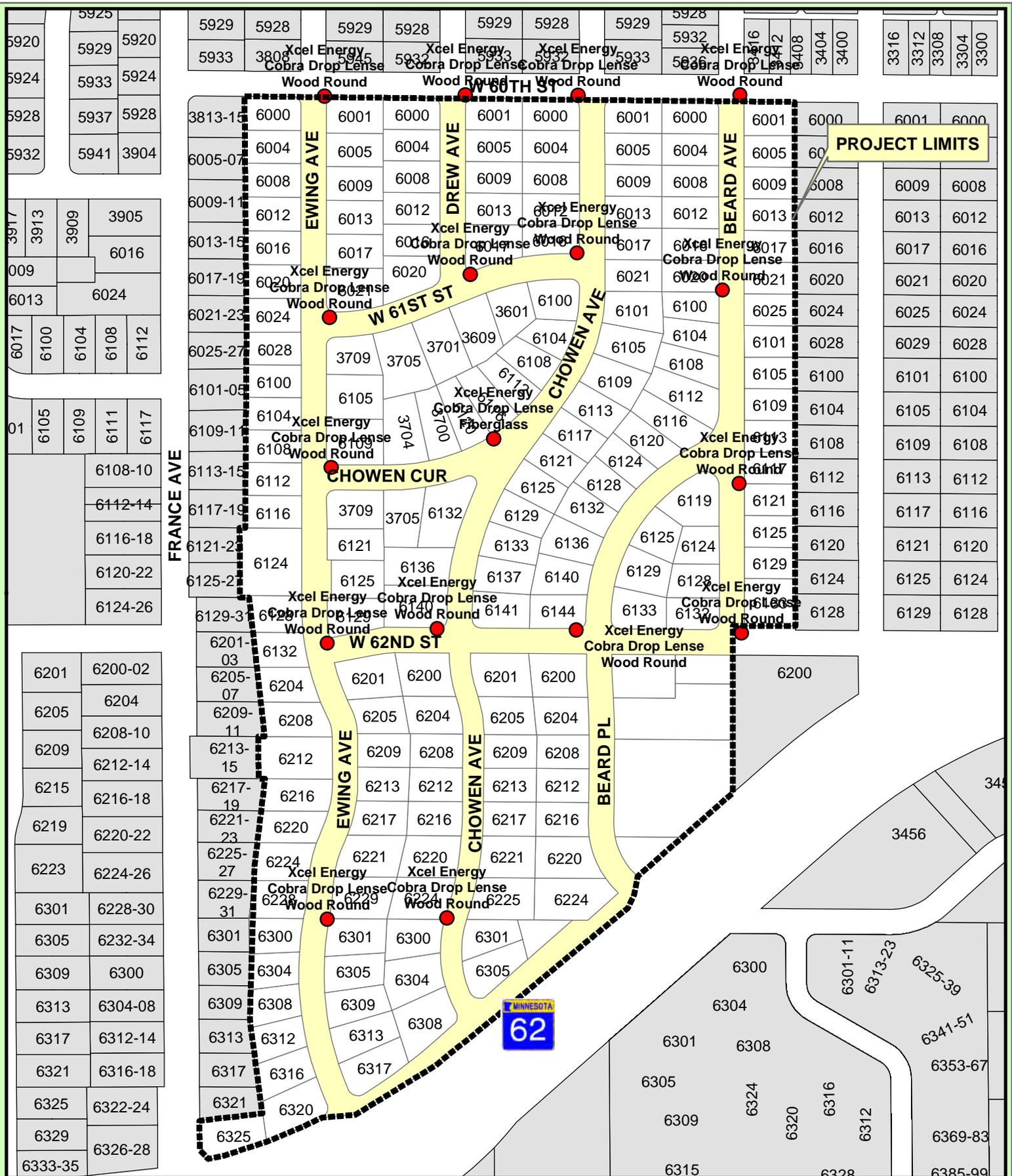


Figure A-4: Sunday Parking Utilization

# **APPENDIX J**

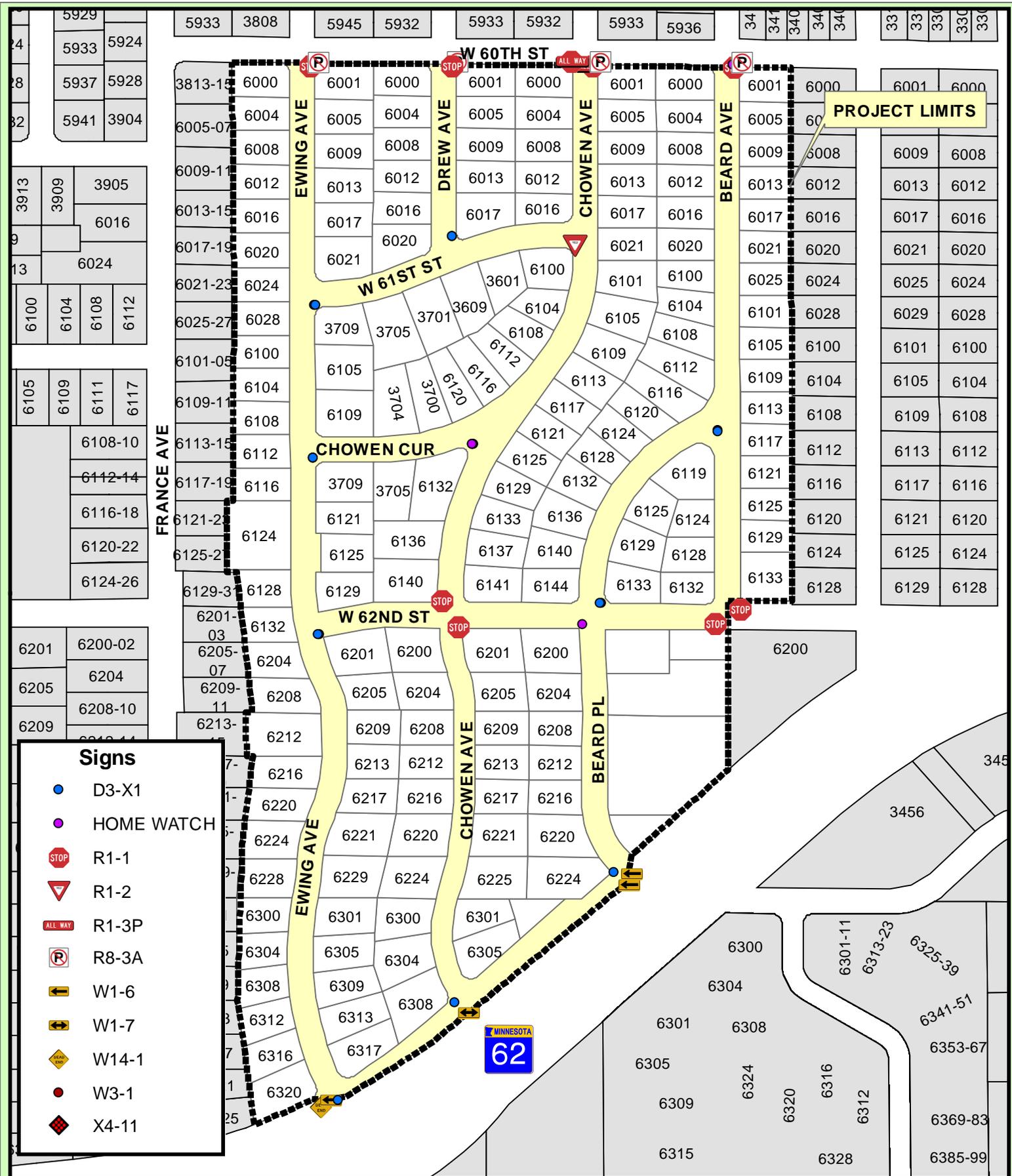
## **Street Lights and Signs**



**Streetlights**  
**Strachauer Park A Neighborhood**  
**Roadway Reconstruction**  
**Improvement No: BA-421**



Engineering Dept  
September 2015



- Signs**
- D3-X1
  - HOME WATCH
  - R1-1
  - R1-2
  - R1-3P
  - R8-3A
  - W1-6
  - W1-7
  - W14-1
  - W3-1
  - X4-11



**Signs**  
**Strachauer Park A Neighborhood**  
**Roadway Reconstruction**  
**Improvement No: BA-421**



Engineering Dept  
June, 2015

# **APPENDIX K**

## **Preliminary Assessment Roll**

**STRACHAUER PARK A NEIGHBORHOOD ROADWAY IMPROVEMENTS**  
**IMPROVEMENT NO. BA-421**  
**PRELIMINARY ASSESSMENT ROLL**

	<b>PID</b>	<b>Owner</b>	<b>House No.</b>	<b>Street</b>	<b>Assessable REU</b>	<b>Assessable Amount</b>
1	20-028-24-33-0086	Kathryn T Kieser & Brian G Kieser	3601	61st St W	1	\$ 12,224.58
2	20-028-24-33-0085	Charles T Opp & Elizabeth A Opp	3609	61st St W	1	\$ 12,224.58
3	20-028-24-33-0084	David C Stauffer & Pamela J Stauffer	3701	61st St W	1	\$ 12,224.58
4	20-028-24-33-0083	Richard R Cooke Et Al	3705	61st St W	1	\$ 12,224.58
5	20-028-24-33-0082	Jesu J Quick & Jennifer A Quick	3709	61st St W	1	\$ 12,224.58
6	20-028-24-33-0024	Wayne F Anderson & Kathleen E Tasa	6000	Beard Ave S	1	\$ 12,224.58
7	20-028-24-34-0013	Jeffrey A Burmeister & Sheila Burmeister	6001	Beard Ave S	1	\$ 12,224.58
8	20-028-24-33-0025	John G Fassbender	6004	Beard Ave S	1	\$ 12,224.58
9	20-028-24-34-0014	Jonathan Sudberry	6005	Beard Ave S	1	\$ 12,224.58
10	20-028-24-33-0026	Conor F Murphy & Mollie E Murphy	6008	Beard Ave S	1	\$ 12,224.58
11	20-028-24-34-0015	Jeffrey P Dopf	6009	Beard Ave S	1	\$ 12,224.58
12	20-028-24-33-0027	Melvin J Knudsvig Et Al	6012	Beard Ave S	1	\$ 12,224.58
13	20-028-24-34-0016	James Kolcinski & Jeanette Kolcinski	6013	Beard Ave S	1	\$ 12,224.58
14	20-028-24-33-0028	Elizabeth J Bellas & Allen S Bellas	6016	Beard Ave S	1	\$ 12,224.58
15	20-028-24-34-0017	Clarence H Hartfiel Et Al	6017	Beard Ave S	1	\$ 12,224.58
16	20-028-24-33-0029	Rodney Hedley	6020	Beard Ave S	1	\$ 12,224.58
17	20-028-24-34-0018	Kenneth P Van Brocklin	6021	Beard Ave S	1	\$ 12,224.58
18	20-028-24-34-0019	Gwyn E Hausman & Richard J Hausman	6025	Beard Ave S	1	\$ 12,224.58
19	20-028-24-33-0051	Amelia G Furman	6100	Beard Ave S	1	\$ 12,224.58
20	20-028-24-34-0020	Matthew E Hewitson & Susan M Hewitson	6101	Beard Ave S	1	\$ 12,224.58
21	20-028-24-33-0052	Nicholas Callahan & Rachel E Callahan	6104	Beard Ave S	1	\$ 12,224.58
22	20-028-24-34-0021	Kunsang Lhewa & Yeshe Lhewa	6105	Beard Ave S	1	\$ 12,224.58
23	20-028-24-33-0053	Brent M Hipsher & Andrea J Hipsher	6108	Beard Ave S	1	\$ 12,224.58
24	20-028-24-34-0022	Andrzej A Stankiewicz	6109	Beard Ave S	1	\$ 12,224.58
25	20-028-24-33-0054	Tanley A Dorr	6112	Beard Ave S	1	\$ 12,224.58
26	20-028-24-34-0023	Michael J Korman & Caryn A Korman	6113	Beard Ave S	1	\$ 12,224.58
27	20-028-24-34-0024	Mary C Nelson	6117	Beard Ave S	1	\$ 12,224.58
28	20-028-24-34-0025	Delmer L Smith & Mary J Smith	6121	Beard Ave S	1	\$ 12,224.58
29	20-028-24-33-0045	Thelma Vefald	6124	Beard Ave S	1	\$ 12,224.58
30	20-028-24-34-0026	John E Hamilton	6125	Beard Ave S	1	\$ 12,224.58
31	20-028-24-33-0046	Karlene R Ophaug & Gary N Ophaug	6128	Beard Ave S	1	\$ 12,224.58
32	20-028-24-34-0027	Alvin V Abraham	6129	Beard Ave S	1	\$ 12,224.58
33	20-028-24-33-0047	Virginia Cashman	6132	Beard Ave S	1	\$ 12,224.58
34	20-028-24-34-0028	James Young & Julie Young	6133	Beard Ave S	1	\$ 12,224.58
35	29-028-24-22-0001	City of Edina Strachauer Park*	6200	Beard Ave S	5	\$ 61,122.88
36	20-028-24-33-0055	Steven E Heng & Mary E Fanning	6116	Beard Pl	1	\$ 12,224.58
37	20-028-24-33-0044	Kelsey Marie Johnson & Matthew Dwight Johnson	6119	Beard Pl	1	\$ 12,224.58
38	20-028-24-33-0056	Sean McCormick & Jenifer McCormick	6120	Beard Pl	1	\$ 12,224.58
39	20-028-24-33-0057	Louise A Shapiro	6124	Beard Pl	1	\$ 12,224.58
40	20-028-24-33-0050	Terry Ingram & Giovanna Ingram	6125	Beard Pl	1	\$ 12,224.58
41	20-028-24-33-0058	Wexler RE Investments LLC	6128	Beard Pl	1	\$ 12,224.58
42	20-028-24-33-0049	John M Ellingson & Suzanne D Ellingson	6129	Beard Pl	1	\$ 12,224.58
43	20-028-24-33-0059	Burton A Benson Et Al Trustees	6132	Beard Pl	1	\$ 12,224.58
44	20-028-24-33-0048	Claudia N Molina Munoz	6133	Beard Pl	1	\$ 12,224.58
45	20-028-24-33-0060	Justin D Erickson & Kelly A Erickson	6136	Beard Pl	1	\$ 12,224.58
46	20-028-24-33-0061	Joseph Whetstone Trust Et Al	6140	Beard Pl	1	\$ 12,224.58
47	20-028-24-33-0062	Christopher MacLennan & Nancy F MacLennan	6144	Beard Pl	1	\$ 12,224.58
48	29-028-24-22-0040	Lester C Anderson Jr	6200	Beard Pl	1	\$ 12,224.58
49	29-028-24-22-0041	Jane K Lehar Trustee	6204	Beard Pl	1	\$ 12,224.58
50	29-028-24-22-0067	Jacqueline D Ulrich	6208	Beard Pl	1	\$ 12,224.58
51	29-028-24-22-0068	Deborah A Crawford	6212	Beard Pl	1	\$ 12,224.58
52	29-028-24-22-0069	Peter Cornelison & Catherine Cornelison	6216	Beard Pl	1	\$ 12,224.58
53	29-028-24-22-0044	Haider Arsalan & Smazia Arsalan	6220	Beard Pl	1	\$ 12,224.58
54	29-028-24-22-0045	Marthena J Peterson Et Al	6224	Beard Pl	1	\$ 12,224.58
55	20-028-24-33-0014	Jeremiah F Squires Jr & Catherine G Squires	6000	Chowen Ave S	1	\$ 12,224.58
56	20-028-24-33-0035	Brett Libby & Marcy L Libby	6001	Chowen Ave S	1	\$ 12,224.58
57	20-028-24-33-0015	Kristine Olson	6004	Chowen Ave S	1	\$ 12,224.58

## STRACHAUER PARK A NEIGHBORHOOD ROADWAY IMPROVEMENTS

## IMPROVEMENT NO. BA-421

## PRELIMINARY ASSESSMENT ROLL

58	20-028-24-33-0034	Daniel R Powell & Laurie S Powell	6005	Chowen Ave S	1	\$ 12,224.58
59	20-028-24-33-0016	Burnell Robbins & Sylvia Robbins	6008	Chowen Ave S	1	\$ 12,224.58
60	20-028-24-33-0033	Robert Pacieznik	6009	Chowen Ave S	1	\$ 12,224.58
61	20-028-24-33-0017	William I Wainberg & Barbara J Wainberg	6012	Chowen Ave S	1	\$ 12,224.58
62	20-028-24-33-0032	Paul Nathan Ray & Kristen W Ray	6013	Chowen Ave S	1	\$ 12,224.58
63	20-028-24-33-0018	Matthew E Fitzpatrick & Katherine Fitzpatrick	6016	Chowen Ave S	1	\$ 12,224.58
64	20-028-24-33-0031	Allied Funding, LLC	6017	Chowen Ave S	1	\$ 12,224.58
65	20-028-24-33-0030	Karma Tsering	6021	Chowen Ave S	1	\$ 12,224.58
66	20-028-24-33-0074	Randolph Cooper & Eleanor Cooper	6100	Chowen Ave S	1	\$ 12,224.58
67	20-028-24-33-0073	Joseph L Caffrey III & Marion J Slocum	6101	Chowen Ave S	1	\$ 12,224.58
68	20-028-24-33-0075	Gloria Helgren	6104	Chowen Ave S	1	\$ 12,224.58
69	20-028-24-33-0072	Gordon B Frandsen & Julie P Frandsen	6105	Chowen Ave S	1	\$ 12,224.58
70	20-028-24-33-0076	Ronald F Nalepinski	6108	Chowen Ave S	1	\$ 12,224.58
71	20-028-24-33-0071	Robert D Wykstra & Evelyn J Wykstra	6109	Chowen Ave S	1	\$ 12,224.58
72	20-028-24-33-0077	Beverly J Bergman	6112	Chowen Ave S	1	\$ 12,224.58
73	20-028-24-33-0070	Steven Gile & Wendy Gile	6113	Chowen Ave S	1	\$ 12,224.58
74	20-028-24-33-0078	Douglas A Haberman & Mary Ellen Haberman	6116	Chowen Ave S	1	\$ 12,224.58
75	20-028-24-33-0069	Evan Byers & Katie Byers	6117	Chowen Ave S	1	\$ 12,224.58
76	20-028-24-33-0079	Matthew S Anderson & Lesley C Anderson	6120	Chowen Ave S	1	\$ 12,224.58
77	20-028-24-33-0068	Todd Simenson & Danelle Simenson	6121	Chowen Ave S	1	\$ 12,224.58
78	20-028-24-33-0067	Colleen K Abernethy	6125	Chowen Ave S	1	\$ 12,224.58
79	20-028-24-33-0066	Athena Dascalos	6129	Chowen Ave S	1	\$ 12,224.58
80	20-028-24-33-0087	John P Vanderpoel Et Al	6132	Chowen Ave S	1	\$ 12,224.58
81	20-028-24-33-0065	Nadia M Christensen	6133	Chowen Ave S	1	\$ 12,224.58
82	20-028-24-33-0089	Melvin G Hoagland Et Al	6136	Chowen Ave S	1	\$ 12,224.58
83	20-028-24-33-0064	Kenneth J Vrchota & Cathleen R Vrchota	6137	Chowen Ave S	1	\$ 12,224.58
84	20-028-24-33-0090	William A Kunze & Ruth A Kunze	6140	Chowen Ave S	1	\$ 12,224.58
85	20-028-24-33-0063	Charles J Holm & Carol E Holm	6141	Chowen Ave S	1	\$ 12,224.58
86	29-028-24-22-0036	Timothy O Davis & Abigail A Davis	6200	Chowen Ave S	1	\$ 12,224.58
87	29-028-24-22-0043	Lynn E Franz & Joseph K Krueger	6201	Chowen Ave S	1	\$ 12,224.58
88	29-028-24-22-0037	Mary B Noonan	6204	Chowen Ave S	1	\$ 12,224.58
89	29-028-24-22-0042	Vincent J Duray & Anna Duray	6205	Chowen Ave S	1	\$ 12,224.58
90	29-028-24-22-0061	Mitzi L Litman	6208	Chowen Ave S	1	\$ 12,224.58
91	29-028-24-22-0072	James M Bartholomew & Julia H Bartholomew	6209	Chowen Ave S	1	\$ 12,224.58
92	29-028-24-22-0062	Robert K Nelson & Karen A Nelson	6212	Chowen Ave S	1	\$ 12,224.58
93	29-028-24-22-0071	Yunfang Li & Zemai Zhang	6213	Chowen Ave S	1	\$ 12,224.58
94	29-028-24-22-0063	George J Williams	6216	Chowen Ave S	1	\$ 12,224.58
95	29-028-24-22-0070	Todd B Turner & Kaz Loren Turner	6217	Chowen Ave S	1	\$ 12,224.58
96	29-028-24-22-0048	John H Jacobson & Kathleen Jacobson	6220	Chowen Ave S	1	\$ 12,224.58
97	29-028-24-22-0047	James A Hubbell & Vianne G Hubbell	6221	Chowen Ave S	1	\$ 12,224.58
98	29-028-24-22-0049	Catherine A Malmin & Bojan L Malmin	6224	Chowen Ave S	1	\$ 12,224.58
99	29-028-24-22-0046	Robert R Stein & Laura A Stein	6225	Chowen Ave S	1	\$ 12,224.58
100	29-028-24-22-0018	Samad Teymouri & Aghdas Teymouri	6300	Chowen Ave S	1	\$ 12,224.58
101	29-028-24-22-0027	Russell A Carlson & Beverly Carlson	6301	Chowen Ave S	1	\$ 12,224.58
102	29-028-24-22-0019	John H Jacobson Jr	6304	Chowen Ave S	1	\$ 12,224.58
103	29-028-24-22-0028	Harpreet Singh Et Al	6305	Chowen Ave S	1	\$ 12,224.58
104	29-028-24-22-0020	Britney N Rosenau & Robert C Azarbod	6308	Chowen Ave S	1	\$ 12,224.58
105	20-028-24-33-0080	David W Carlson & Ann L F Carlson	3700	Chowen Cur	1	\$ 12,224.58
106	20-028-24-33-0081	Timothy Paulson & Sandrine Zerbib	3704	Chowen Cur	1	\$ 12,224.58
107	20-028-24-33-0088	Nancy J Pennington Et Al	3705	Chowen Cur	1	\$ 12,224.58
108	20-028-24-33-0104	Kerry P Anderson & Lynn M Burke	3709	Chowen Cur	1	\$ 12,224.58
109	20-028-24-33-0002	Nicholas B Weber & Stefani J Weber	6000	Drew Ave S	1	\$ 12,224.58
110	20-028-24-33-0023	Charles A Stoffel & Hilary B Stoffel	6001	Drew Ave S	1	\$ 12,224.58
111	20-028-24-33-0003	Jennifer L Rowland	6004	Drew Ave S	1	\$ 12,224.58
112	20-028-24-33-0022	JoAnn Hillstrom	6005	Drew Ave S	1	\$ 12,224.58
113	20-028-24-33-0004	Eric R Pilegaard & Stephanie L Pilegaard	6008	Drew Ave S	1	\$ 12,224.58
114	20-028-24-33-0021	Rosemary Merrill	6009	Drew Ave S	1	\$ 12,224.58
115	20-028-24-33-0005	Diedre Gendreau & John Gendreau	6012	Drew Ave S	1	\$ 12,224.58
116	20-028-24-33-0020	Janet Bezanson Trust	6013	Drew Ave S	1	\$ 12,224.58
117	20-028-24-33-0006	Richard Atlas	6016	Drew Ave S	1	\$ 12,224.58
118	20-028-24-33-0019	Linda Marie Tedford	6017	Drew Ave S	1	\$ 12,224.58
119	20-028-24-33-0007	Evelyn Aslaksen	6020	Drew Ave S	1	\$ 12,224.58

## STRACHAUER PARK A NEIGHBORHOOD ROADWAY IMPROVEMENTS

## IMPROVEMENT NO. BA-421

## PRELIMINARY ASSESSMENT ROLL

120	20-028-24-33-0036	Deborah L Grewe	6000	Ewing Ave S	1	\$ 12,224.58
121	20-028-24-33-0013	Raleigh K Little & Christine D Bremer	6001	Ewing Ave S	1	\$ 12,224.58
122	20-028-24-33-0037	Julie M White	6004	Ewing Ave S	1	\$ 12,224.58
123	20-028-24-33-0012	Barbara A Fischer	6005	Ewing Ave S	1	\$ 12,224.58
124	20-028-24-33-0038	Janet C Condon & Mark J Condon	6008	Ewing Ave S	1	\$ 12,224.58
125	20-028-24-33-0011	Yoichiro Mori & Toko Mori	6009	Ewing Ave S	1	\$ 12,224.58
126	20-028-24-33-0039	Stevens L Martin & Winifred E Martin	6012	Ewing Ave S	1	\$ 12,224.58
127	20-028-24-33-0010	MX Property Holdings LLC	6013	Ewing Ave S	1	\$ 12,224.58
128	20-028-24-33-0040	Patricia Caterina	6016	Ewing Ave S	1	\$ 12,224.58
129	20-028-24-33-0009	Tom P Fahey & Heidi R Fahey	6017	Ewing Ave S	1	\$ 12,224.58
130	20-028-24-33-0091	Jennifer Nelson & Jennifer Huwe	6020	Ewing Ave S	1	\$ 12,224.58
131	20-028-24-33-0008	Lani K Wright	6021	Ewing Ave S	1	\$ 12,224.58
132	20-028-24-33-0092	Robert K Glass Trustee	6024	Ewing Ave S	1	\$ 12,224.58
133	20-028-24-33-0094	Merrali L Benson & Michael E Benson	6028	Ewing Ave S	1	\$ 12,224.58
134	20-028-24-33-0095	Cheryl S Lany	6100	Ewing Ave S	1	\$ 12,224.58
135	20-028-24-33-0096	Alescia R St Dennis	6104	Ewing Ave S	1	\$ 12,224.58
136	20-028-24-33-0102	Charles W Jones Et Al	6105	Ewing Ave S	1	\$ 12,224.58
137	20-028-24-33-0097	Norman E Erickson & Lorna M Erickson	6108	Ewing Ave S	1	\$ 12,224.58
138	20-028-24-33-0103	George D Anderson Et Al Trust	6109	Ewing Ave S	1	\$ 12,224.58
139	20-028-24-33-0098	Reed Christianson & Lisa M Christianson	6112	Ewing Ave S	1	\$ 12,224.58
140	20-028-24-33-0099	Patrick J Splinter & Gail R Splinter	6116	Ewing Ave S	1	\$ 12,224.58
141	20-028-24-33-0115	Bluhm Investments, LLC	6121	Ewing Ave S	1	\$ 12,224.58
142	20-028-24-33-0121	Gail M Morris	6124	Ewing Ave S	1	\$ 12,224.58
143	20-028-24-33-0116	David A Therkelsen Et Al	6125	Ewing Ave S	1	\$ 12,224.58
144	20-028-24-33-0122	Carolyn J Prin Trustee	6128	Ewing Ave S	1	\$ 12,224.58
145	20-028-24-33-0114	Kimberly A Mcnally	6129	Ewing Ave S	1	\$ 12,224.58
146	29-028-24-22-0033	Arvind Sharma & Rew Sen	6132	Ewing Ave S	1	\$ 12,224.58
147	29-028-24-22-0039	Marcia May	6201	Ewing Ave S	1	\$ 12,224.58
148	29-028-24-22-0034	Elaine T Sias Trustee	6204	Ewing Ave S	1	\$ 12,224.58
149	29-028-24-22-0038	Cecily T Johnson	6205	Ewing Ave S	1	\$ 12,224.58
150	29-028-24-22-0035	Sarah E Johnson	6208	Ewing Ave S	1	\$ 12,224.58
151	29-028-24-22-0066	James C Rommel & Suzanne Duffy	6209	Ewing Ave S	1	\$ 12,224.58
152	29-028-24-22-0076	Wexler RE Investments, LLC	6212	Ewing Ave S	1	\$ 12,224.58
153	29-028-24-22-0065	John T Mcdonald Jr	6213	Ewing Ave S	1	\$ 12,224.58
154	29-028-24-22-0057	Virginia A Borgeson	6216	Ewing Ave S	1	\$ 12,224.58
155	29-028-24-22-0064	John Himes & Lavell Gold	6217	Ewing Ave S	1	\$ 12,224.58
156	29-028-24-22-0058	Elliott N Gluek & Kathleen L Gluek	6220	Ewing Ave S	1	\$ 12,224.58
157	29-028-24-22-0051	John Nolan	6221	Ewing Ave S	1	\$ 12,224.58
158	29-028-24-22-0052	Ivan H Silverman & Julie M Silverman	6224	Ewing Ave S	1	\$ 12,224.58
159	29-028-24-22-0053	Robin M Keller & Stephen M Keller	6228	Ewing Ave S	1	\$ 12,224.58
160	29-028-24-22-0050	Benjamin Lee Vickers & Kelly C Vickers	6229	Ewing Ave S	1	\$ 12,224.58
161	29-028-24-22-0005	Rex G Foreman & Debbie K Foreman	6300	Ewing Ave S	1	\$ 12,224.58
162	29-028-24-22-0025	Todd J Toner & Sophie J Toner	6301	Ewing Ave S	1	\$ 12,224.58
163	29-028-24-22-0006	Eric D Duvall	6304	Ewing Ave S	1	\$ 12,224.58
164	29-028-24-22-0024	James W Miller	6305	Ewing Ave S	1	\$ 12,224.58
165	29-028-24-22-0007	Richard Lacy Et Al	6308	Ewing Ave S	1	\$ 12,224.58
166	29-028-24-22-0023	Dan J Lynaugh & Susan A Tate	6309	Ewing Ave S	1	\$ 12,224.58
167	29-028-24-22-0008	Anita M Anderson	6312	Ewing Ave S	1	\$ 12,224.58
168	29-028-24-22-0022	Todd K Mulliken & Laura J Mulliken	6313	Ewing Ave S	1	\$ 12,224.58
169	29-028-24-22-0009	Rose D Nightingale	6316	Ewing Ave S	1	\$ 12,224.58
170	29-028-24-22-0021	Michael A Chisholm & Amy M Chisholm	6317	Ewing Ave S	1	\$ 12,224.58
171	29-028-24-22-0010	Peter Roumel Et Al	6320	Ewing Ave S	1	\$ 12,224.58
172	29-028-24-22-0011	Patrick P Fischer	6325	France Ave S	0.33	\$ 4,034.11
					<b>175.33</b>	<b>\$ 2,143,335.00</b>

\*29-028-24-22-0002, 29-028-24-22-0003, 29-028-24-22-0073, 29-028-24-22-0056, and 29-028-24-22-0026 are the auxiliary PIDs; for assessing purposes, only the primary PID is used.