ENGINEERING STUDY

VALLEY VIEW ROAD (MSAS 151) ROADWAY IMPROVEMENTS

McCauley Trail to Mark Terrace Drive

IMPROVEMENT NO. BA-377

September 30, 2014

ENGINEERING DEPARTMENT
CITY OF EDINA

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

	44200	9/30/14
Andrew Plowman, PE	Reg. No.	Date
Approved		9/30/14
Chad A. Millner, PE Director of Engineering		Date

Engineering Report – BA 377

ENGINEERING DEPARTMENT
CITY OF EDINA

STREET IMPROVEMENTS
Valley View Road (MSAS 151) – McCauley Trail to Mark Terrace Drive
September 30, 2014

SUMMARY:

The project involves the reconstruction Valley View Road from McCauley Trail to Mark Terrace Drive. This segment of Valley View Road is classified as a Municipal State Aid Street. The project will include; concrete sidewalks, curb and gutter, lighting, on-street bike lanes, upgraded storm sewer system, roundabout at Valley View Road and Braemar Boulevard, replacement of water services from water main to curb stops, upgrades to fire hydrants, retaining walls and reconstruction of bituminous pavement. A state aid variance will be needed for the horizontal curve on Valley View Road at Comanche Court. Staff plans to apply for the variance at the Mn/DOT's December Variance Committee meeting.

An existing drainage issue exists at Sally Lane and Paiute Pass (See Appendix A, STS-406: Figure 4-2). Due to the proximity of this drainage issue, staff is proposing to utilitze the same contractor to begin to address the drainage issue. The project is recommended to include the addition of a storm trunk line along Sally Lane to Paiute Pass. The trunk line will aid in alleviating some of the drainage issues until the options presented in STS-406 are completed.

The estimated total project cost is $2,257,000. Funding for the project will be a combination of State Aid funds, special assessments, utility funds and Pedestrian and Cyclist Safety Fund. The estimated roadway construction cost is $1,137,000 and will be paid for by a combination of Municipal State Aid funds (80%) and special assessment (20%). The rate per REU is $7,500. The estimated sidewalk cost is $140,000 and will be paid for by a combination of Municipal State Aid Funds (80%) and PACS Funding (20%). Utility improvements and repairs amount to $980,000 and will be funded through a combination of Municipal State Aid Funds (for the Valley View Road Storm Sewer) and the respective utility fund.

The project can be completed during the 2015 construction season. Staff believes the project is necessary, cost effective and feasible to improve the infrastructure as initiated by the vision of Edina's Vision 20/20 – "Livable Environment" and "A Sound Public Infrastructure".

LOCATION: The project is located along Valley View Road from McCauley Trail to Mark Terrace Drive as shown in Figure 1 below.

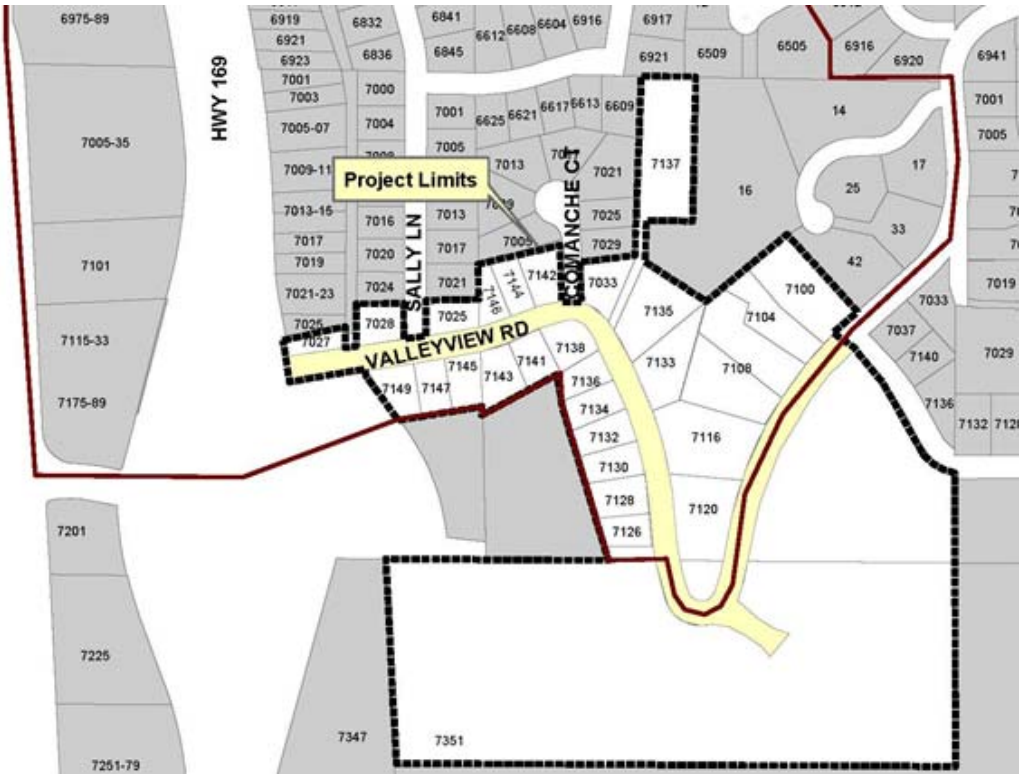


Figure 1. Project Location Map

Valley View Road consists of the following roadway characteristics:

- Classified as a Collector
- Posted Speed Limit – 30 mph
- Bituminous Pavement, no curb and gutter
- Width = 28-ft-30-ft
- ADT = 2,550 vehicles per day
- Length = 2,650-ft (0.50 miles)

INITIATION & ISSUES: The Valley View Road project was initiated by the Engineering Department as part of the City's street reconstruction program and identified in the Capital Improvement Program. This project addresses updating aging infrastructure and installation of improvements identified in the Comprehensive Plan associated with the pavement condition, storm sewer, sanitary sewer, and watermain systems, and bike and pedestrian facilities.

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

City of Edina 2008 Comprehensive Plan Update

Sidewalk Facilities
Chapter 7 of the plan addresses locations of proposed sidewalk facilities within the City. As shown in Figure 7.10 of Appendix B, there is not an existing sidewalk on Valley View Road. The plan shows a proposed sidewalk along Valley View Road.

Bicycle Facilities
Chapter 7 of the plan addresses locations of proposed bicycle facilities within the City as part of the Comprehensive Bicycle Transportation Plan. As shown in Figure 7.11 of Appendix B, Valley View Road is designated as a primary bike route.

Living Streets Policy and Sustainability Evaluation

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

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

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

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

Sustainability in engineering projects means delivering our services in a manner that ensures an appropriate balance between the environment, the community, and funding. This is essentially the "Triple Bottom Line" of sustainability; Equity, Environment, and Economy. We look at sustainability

as maximizing our resources, creating lasting environments, improving and shaping both the present and future of our community so that future generations are not burdened by the decisions of today.

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

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

The following is a summary of this evaluation:

Equity: The project provides addtional 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 includes 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; this will eliminate standing water and/or ice buildup along the street curb lines. Construction operations are required to use the smallest footprint necessary to complete the work thus protecting the existing natural environment. The project contains landscape components to fit with the natural wooded environment.

Economy: The project is designed to reduce construction costs now and into the future. The proposed roadway section can easily be maintained in the long term with the use of mill and overlays and/or seal coating operations. These maintenance operations will extend the life of the pavement.

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

Staff Identified Issues

The following issues were identified by staff during the preliminary scoping of the project:

- Poor condition of existing bituminous pavement
- Lack of concrete curb and gutter

- Horizontal curves at Comanche Court and Braemar Boulevard do not meet 30 mph minimum state aid standards
- Intersection safety at Valley View Road and Braemar Boulevard
- Lack of pedestrian accommodations
- Lack of bicycle accommodations
- Storm sewer flooding issues at Sally Lane and Paiute Pass

Resident Input

A street reconstruction informational letter and questionnaire was distributed on June 10, 2014, to 27 property owners that are adjacent to the proposed street reconstruction area from McCauley Trail to Mark Terrace Drive. A copy of the information letter and questionnaire can be found in Appendix C.

The questionnaire was distributed to ascertain the residents' concerns or thoughts regarding pedestrian accommodations, street lighting and traffic management. The questionnaire also inquired about specific drainage problems and/or if the resident had private underground utilities such as pet containment or irrigation systems.

A return rate of 48%, or 13 of the 27 residents, responded to the questionnaire. A tabulation of the responses has been completed and can be found in Appendix D.

The following is a summary of feedback received from residents:

- 7 of 13 felt lighting was inadequate and favored upgrading lighting
- 5 felt sidewalks were needed, 4 were opposed to the addition of sidewalks
- 8 residents felt speed was an issue along the corridor.

A neighborhood meeting was held on July 7, 2014. A copy of the presentation can be found in Appendix E. The meeting was attended by 18 residents representing 12 properties. One comment card was received following the meeting. A copy of the sign in sheet and comment card can be found in Appendix F.

A followup newsletter was sent to residents on July 14, 2014. A copy of the letter can be found in Appendix G. The letter was a summary of the feedback received and considered revisions to the design based on the feedback. The two primary revisions were based on reducing impacts to residents. At the neighborhood meeting, we presented a pedestrian facilitiy with a 5-ft boulevard and 5-ft sidewalk on the south side of Valley View Road. Based on previous City projects, we felt reducing the boulevard to 3-ft and planting daylilies would provide two benefits; reducing the impact to adjacent properties and addressing the maintenance difficultities with turf along MSA roadways.

At the neighborhood meeting we presented an option to apply for a 25 mph state aid variance for the curve at Valley View Road and Comanche Court. This option avoided any right of way needed from the property at 7138 Valley View Road. However, this included creating a superelevation on the roadway

of 4% for each lane, including the bike lanes. We felt this created issues with drainage, plowing maintenance activities and cyclist comfort. We felt applying for a 20 mph state aid variance would be appropriate at this location. We believe the addition of concrete curb and gutter, advanced advisory speed signage and lighting; the curve will be safer than the condition that currently exists. The 20 mph curves reduces the footprint of the project and negates the need for any superelevation.

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

Staff Input

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

Fire Department: The fire department had no comments regarding the report, other than to verify the fire trucks could negotiate the proposed roundabout. The proposed roundabout is similar in size to the larger roundabouts in Edina at 70th Street and Valley View Road and the roundabout on Hazelton Road (west of The Promenade). Truck turning movements were performed using the specifications supplied by the fire department (See Appendix L). Based on the turning movements, the fire truck will never have to utilize the truck apron and can operate in the circulating lane the same as passenger vehicles.

Public Works: The public works department commented on snow plowing operations based on the width of the boulevard. Since this is an MSA roadway, we are required to plow this sidewalk. A 3-ft boulevard creates limited space for snow storage and creates challenges to remove the snow after repeated snow events. Public works prefers at least a 5-ft boulevard for snow plowing operations.

Police Department: The police department did not have any comments regarding the plan.

EXISTING CONDITIONS: **Roadway**

Valley View Road between McCauley Trail and Mark Terrace Drive is a bituminous roadway that consists of a two-lane roadway with no designated parking facilities. The width of Valley View Road is 28-30 feet wide, with no curb and gutter. There is currently no sidewalk on either side of the street and no bicycle facilities.

The existing right-of-way is 66-ft wide. The roadway is generally centered within the right of way.

Existing 2 Lane Section (Looking Eastbound)

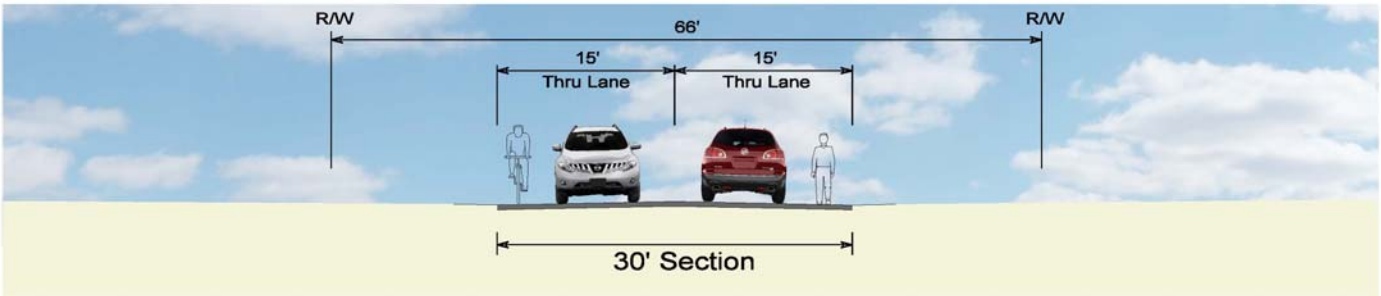


Figure 2 - Existing Typical Section

The existing bituminous pavement is generally in poor condition. The lack of curb and gutter has caused a lot of deterioration along the edges of the pavement.

Photo 1 – Deterioration along edge of pavement

Horizontal Curves at Comanche Court and Braemar Boulevard

Valley View Road is a Municipal State Aid Street (MSAS 151). The minimum design speed is 30 mph for a roadway to be eligible for state aid funds. In certain circumstances where the design speed is difficult to achieve, the local agency is allowed to apply for a state aid variance.

There are two curves within the project area that do not meet the minimum 30 mph design speed; the horizontal curves at Comanche Court (20 mph) and Braemar Boulevard (15 mph).

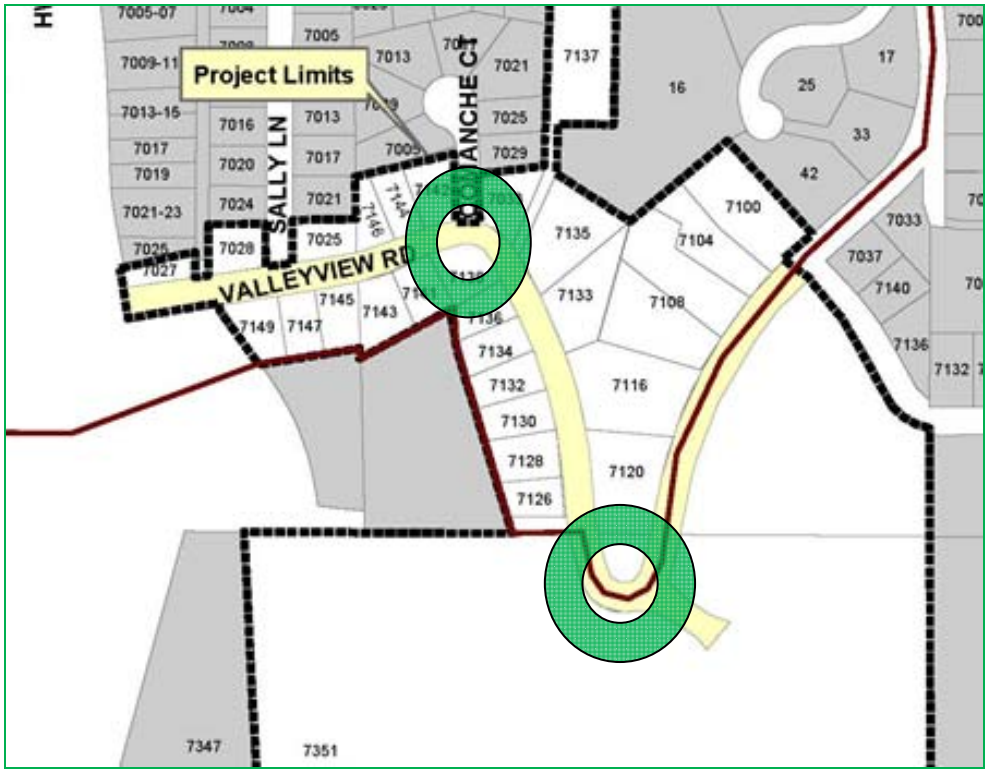


Figure 2 – Horizontal Curves at Comanche Court and Braemar Boulevard

Valley View Road and Braemar Boulevard Intersection

The existing intersection at Valley View Road and Braemar Boulevard has a confusing configuration. Braemar Boulevard tee's into the Valley View Road in the middle of the curve. Braemar Boulevard splits around a tree in the middle of the road, which creates confusion for motorists regarding what is the correct side of the tree to drive as both sides have stop signs. This creates a safety concern. In addition, sight distance is somewhat limited due to the existing steep superelevation (roadway banking) that exists.

Photo 2 – Aerial of Existing Valley View Road/Braemar Boulevard Intersection

Photo 3 – Eastbound View of Valley View Road/Braemar Boulevard Intersection

Traffic and Crash Data

Traffic measurements were completed in 2005, 2009 and 2013, below is the resulting ADT (Average Daily Traffic):

- 2005 – 3,450
- 2009 – 2,750

- 2013 – 2,550

The 85th percentile speed was recorded in two locations along the corridor. Immediately east of McCauley Trail the speed was recorded as 21.3 mph, which is believed to be influenced by the stop condition anda speed of 35.1 mph was recorded between the linear portion of roadway between Comanche Court and Braemar Boulevard.

There has been a total of 1 crash along the corridor in the last 5 years. A summary of the crash data can be found in Appendix I.

Geotechnical Information

A geotechnical evaluation report for the corridor was completed and indicates that the soil conditions of the roadway consist of silty sands, poorly graded sands, and sandy clay with minimal aggregate base under the existing 5-inches of bituminous pavement.

Municipal State Aid Street

Valley View Road, from McCauley Trail to Mark Terrace Drive, is a designated Municipal State Aid Street (MSA) and is eligible to receive funding through the State gas tax. The purpose of this fund is to help local governments construct and maintain collector and arterial roadways. The State Aid office of MnDOT has established clearly defined design requirements for MSA streets.

Bicycle Accommodations

According to the City of Edina's Comprehensive Bicycle Transportation Plan, Valley View Road is currently a favored street for connection and movement to destinations within and outside of Edina and has been designated as a primary route for cyclists. The primary goal of the Bicycle Transportation Plan is to provide a safe and convenient bicycle transportation network.

Sidewalk Accommodations

According to Chapter 7 of the City of Edina's 2008 Comprehensive Plan, Valley View Road has a proposed sidewalk. In 2004, a petition was initiated by residents requesting a sidewalk be constructed. In 2011, a separate petition was signed by residents opposing a sidewalk. It was chosen not to pursue the placement of sidewalk at that time, knowing that the proposed project to reconstruct Valley View Road was scheduled for the near future.

Public Utilities

Sanitary Sewer: The trunk sanitary sewer system along Valley View Road will be televised and evaluated. The sanitary system consists of 12-inch diameter reinforced concrete pipe.

Watermain: The existing watermain is a 12-inch, unlined, ductile iron pipe, constructed in 1968. The City has experienced relatively few watermain

breaks or service calls for the area. The hydrants in the area are not standard City hydrants.

Storm Sewer: A storm sewer system exists along Valley View Road, even though there is no curb and gutter. The storm sewer system is conveyed to Nine Mile Creek. The storm sewer system will be upgraded to current State Aid standards. This will include the addition of catch basins to collect the drainage and sizing the pipes between the catch basins and manholes.

There is a known drainage issue north of the project corridor at Sally Lane and Paiute Pass (See Appendix A: STS-406, Figure 4-2).

Private Utilities

Private utilities extend within the roadway rights of way and consist of underground gas, electric, telephone, cable, and fiber optics.

Street lighting consists of "cobra head" lights mounted on wood poles at the intersections of Valley View Road and Sally Lane, south of Comanche Court, Braemar Boulevard and Mark Terrace Drive.

Landscaping

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

PROPOSED IMPROVEMENTS:

Roadway

The pavement section is proposed to be completely reconstructed to the subgrade. The roadway width is proposed to be increased from 30 feet to 32 feet. Additionally, a 3 foot boulevard and 5 foot sidewalk is proposed on the south side of the roadway. In general, the new alignment will shift slightly to the north to limit the impacts to the south side of the corridor.

Proposed 2 Lane Section with Bike Lanes (Looking Eastbound)

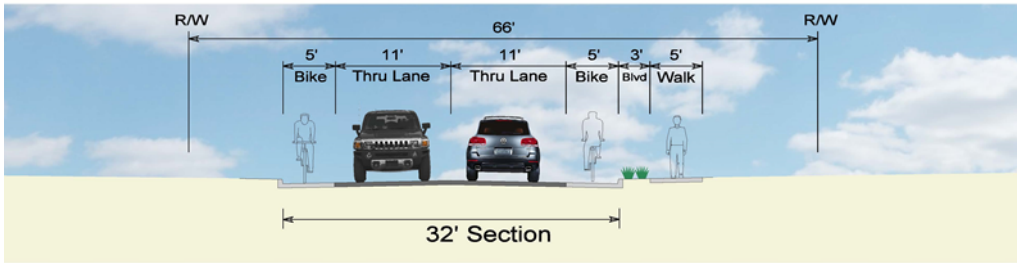


Figure 3. Proposed Typical Section

Roadway Components Proposed

1. **Driving Lanes**: The existing driving lanes are 15 feet; the minimum state aid standard is 11 feet. It is proposed to reduce the lane width to the minimum width allowed.

2. **On-Street Bike Lanes:** 2-5 foot on-street bike lanes are proposed for the corridor. The following are the factors considered for this proposal:
   - Valley View Road is a Primary Bike Route in the City's Comprehensive Plan.
   - The MnDOT Bikeway Guidelines recommend 5 foot bike lanes for this roadway classification and traffic volume.

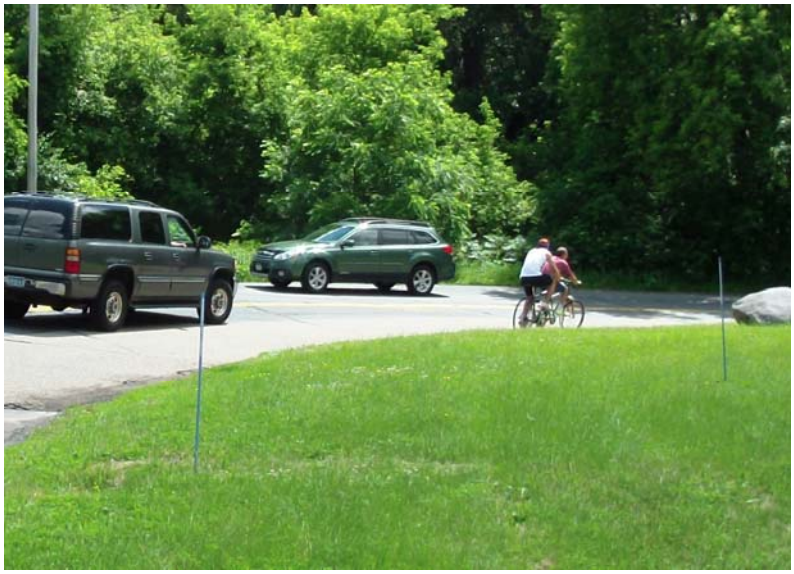


Photo 4 – Cyclists near Intersection of Valley View Road and Braemar Boulevard

*The bike lanes are proposed to be constructed with a B660 Design concrete curb and gutter (5 foot gutter pan), which matches the eastbound bike lane used on W. 70th Street. The B660 is used to reduce the necessary space needed for the bike lanes if bituminous pavement was used next to the City standard B618 curb and gutter.

Photo 8- 70th Street Bike Lane

3. **Sidewalk (South Side):** Multiple factors were considered when determining where to place the sidewalk along the roadway. These factors include:
   - North Side Impacts:
     - Significant tree impacts
     - Multiple retaining walls, which creates increased costs and global stability issues that may cause significant erosion.
     - Difficulty reconstructing driveways on the north side, with needing to meet ADA standards for the sidewalk.
   - South Side Impacts:
     - More Driveway Crossings
     - Landscaping Impacts

We also analyzed the future build out of Valley View Road to the north and east. The topography is relatively consistent continuing to the north and east. The north side (becomes the west side northbound) has steep grades and steep driveways.

Photo 9- Steep Driveway North Side of Valley View Road

Horizontal Curve at Comanche Court

The existing horizontal curve at Comanche Court meets a 20 mph speed. The 30 mph horizontal curve would bring Valley View Road approximately 10 feet away from the house of 7138 Valley View Road (see Figure 4). Originally, we determined a 25 mph curve could be placed without encroaching beyond the existing right of way. However, this would require the roadway to be superelevated at 4%. We felt this adverse superelevation would create issues with cyclists and plowing operations.

We met with staff of theMnDOT State Aid office. They agreed with our assessment that applying for a State Aid variance of 20 mph would be appropriate in this situation. With approval of this project, staff would present at the December variance committee meeting requesting use of a 20 mph curve at Comanche Court. A resolution by the City is required when submitting a variance request.

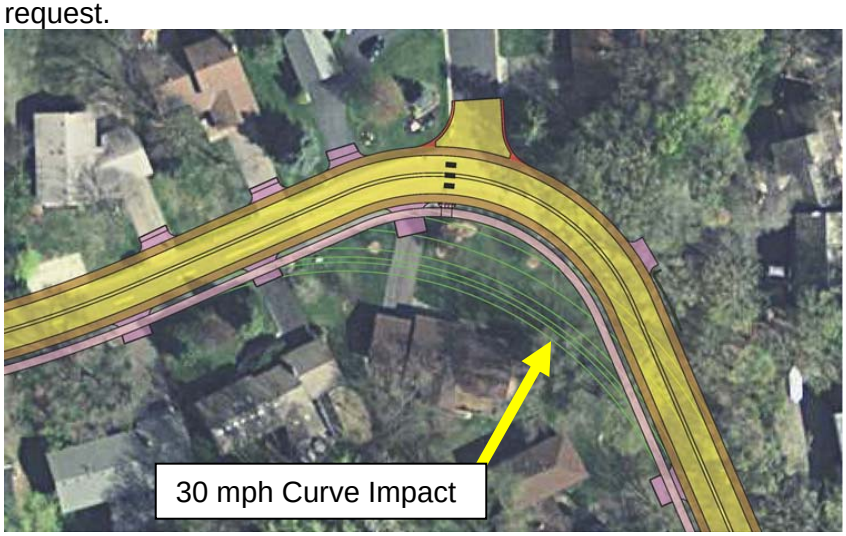


Figure 4. Curve at Comanche Court

Roundabout at Braemar Boulevard

The existing intersection at Braemar Boulevard and Valley View Road is confusing to drivers and thus a safety concern. The fact that the intersection is located at a 15 mph curve along Valley View Road accentuates the confusion. Staff is proposing a roundabout here to solve the following issues:

1. Reduces confusion by creating a standard roundabout intersection. With 5 roundabouts within the City of Edina, most residents are now familiar with the rules to roundabouts.
2. Eliminates the need for a large horizontal curve or variance.
3. Creates safer pedestrain crossings..
4. Ability to landscape the remnant areas of land. This can help serve as a gateway to the neighborhood as well as tieing the roadway in to the natural surroundings.

Figure 5. Roundabout at Braemar Boulevard

Metro Transit: There are currently no metro transit routes through the corridor.

Edina Public Utilities

Sanitary Sewer: Due to equipment issues with our sanitary sewer televising equipment, the condition of the sanitary sewer is unknown. Staff is working to get that information to determine the extent of the repairs, if any, on the sanitary sewer system. Costs have been included based on historical data of street reconstruction projects.

Watermain: There is a history of only two breaks associated with water services along the corridor within the last 10 years.

Hydrants within the project area will be replaced with City standard hydrants. Staff is proposing the replacement of water services along the corridor as part of the project. The trunk water main is in satisfactory condition and will not be replaced as part of the project.

Storm Sewer: The existing storm sewer is proposed to be replaced to meet the capacity needs based on the City of Edina's Stormwater Management Plan and MSA standards. Additional storm sewer piping and catch basins will address the drainage issues within the roadway.

There is a known drainage issue north of the project corridor at Sally Lane and Paiute Pass (See Appendix A: STS-406, Figure 4-2). It is proposed to construct a 36-inch reinforced concrete pipe from the outlet at the existing box culvert at Valley View Road, east along Valley View Road and north along Sally Lane to Paiute Pass. This option will not solve the 100 year flooding issue, however it will aid in alleviating the existing flooding issue in most events.

Other Improvements

In addition to the proposed improvement discussed above, several other improvements are being proposed with the project. These include:

Pedestrian Curb Ramps: All of the pedestrian curb ramps will be constructed to meet the current design standards as dictated by MSA and ADA.

Lighting: Based on resident responses to the questionnaire and the Edina Transportation Commission feedback from the August 21st meeting, we are recommending decorative lighting along the sidewalk, the locations of the proposed lights are shown in the newsletter. A copy of the Lighting Newsletter to the residents can be found in Appendix J. 7 resident lighting questionnaires were returned. It was requested the residents select their preferred two light types. The most popular choice was the Coach Lantern at 5 times chosen. That was followed by the Washington Acorn at 4, Postop Lantern at 3 and the Arlington Lantern at 1. It is our recommendation to place the Coach Lantern along the sidewalk, with the standard 30-ft shoebox lights at the roundabout.

Private Utilities: It is anticipated that CenterPoint Energy will need to make spot repairs to their lines as they are currently within the roadway. It is not

anticipated the other buried private utilities will have any significant relocations.

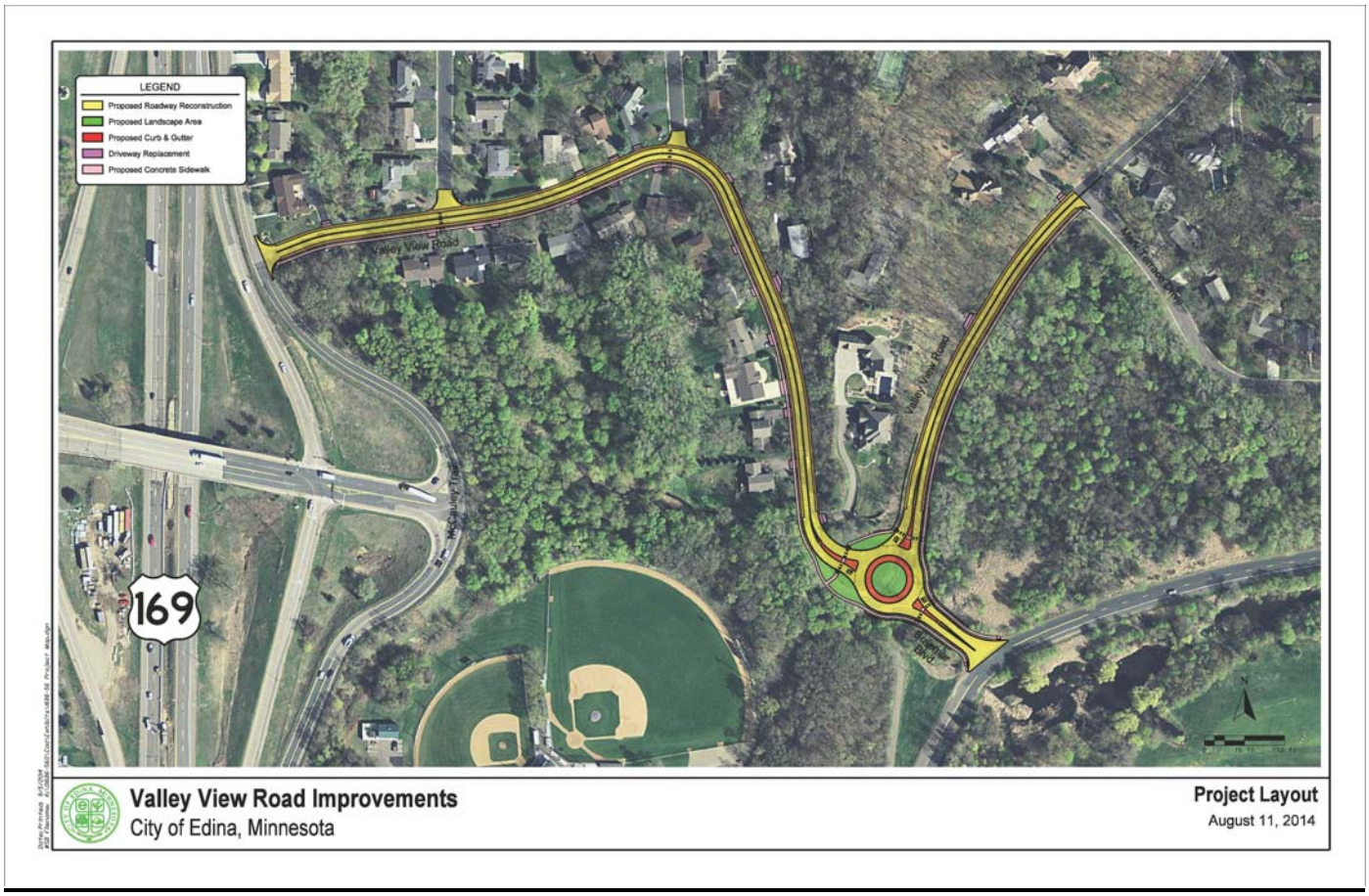


Figure 6 - Proposed Project Layout

RIGHT-OF-WAY & EASEMENTS: The right of way for Valley View Road is 66 feet. All improvements fit within the existing right of way or parcels owned by the City of Edina.

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

PROJECT COSTS: **The total estimated project cost is $2,257,000 (Table 1).** The total cost includes directs costs for engineering, clerical, and construction finance costs from start of the project to final assessment hearing. Funding for the entire project will be from a combination of utility funds, state aid funds, and special assessment. The roadway cost is 80 percent funded by state aid funds and 20 percent funded by special assessments.

Table 1: Project Costs

PROJECT COSTS[1]					
Item	**City Utility**	**Municipal State Aid**	**PACS Funding**	**Special Assessment**	**Total Cost**
Roadway (80%MSA/20% Special Assessed)		$909,600		$227,400	$1,137,000
Sidewalk (80% MSA/20% PACS)		$112,000	$28,000		$140,000
Utilities					
- **Storm Sewer (Valley View Road)[2]**		$520,000			$520,000
- **Storm Sewer (Sally Lane)**	$340,000				$340,000
- **Sanitary Sewer**	$50,000				$50,000
- **Water Main**	$70,000				$70,000
Total	$460,000	$1,541,600	$28,000	$227,400	$2,257,000

[1] Costs are Given in 2014 Dollars
[2] Assumes 100% storm sewer participation from MSA. If MSA funds less than 100%, the difference will be included in the City's storm sewer utility fund.

ASSESSMENTS:

City of Edina Assessments

A special assessment of $227,400 is proposed for this project. The assessments will be levied against the benefitting adjacent properties, see attached preliminary assessment roll and map in Appendix K. The methodology used for these assessments are based on the City Council adopted State Aid Assessment Policy. Per the policy, assessments will be based on a Residential Equivalent Unit (REU) and will be 20% of the project cost with the remaining 80% being funded through Municipal State Aid (monies appropriated through the gas tax fund).

There are 30.32 residential equivalent units (REU); one property is shown as 5 REU's, 4 properties are shown as a 1/3 REU and 24 properties are shown as a 1 REU. The cost per REU is $7,500.

Braemar Golf Course (City of Edina):

5 REUs = Layout of City owned property with similar size lots in neighborhood: (5 lots total) / (1 potential access)
Assessment: $37,500

FEASIBILITY: The proposed improvements as outlined in this study are found to be necessary, cost effective, and feasible from an engineering standpoint.

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

Information Meeting #1	July 7, 2014
Edina Transportation Commission Initial Presentation	August 21, 2014
Edina Transportation Commission Receives Engineering Report	September 12, 2014
Engineering Report Received by City Council	October 1, 2014
City Council Conducts Public Hearing and Orders Project	October 21, 2014
Variance Presentation	December 18, 2014
Receive Bids	February / March, 2015
Award Contract	March / April, 2015
Begin Construction	May, 2015
Complete Construction	Fall, 2015
Assessment Hearing	Fall, 2016

Appendix:

A. Figure 4-2 of STS – 406: Improvement Project (Sally Lane and Paiute Pass)
B. City Comprehensive Plan Update – Sidewalk and Bicycle Facilities (Fig. 7.10 and 7.11)
C. Informational Letter and Questionnaire
D. Questionnaire Results
E. Neighborhood Meeting Presentation
F. Sign-In Sheet and Comment Card
G. Follow-up Newsletter
H. Resident Correspondence
I. Crash Data
J. Lighting Newsletter and Questionnaire
K. Preliminary Assessment Roll and Map
L. Fire Truck Turning Movements at Proposed Roundabout

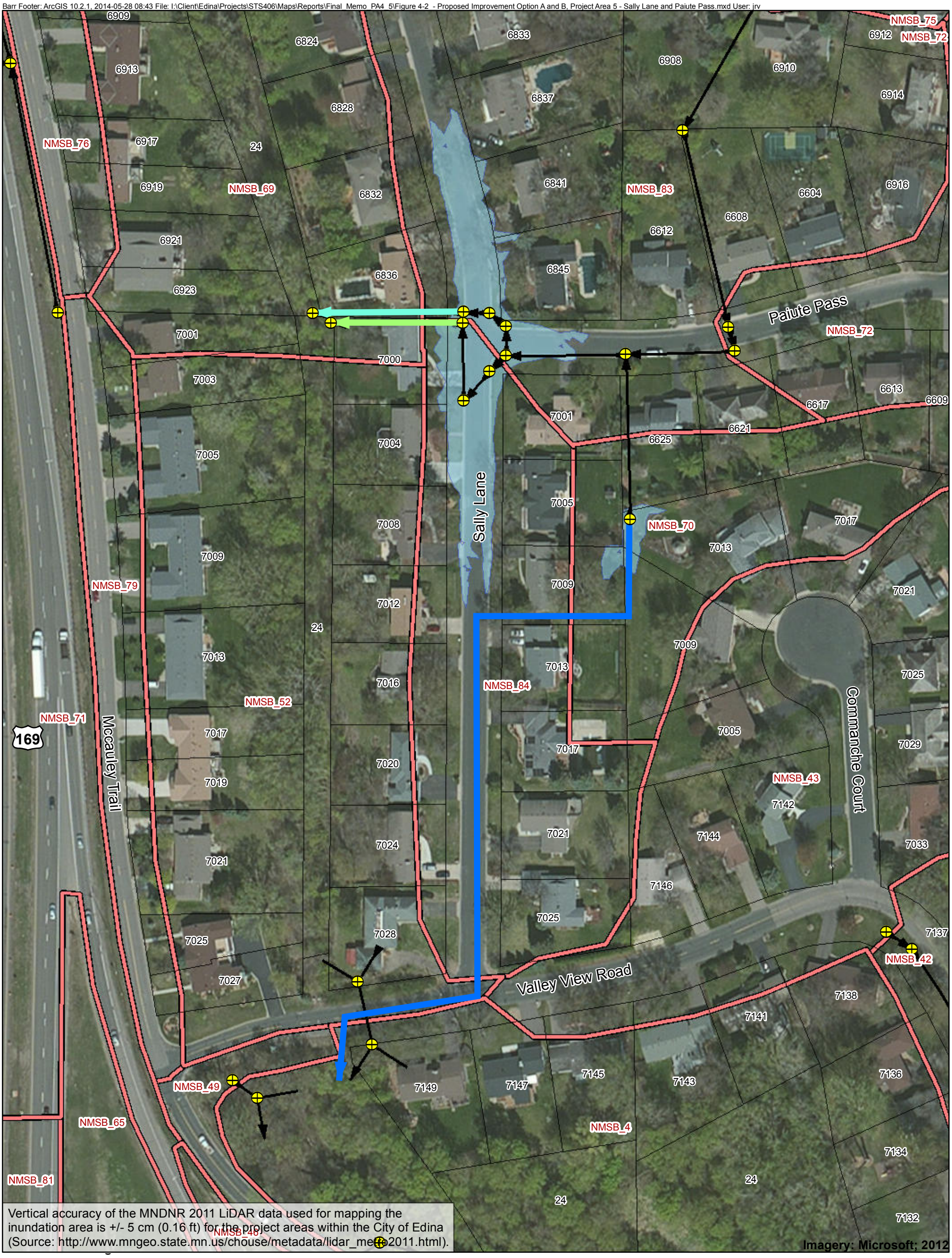
FEASIBILITY STUDY – BA 377

ENGINEERING DEPARTMENT
CITY OF EDINA

STREET IMPROVEMENTS
Valley View Road (MSAS 151) – McCauley Trail to Mark Terrace Drive
September 10, 2014

Appendix A

STS-406: Improvement Project (Sally Lane and Paiute Pass Drainage Issues)



Existing Storm Sewer

Option A and B:
100-Year 24-Hour Event
Inundation Area*

Option A: Proposed Storm Sewer (2' pipe)

Option B: North Pipe (3' Pipe)

Option B: South Pipe (4' Pipe)

Subwatersheds

Parcels

*Vertical Datum: NGVD 29, Feet

N

Feet
0 100 200

BARR

Figure 4-2

PROPOSED IMPROVEMENT
OPTIONS A AND B
Project Area 5 -
Sally Lane and Paiute Pass

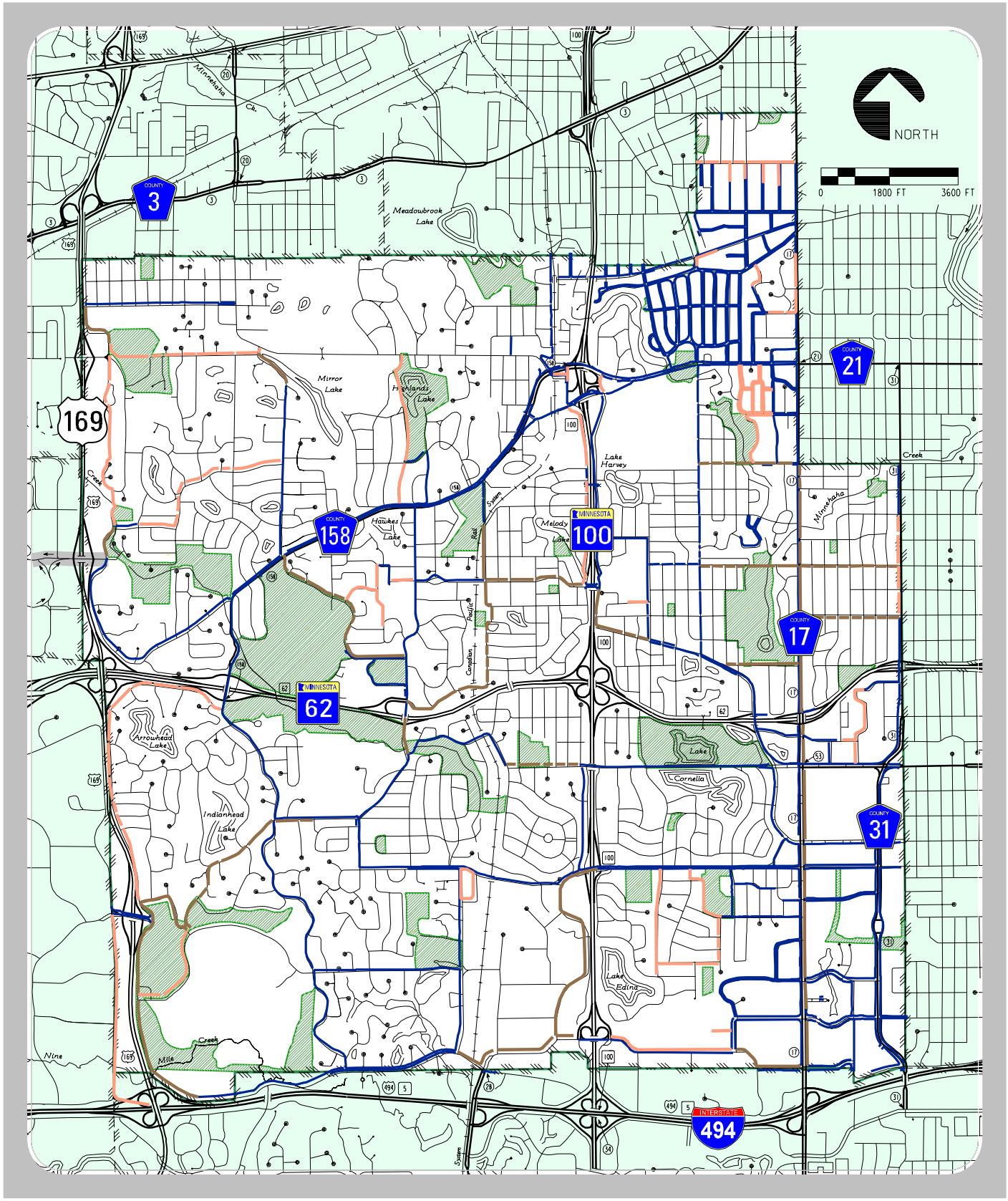
FEASIBILITY STUDY – BA 377

ENGINEERING DEPARTMENT
CITY OF EDINA

STREET IMPROVEMENTS
Valley View Road (MSAS 151) – McCauley Trail to Mark Terrace Drive
September 10, 2014

Appendix B

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



LEGEND:

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

Note: Park Pathways are included on Figure 7.11

City of Edina
2008 Comprehensive Plan Update

Sidewalk Facilities

Figure 7.10

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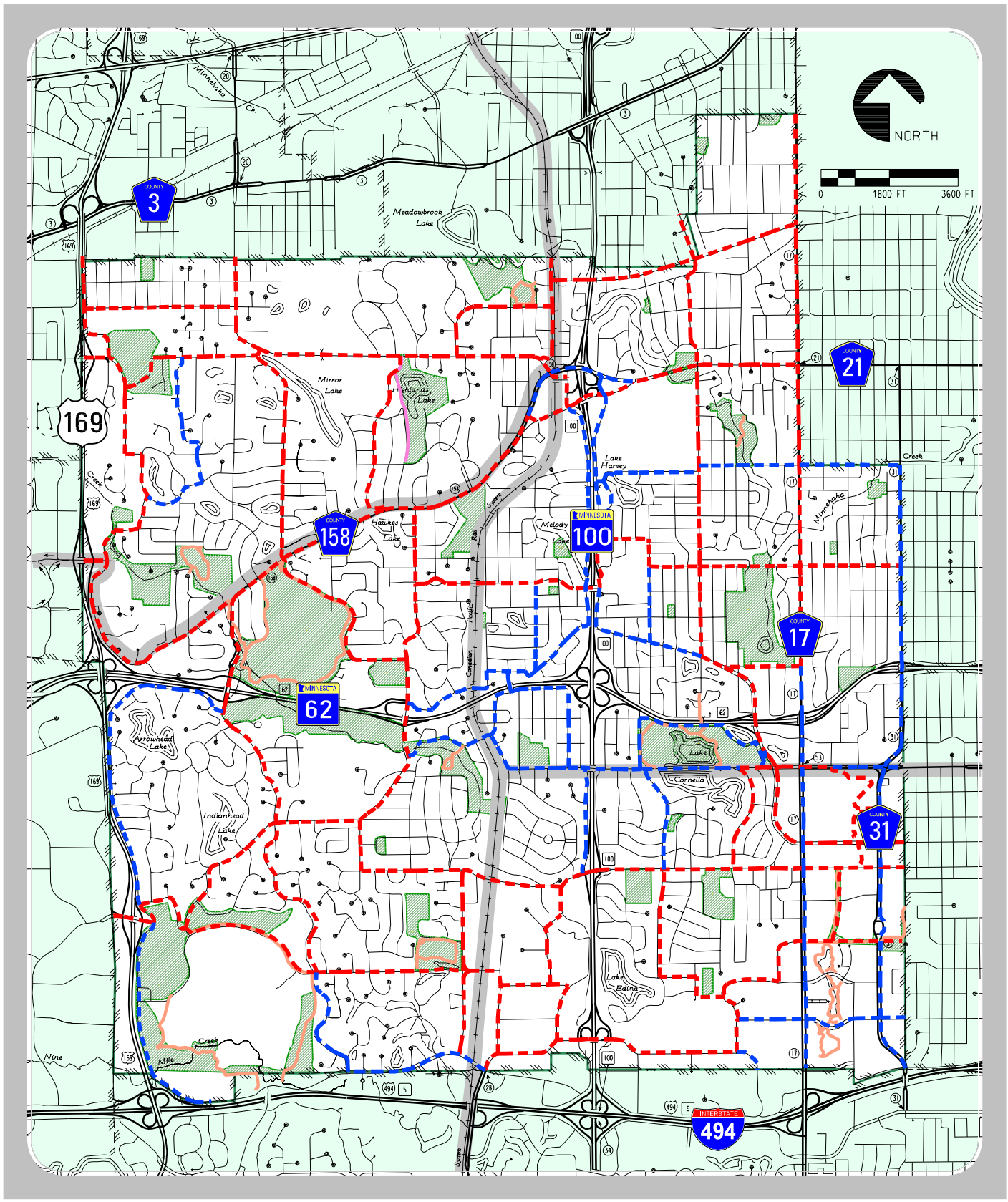

LEGEND:

- Existing Park Pathway
- Existing Hennepin County Corridors
- Proposed Park Pathway

From the 2007 Edina Comprehensive Bicycle Transportation Plan

- Primary Route
- Secondary Route

City of Edina
2008 Comprehensive Plan Update

Bicycle Facilities

Figure 7.11

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FEASIBILITY STUDY – BA 377

ENGINEERING DEPARTMENT
CITY OF EDINA

STREET IMPROVEMENTS
Valley View Road (MSAS 151) – McCauley Trail to Mark Terrace Drive
September 10, 2014

Appendix C

Informational Letter and Questionnaire

June 12, 2014

2015 Neighborhood Roadway Reconstruction

Valley View Road Reconstruction

Dear Resident:

Valley View Road, a street in your neighborhood, is on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2015. See the attached map identifying your project area.

The City would like your input regarding key components of the project via the attached questionnaire. Please read the instructions, fill out the questionnaire and return it to us in the enclosed envelope by June 27.

How the City will use your input:

- Your responses help us design the project. Components of a project vary and are based on both the condition of the infrastructure and questionnaire responses. One new component that staff is considering is incorporating elements of the City's Living Streets Policy. The draft plan guides the City in designing safe streets that balances the needs of drivers, pedestrians, bicyclists and transit users in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.
- Property owners pay a portion of the overall project cost in the form of a special assessment. The estimated special assessment for Valley View Road will not be determined until information is gathered from the questionnaires and a feasibility report is completed in early September. You will not be billed for the special assessment until fall 2016. The special assessment is payable over 15 years.
- The special assessment is for a portion of the cost of the new roadway. Valley View Road is a Municipal State Aid street; therefore, State Aid funds cover 80% of the roadway cost and the other 20% is covered by special assessment. Sidewalks are funded through the Pedestrian and Cyclist Safety Fund and thus are not assessed to property owners. The questionnaire helps us evaluate the need for these items. Utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility fund and are not assessed to property owners.

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

If you have any questions, please contact WSB Project Manager Andrew Plowman at 763-287-7149 or aplowman@wsbeng.com or Director of Engineering Chad Millner at 952-826-0318 or cmillner@EdinaMN.gov.

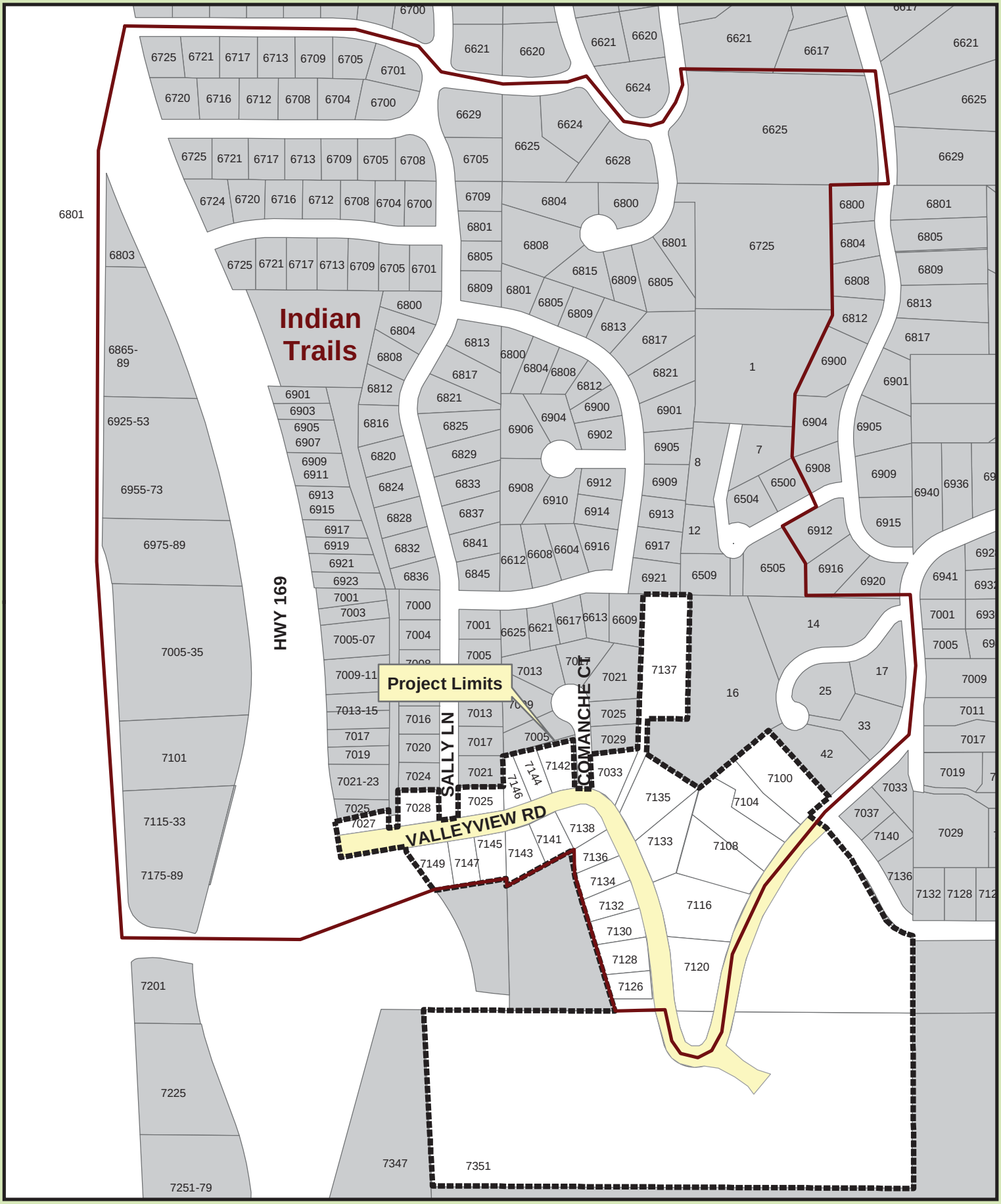
Sincerely,

Chad A. Millner

Chad Millner, PE
Director of Engineering

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

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



Preliminary Project Area
Valley View Road Neighborhood
Improvement No: BA-377

N
W E
S

Engineering Dept
May, 2014

Resident Questionnaire Instructions

2015 Neighborhood Roadway Reconstruction
Valley View Road Reconstruction

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

I. Drainage Service Connection

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

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

II. Local Drainage Problems

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

III. Private Underground Utilities

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

IV. Residential Streetlights

As part of all reconstruction projects, staff typically asks residents for their input on neighborhood streetlight systems. Staff is trying to understand if the neighborhood favors upgrading the streetlight system or if the existing streetlight system meets the needs of the neighborhood.

V. Living Streets Elements

As part of this roadway reconstruction project, staff will seek to incorporate design elements from the City's Living Streets Policy (http://edinamn.gov/LivingStreets) and draft Living Streets Plan. This plan guides the City in how it designs new streets to be safer and more accessible by seeking to balance the needs of motorists, pedestrians, bicyclists and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

Transportation

According to the draft Living Streets Plan, Valley View Road is considered a Collector street. The proposed typical section for these types of streets is shown in Figure 1. Please note that according to the draft Plan sidewalks are required on Collectors on at least one side of the street. Additionally, bicycle lanes are required on all Primary Bike Routes, which is the case with Valley View Road. The parking lane is not proposed in this location.

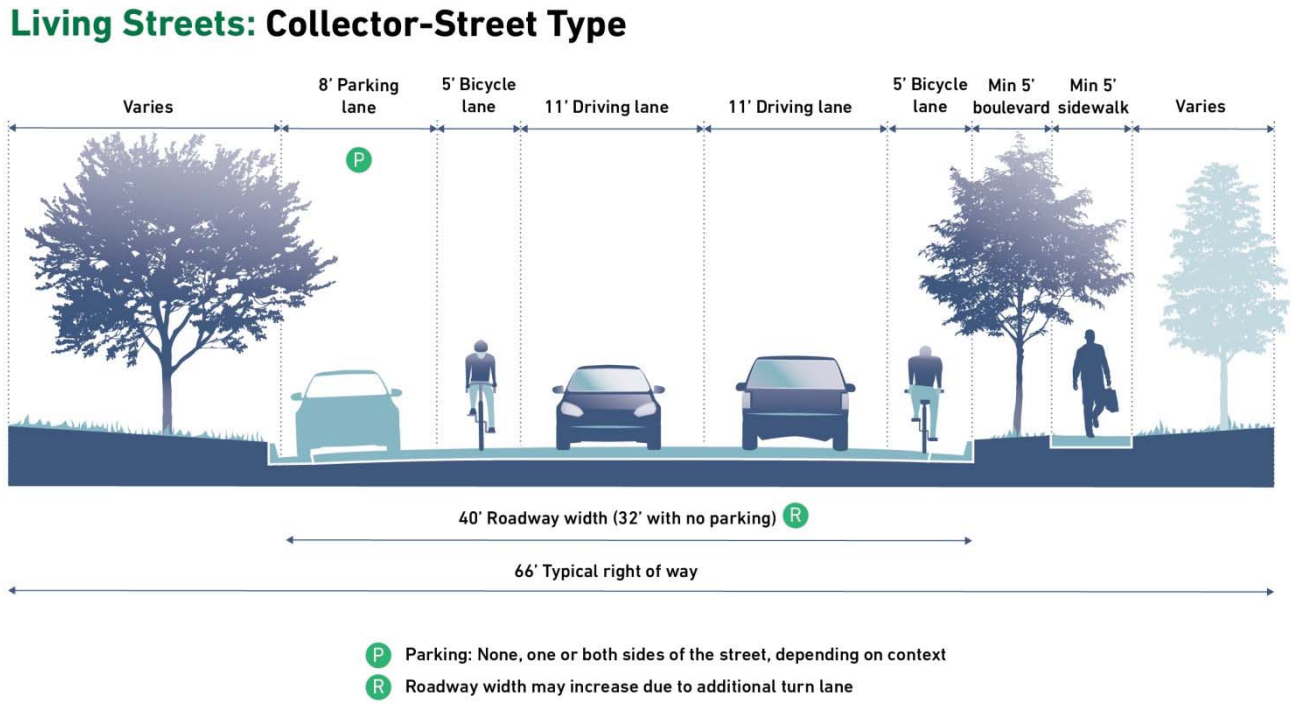


FIGURE 1 – PROPOSED COLLECTOR STREET TYPICAL SECTION

Storm Water Management

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

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

VI. Traffic Management

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

VII. Email Updates

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

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

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

Need Help?
If you have any questions about how to fill out the questionnaire, please contact WSB Project Manager, Andrew Plowman at 763-287-7149 or aplowman@wsbeng.com or Director of Engineering Chad Millner at 952-826-0318 or cmillner@EdinaMN.gov.

Resident Questionnaire

Valley View Road 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:

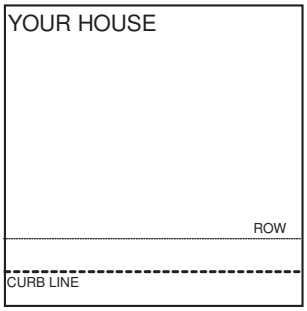
A. Does your home have a drain tile/footing drain? ❒ Yes ❒ No ❒Unknown

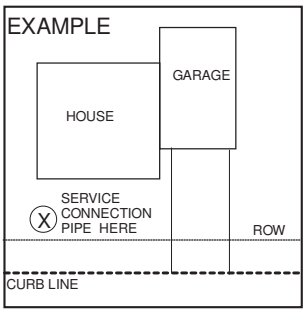
B. Does your home have a sump pump? ❒ Yes ❒ No ❒Unknown

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

Property address

IV. Residential Streetlights:

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

❒ Yes ❒ No

Do you favor improving your streetlights?

❒ Yes ❒ No

V. Living Streets Elements:

A. Please describe specific neighborhood pedestrian issues below.

_____

_____

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

_____

_____

VI. Traffic Management

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

❒ Yes ❒ No

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

_____

VII. Email Updates

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

❒ Yes ❒ No

Thank you for completing the questionnaire. Please return it to the City in the enclosed envelope **by June 27.**

Property address

FEASIBILITY STUDY – BA 377

ENGINEERING DEPARTMENT
CITY OF EDINA

STREET IMPROVEMENTS
Valley View Road (MSAS 151) – McCauley Trail to Mark Terrace Drive
September 10, 2014

Appendix D

Questionnaire Results

Valley View Road Questionnaire Results

Data Entered By:	**Andrew Plowm**
Last Date Data Entered:	**7-Jul-14**
Due Date:	**27-Jun-14**
Questionnaires Sent Out:	**27**
Questionnaires Returned	**13**
Percent Returned:	**48%**

			I. Drainage Service Connection							**II. Local Drainage Problems**	**III. Private Underground Utilities**				**IV. Residential Street Lights**				**V. Living Streets**		**VI. Traffic Management**		
			Drain Tile/Footing Drain		Sump Pump		If Yes, would you like to connect to City's system	Roof Drain Connect to City System?			Irrigation sys. in r/w		Pet containment system		Are Existing Lights Adequate?		Do you Favor Improving Lights?				Do you feel your neighborhood or roadway has traffic issues		
ADDRESS		Returned Survey	Yes	No	Yes	No		Yes	No	Comments	Yes	No	Yes	No	Yes	No	Yes	No	Specific Neighborhood Pedestrian Issues	Quality of Natural Resources and Surface Waters	Yes	If Yes, Explain	No
7142	Valley View Road	1		X		X			X	None	X		X			X	X		No Sidewalks	Good			X
7033	Comanche Court	1	X		X		No		X	None	X			X		X	X		None	Good			X
7144	Valley View Road	1		X		X			X	No problems, we need curbs to make the streets look finished.	X			X		X	X		Very Light Pedestrian Traffic		X	Cars Travel Too Fast	
7138	Valley View Road	1		X		X			X	None, at our address	X			X		X	X		Huge Pot Holes in Road with No Sidewalks	OK	X	Too much traffic, Travel Too Fast on Valley View Road	
7136	Valley View Road	1		X		X			X	None since 9 Mile Creek 100 year flood		X		X	X			X	Speeding Traffic is a problem! We need a speed bump.		X	The entire Valley View Road is a speedway!	
7120	Valley View Road	1		?	X		Yes	X		Main drainage problems around us occur by the golf course. We have no issues.		X		X		X	X		Major issue along Valley View Road. No Sidewalks and cars often speeding make it a very hazardous area for people and pets.	Good, no issues	X	Valley View Road people drive too fast, especially in the morning and evening (from Gleason to Sally).	
7028	Sally Lane	1		X		X			X			X		X	X			X			X	Traffic is too fast! By making the road wider, we encourage faster traffic!	
7025	Sally Lane	1		X		X			X	None Known		X		X	X			X	None known. We walk our dog daily without problems. We are opposed to sidewalks, new asphalt only.	Click Here for Writeup 1	X	During rush hours the traffic gets heavy and people speed on Tracy.	

Valley View Road Questionnaire Results

Data Entered By:	**Andrew Plowm**
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			I. Drainage Service Connection								**II. Local Drainage Problems**	**III. Private Underground Utilities**				**IV. Residential Street Lights**				**V. Living Streets**		**VI. Traffic Management**		
			Drain Tile/Footing Drain		Sump Pump		If Yes, would you like to connect to City's system	Roof Drain Connect to City System?				Irrigation sys. in r/w		Pet containment system		Are Existing Lights Adequate?		Do you Favor Improving Lights?				Do you feel your neighborhood or roadway has traffic issues		
ADDRESS		Returned Survey	Yes	No	Yes	No		Yes	No	Comments		Yes	No	Yes	No	Yes	No	Yes	No	Specific Neighborhood Pedestrian Issues	Quality of Natural Resources and Surface Waters	Yes	If Yes, Explain	No
7132	Valley View Road	1		X		X			X	We clean the ground sewer drain at the end of our driveway (leaves, sticks, etc.). There is water left in the space from teh start to our lawn after a rainfall.		X		X	X			X	We have no issues with pedestrians and do not think sidewalks are necessary (curbs yes)	Good Aesthetics	X	Rush hour traffic uses excessive speed on curves.	
7143	Valley View Road	1		X		X			X	No, is the City encouraging rain gardens to help with drainage problems?		X		X	X			X	There are many wonderful areas to walk in our neighborhood. We walk every day safely.	Having greenery, trees, flowers enhances the aesthetics of our neighborhood. Preserving greenery is essential to the health of the neighborhood.			X
7147	Valley View Road	1		X		X			X	Drainage hasn't been an issue.	X			X		X	X		Dangerous to walk on Valley View Road!	Good on all fronts	X	Pulling out on Valley View Road from Sally Lane is very dangerous. It is a long standing problem known by the City. You can't see when turning both ways onto Valley View Road from Sally. You must fix the problem!	
7128	Valley View Road	1		X		X			X			X		X		X	X		Many motorists speed and increase pedestrian risk. Very Dangerous. Pedestrians need to continually look over their shoulder for oncoming cars, then are forced onto lawns or into brush to allow for them to pass. Impossible to walk with a young child side by side.	I enjoy the creek as it runs along the connector of Valley View and Hilary Lane	X	Speeding along Valley View Road	
7149	Valley View Road	1		X		X			X		X			X	X			X	Click Here for Writeup 2					X
		13	**1**	**11**	**2**	**11**		**1**	**12**		**6**	**7**	**1**	**12**	**6**	**7**	**7**	**6**			**9**		**4**

Questionnaire Results: Writeup #1

Good. We moved into our home because we like the way trees grow next to the road. Indian Hils/Trails is a unique neighborhood in our community. It is a natural setting, aesthetically pleasing to those of us who have chosen to live here rather than Edina's more urban neighborhoods because we appreciate the serenity provided by the vegetation. We do not need sidewalks along this stretch of Valley View as it is out of the walk distance to school. Those utilizing Braemar for Golf, Baseball and hockey are most likely to drive to transport their sporting equipment. Widening the road to accommodate your plans will increase traffic volume, noise, and possibly crime. It will most certainly devalue our properties and at the same time destroy the character of this unique neighborhood.

Questionnaire Writeup #2

To whom it may concern:

We reside at 7149 Valley View Road and write to voice our concern related to the proposed reconstruction for Valley View Road.

First of our concerns relates to using significant amounts of our property and neighboring property to accommodate what will necessarily be a significantly wider roadway. It appears that the roadway will necessarily be widened by at least 20 feet to accommodate the inclusion of bike paths and sidewalks, while eliminating any potential parking we may have. We do not see this as either necessary or acceptable. We purchased our property in part based upon the "curb appeal," of the neighborhood as a whole, which includes significant mature trees along the streets, creating a wooded feel to the neighborhood. Similarly, parking is currently permitted on the street, which is important to us for hosting guests. We are concerned that creating a bike lanes and sidewalks would eliminate many of these mature trees along the road, preclude parking on the street, and would eliminate a large portion of our front yard. These changes will negatively impact our enjoyment of the property and also the value of our home and the quality of the neighborhood.

Additionally, we are concerned that this change could increase the rate and speed of traffic on our residential road. Unlike other portions of Valley View road, our section of road is relatively quiet and safe for children. While the roadway is at times used as a "cut-through" for people attempting to bypass the 169/62 interchange or the 169/494 interchange, those instances are typically limited to rush hour traffic. We are concerned that these proposed changes would exacerbate this already significant concern by creating the appearance of a roadway designed for high traffic levels. Thus, one of our major concerns is for the safety of our children and the neighborhood children who often bike and walk in these areas. Alternatively, if these changes are made, we would request that the city also install speed bumps or reduce the speed limit to limit the speed of cars using the new street as a cut through.

We are also concerned as to the singling out of a small portion of Valley View Road for these improvements before approving the entire project along Valley View Road. If the comprehensive plan calls for these changes on the entirety of Valley View Road, then it seems reasonable that every homeowner on the effected route be contacted regarding the proposed changes and the entire project be approved before it begins. We can see no reasonable purpose for singling out such a small section of Valley View Road (for improvement No.: BA-377), other than to avoid what will certainly be a significant amount of negative feedback and publicity from a large portion of Valley View Residents who reside on the portion of road between the end of the currently scheduled project and the high school area. If, ultimately, these changes are not approved throughout the entirety of Valley View Road, by completing the work in a piecemeal fashion, the city will have effectively posed a significant negative impact on our property without ultimately providing any benefit of connecting it all the way up Valley View. As such, we do not believe the project should proceed until the entire Valley View corridor south of 62 has been approved or discussed by impacted residents.

Finally, it does not appear necessary to connect our residential portion of Valley View road by sidewalk and bike path when there is a very reasonable alternative just a couple blocks south where residences would not be impacted. The Comprehensive Plan at Figure 7.10 already indicates that the sidewalk is scheduled to run along the roadway just to the south of Braemar Ice Arena that runs eastward from McCaully Trail towards Braemar Golf Course and ultimately connects back to Valley View Road. It seems perfectly reasonable that the road improvements including sidewalk and bike path could follow this route rather than impacting the many residences on the short stretch of valley view road.

We appreciate the notice and willingness to hear criticisms with this plan and hope that the city takes our concerns seriously. Thank you.

Nick and Kari Jakobe
7149 Valley View Rd
612.232.5692

FEASIBILITY STUDY – BA 377

ENGINEERING DEPARTMENT
CITY OF EDINA

STREET IMPROVEMENTS
Valley View Road (MSAS 151) – McCauley Trail to Mark Terrace Drive
September 10, 2014

Appendix E

Neighborhood Meeting Presentation

CITY OF EDINA

Valley View Road Reconstruction (BA – 377) Informational Meeting

July 7, 2014

Agenda

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

Introductions

WSB Project Managers:
Andrew Plowman & Chuck Rickart

Eng. Coordinator
Sharon Allison

Environmental Engineer
Ross Bintner

Transportation Planner
Mark Nolan

Director of Engineering
Chad Millner

Process

1. Evaluate infrastructure
2. Informational meeting
3. Feasibility study
4. Public hearing
5. Council decision
6. Project ordered
7. Planning & bidding
8. Bids awarded
9. Construction begins
10. Final assessment

Typical Timeline

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

Why My Street?

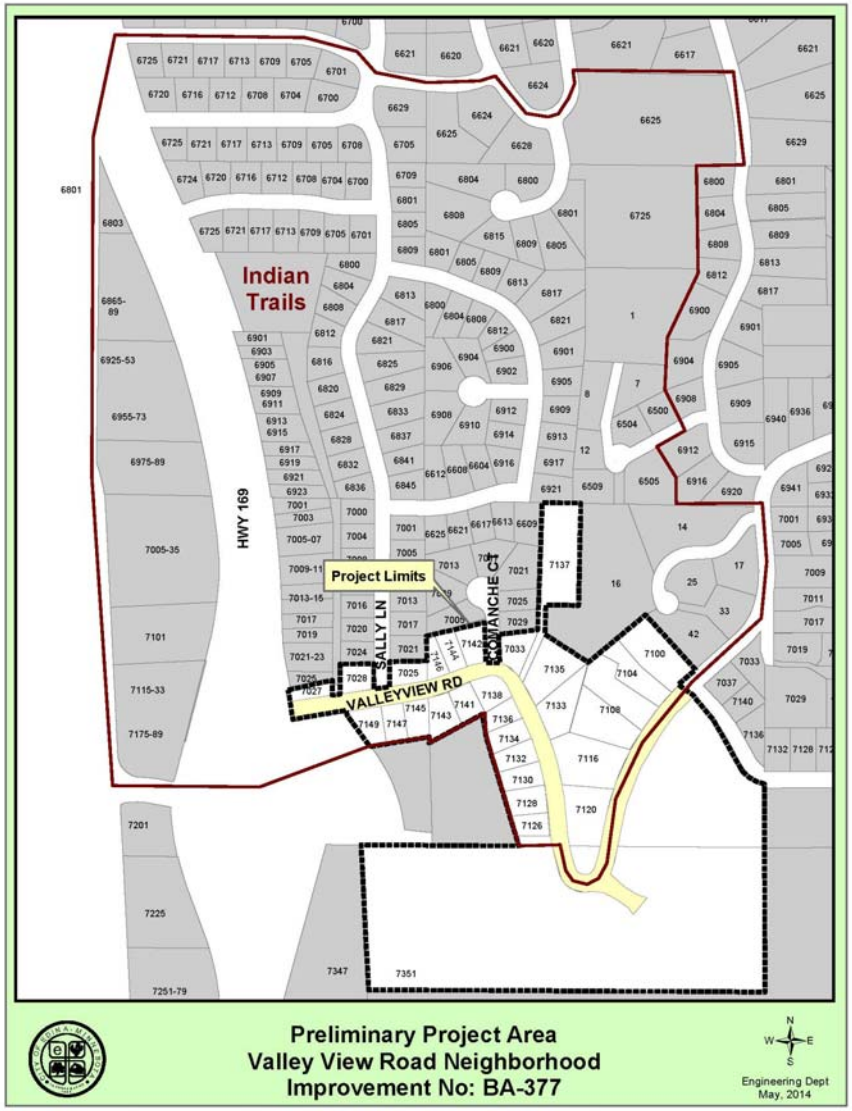
- Streets that meet specific standards are subject to reconstruction.
- Priority is given to streets with the highest need.
- Reconstruction is usually more cost-effective in the long-term than patching or seal-coating.
- Streets are grouped together to help prolong pavement life and maximize the economics of scale for construction.

What is Included?

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

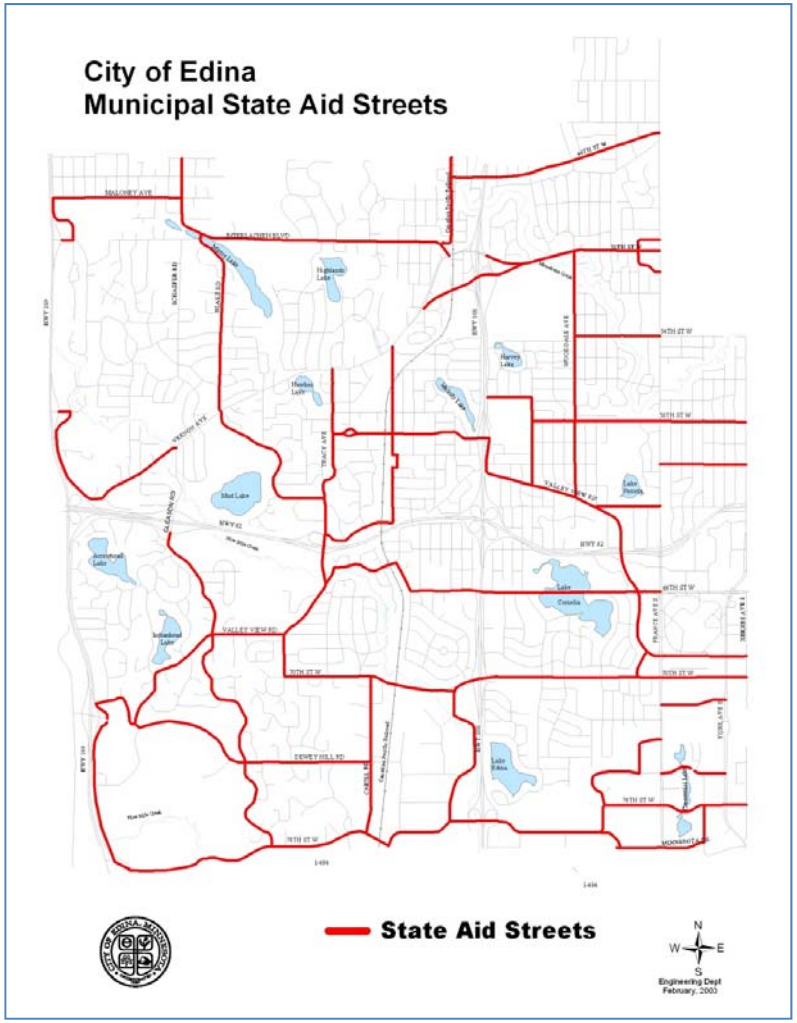
Project Details

- Valley View Road (MSAS 151)
- McCauley Trail to Mark Terrace Drive
- 0.5 miles of roadway reconstruction



Edina Municipal State Aid Streets

- State Aid Funds
- Covers 80% of Roadway Costs
- State Aid Minimum Standards
  - Roadway Design Speeds
  - Lane Widths
  - Pavement Design



Existing Roadway Details

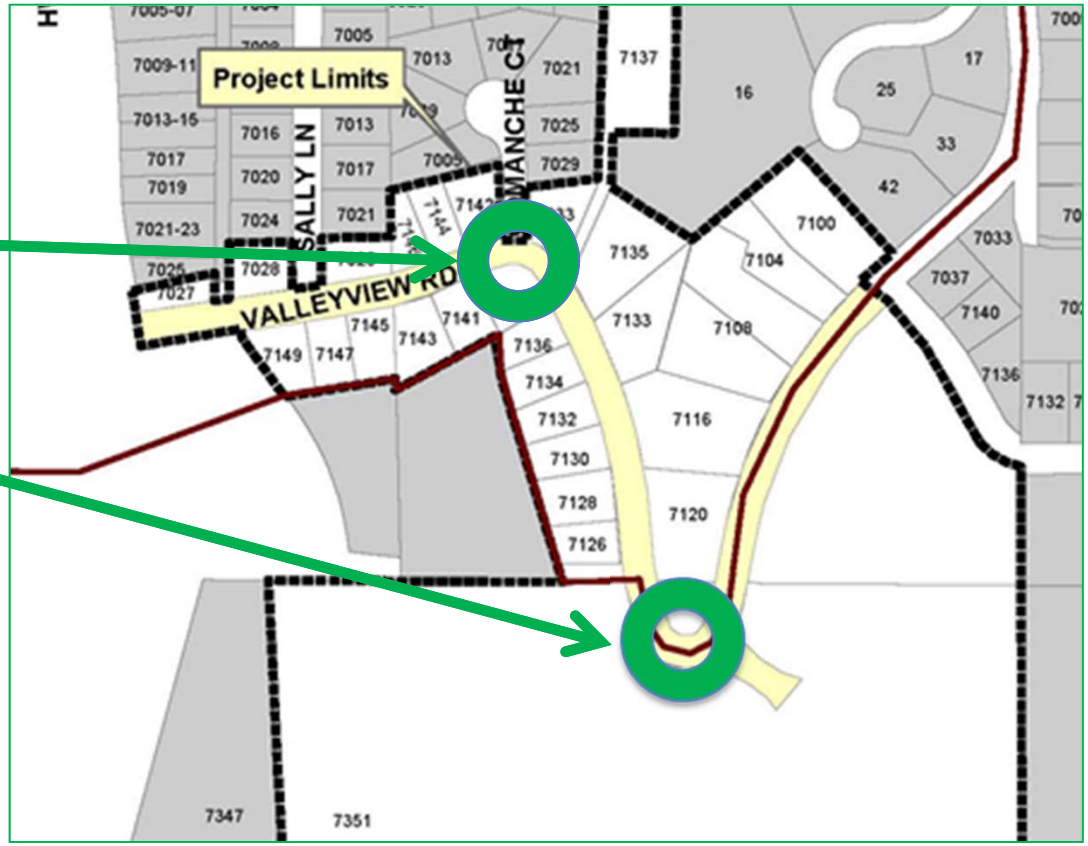
- No Curb and Gutter
- No Sidewalks or Bike Lanes
- No Parking Lanes
- 28’ – 30’ Lane Widths
- 2,500 ADT

Existing Roadway Details

- State Aid Minimum Design Speed = 30 mph

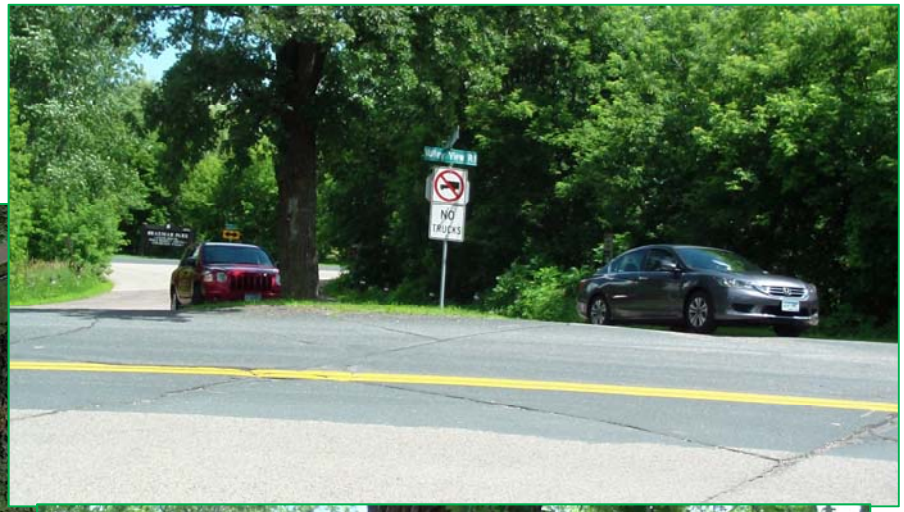
20 mph Curve

15 mph Curve



Existing Roadway Details

- Braemar Blvd/Valley View Road Intersection



Questionnaire Results

- 13 of 27 (48%) of Questionnaires Returned
- 7 of 13 felt Existing Lighting was inadequate and favored upgrading
- Sidewalks – 5 in Support, 4 Opposed
- Speed – 8 felt that speed was an issue

Proposed Utility Improvements

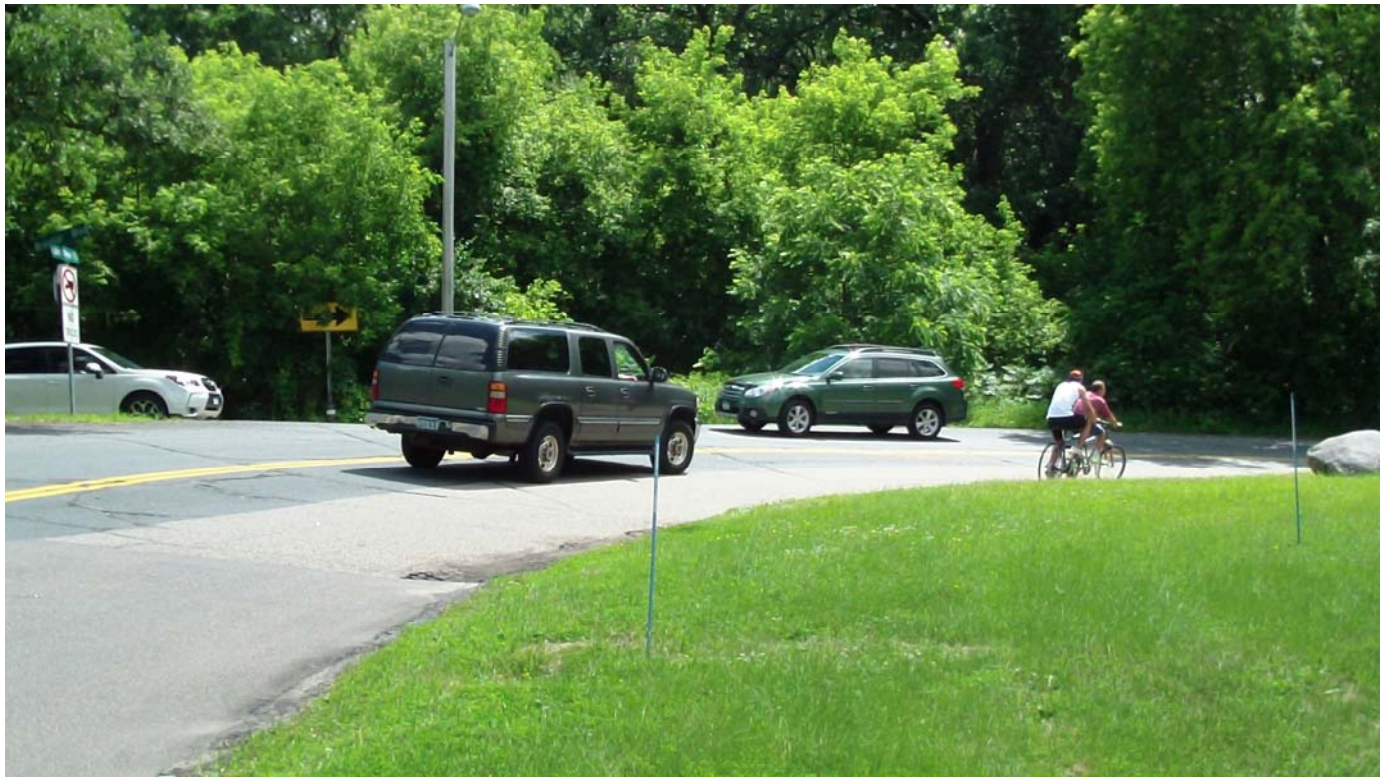
- New fire hydrants and gate valves
- Sanitary sewer spot repairs and replacement
- Storm sewer upgrades

Proposed Roadway Improvements

- New Curb & Gutter, Including Bike Lanes

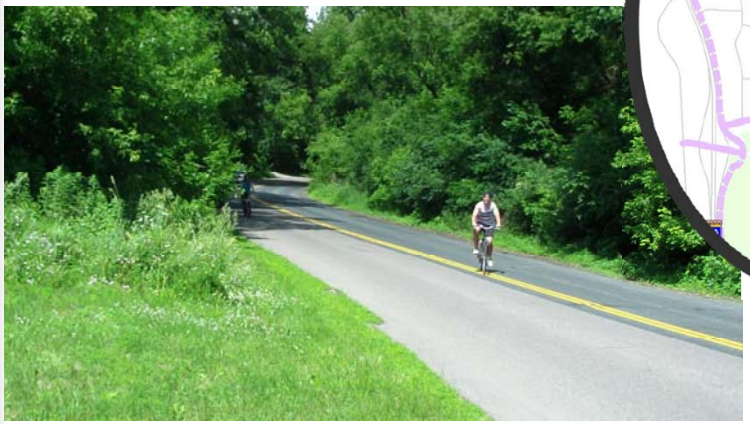
Proposed Roadway Improvements

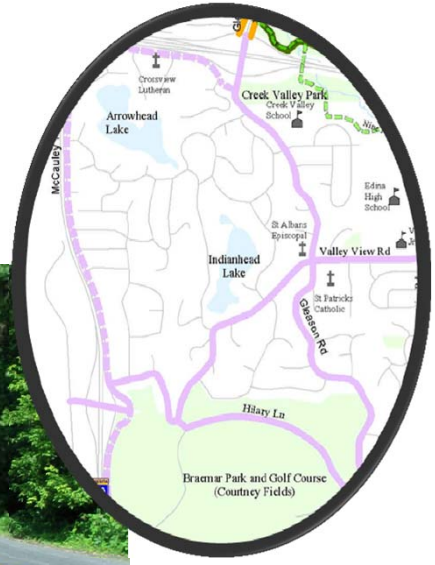
- Why Bike Lanes?

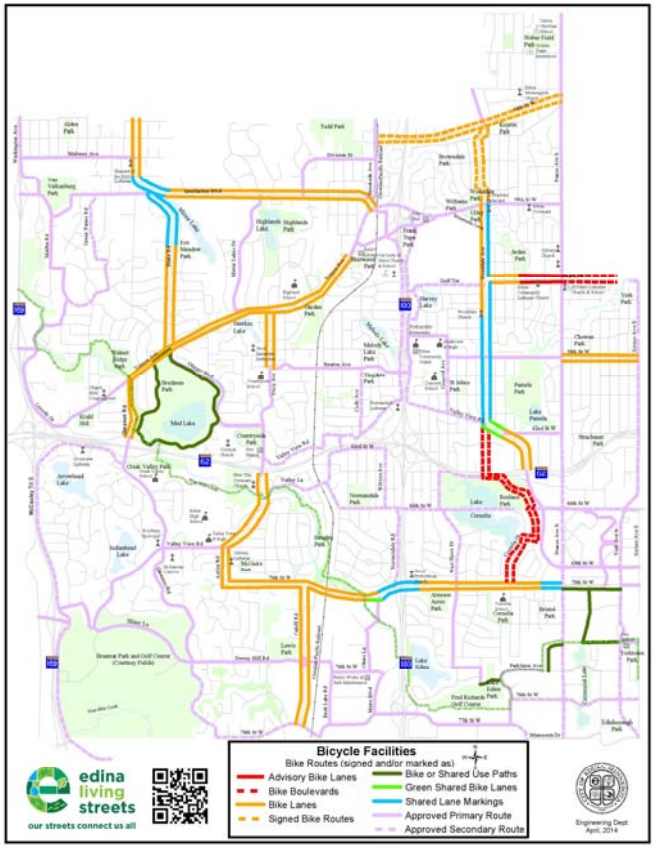


Proposed Roadway Improvements

- Why Bike Lanes?
  - Valley View Road is a Primary Bike Route







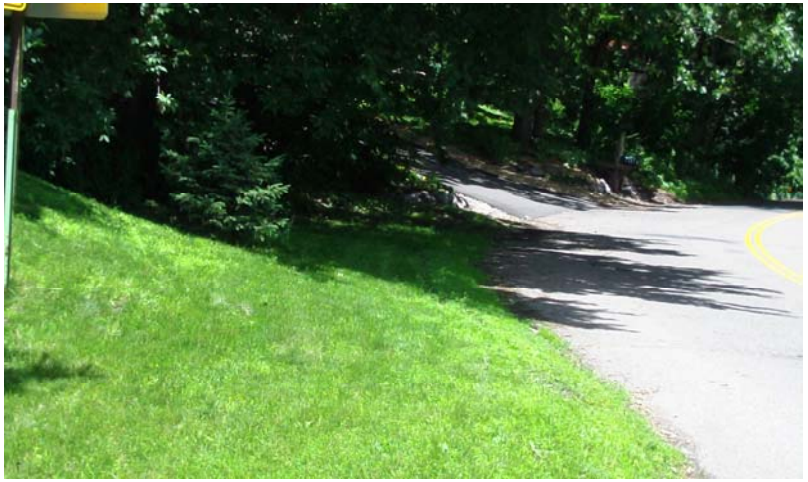
Proposed Roadway Improvements

- Driveway Apron replacement

Proposed Roadway Improvements

- Sidewalk On One Side
- South Side versus North Side

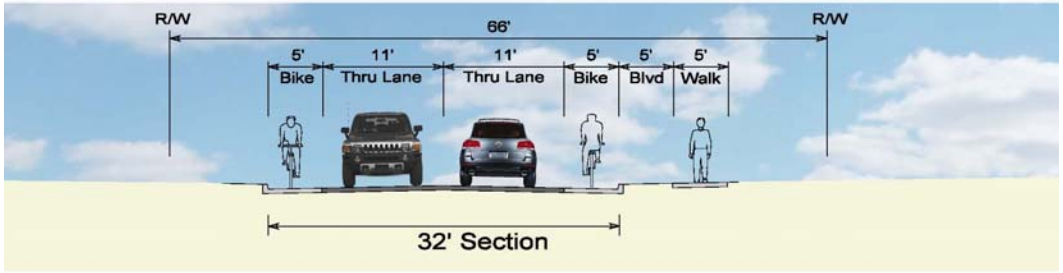
	Con's
North Side	• Steep Grade • Tree Impacts • Retaining Walls • Stability Issues • Cost
South Side	• More Driveway Crossings • Landscaping Impacts



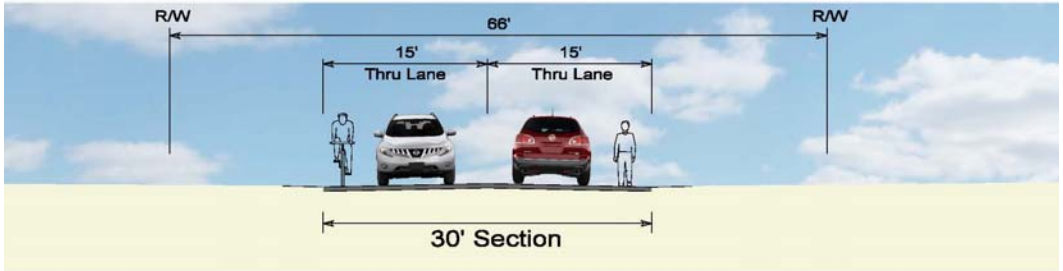
Proposed Roadway Improvements

- Typical Section (Existing 2: 14’ – 15’ Lanes) 28’ – 30’ Total
- State Aid Requirements
  - 2 – 11 ft Thru Lanes
  - 2 – 5 ft Bike Lanes
  - 5’ Boulevard
  - 5’ Sidewalk (South Side)

Proposed 2 Lane Section with Bike Lanes (Looking Eastbound)



Existing 2 Lane Section with Parking (Looking Eastbound)

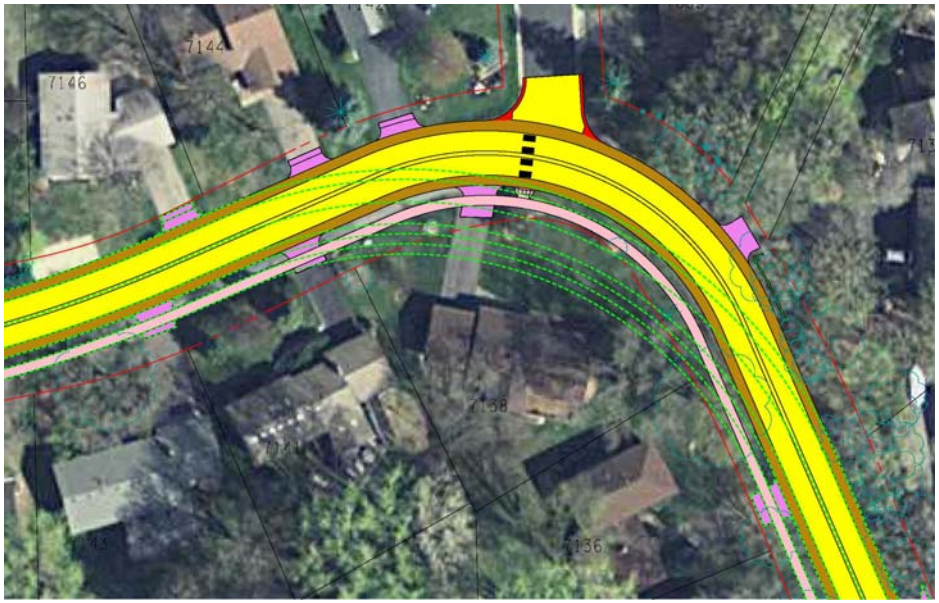


Proposed Roadway Improvements

- Valley View Road/Braemar Road Intersection
- Roundabout
  - Reduces Confusion
  - Eliminates large Curve Fix or Variance
  - Safe Sidewalk Crossings
  - Landscaping: Aesthetic Blending of Natural Surrounding while meeting function of State Aid Street

Proposed Roadway Improvements

- Curve at Comanche Court
  - 30 mph Can Not be Met without Significant Impacts
  - Can only Meet 25 mph without significant impacts
  - Will Apply for State Aid Variance



Funding

- Projects are funded by a combination of State Aid Funds, special assessments to residents and the City's Utility Fund
- Assessments are assigned to adjacent properties that stand to benefit from construction improvements
- Residential Equivalent Unit (REU) – 1 Single Family Home

Funding

- State Aid Money (Gas Tax) Covers 80 percent of Roadway
- Special assessments to residents cover 20 percent of roadway costs. (City Streets – 100 percent)
- Sidewalks are not included in special assessments.

Funding

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

Other Impacts

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

Do Taxes Cover Street Projects?

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

Preliminary Assessments

- Assessments 20% of Roadway Cost
- Divided by Resident Equivalent Units (REU)
- Valley View Road Residences: 1 REU per Property
- Residences bordering Sally Lane or Comanche Court: 1/3REU per property
- Total = 30.32 REU's for the project
- Estimated Assessment Range = $6,300 - $7,500/REU
- State Aid Funds or Utility Fund covering the remaining

Payment Options

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

What You Can Expect

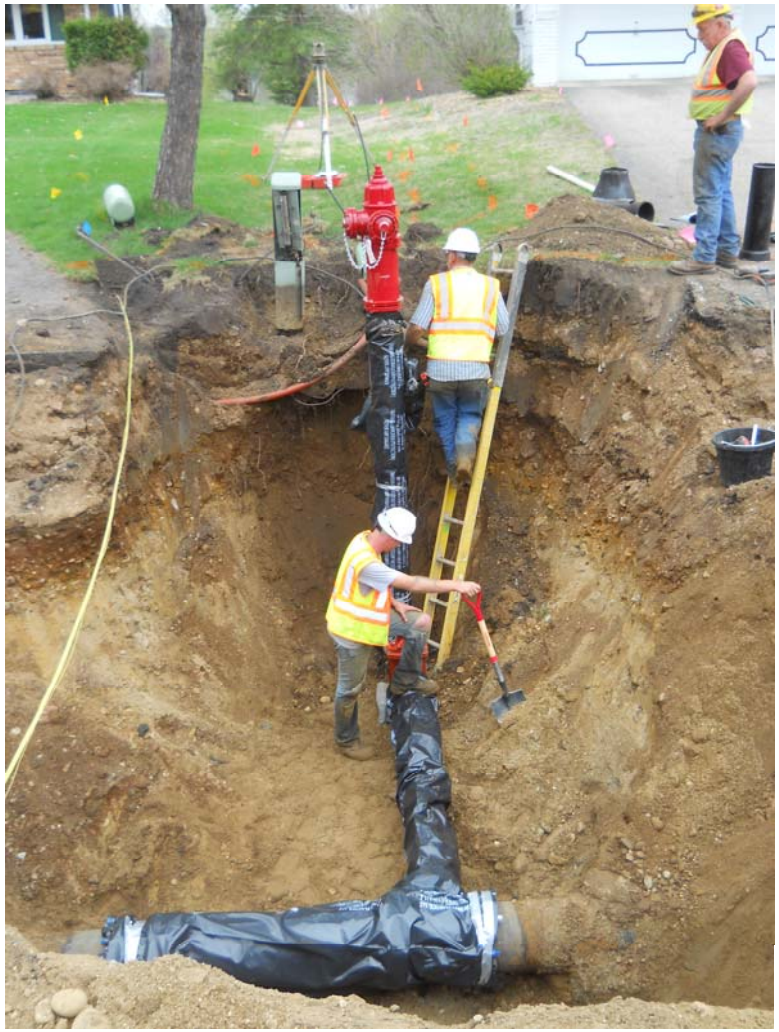
- We will keep you informed.
- You will have opportunities to provide input.
- Private utility work is to be completed before City work.
- We will do our best to minimize inconveniences, but construction does not come without pain points.

What You Can Expect

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

What You Can Expect

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



Property Impacts

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

Providing Input

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

Public Hearing Process

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

* PACS = Pedestrian and Cycle Safety

Communication Tools

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

City Extra

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

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

How to Prepare

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

Contact Us

Email: mail@edinamn.gov

Call: 952-826-0371

Visit: Engineering Department
7450 Metro Blvd.

Thanks for your time!

Questions?

FEASIBILITY STUDY – BA 377

ENGINEERING DEPARTMENT
CITY OF EDINA

STREET IMPROVEMENTS
Valley View Road (MSAS 151) – McCauley Trail to Mark Terrace Drive
September 10, 2014

Appendix F

Sign-In Sheet and Comment Card

PAGE 1

Valley View Road Reconstruction Open House Meeting
Monday, July 7, 2014
Edina Public Works

WSB & Associates, Inc.

NAME	MAILING ADDRESS	TELEPHONE NO.	E-MAIL ADDRESS
1. DM Bryant SR	7136 Valley View Rd	952-941-3116	[illegible]dmb1.yahoo
2. Hannah Tolles	7143 Valley View Rd.	952-946-8985	htolles@gmail.com
3. [illegible] Tolles	"	"	"
4. Kari Jakobe	7149 Valley View	612 5321529	kari.jakobe@gmail.com
5. Wayne Alexander	7028 Sally Lane	612-867-1793	
6. Nick Jakobe	7149 Valley View	612-232-5692	njakobe@hotmail.com
7. Midge Elder	7138 Valley View Rd	952-941-7587	midge821@gmail.com
8. Bob + Judy Darwin	7144 Valley View Rd	952 944-3697	bobandjudydarwin@msn.com
9. LaAnne Speeter	7128 Valley View Rd	612-554-4204	laspeeter@comcast.net
10. Buddy Howell	7135 Valley View Rd	952-857-9686	buddyhowell@hotmail.com

(2)

Valley View Road Reconstruction Open House Meeting
Monday, July 7, 2014
Edina Public Works

WSB & Associates, Inc.

NAME	MAILING ADDRESS	TELEPHONE NO.	E-MAIL ADDRESS
11. Larry & Louise Nesbitt	7132 Valley View Road	952-944-5218	lnesbitt@comcast.net ~~lnesbitt@comcast.net~~
12. Pat Cronan	7146 Valley View Rd.	952-833-0754	patrick.cronan@cpqlo.com
13. Giovanna & Jamie Angelats	7130 Valley View Rd	612-703-1111 (Jamie)	jak3381@yahoo.com
14. Doug & Jill Benner	7025 Sally Lane	952-829-5443	bennerjd@gmail.com
15.			
16.			
17.			
18.			
19.			
20.			

COMMENT CARD

Valley View Road Reconstruction
City of Edina, Minnesota

Open House
July 7, 2014

Name _____ E-mail Address _____

Address _____

City _____ State _____ Zip _____

General Comments:

Still wondering WHY with Bike Lanes we need sidewalks!! I've been walking on Valley View for 43 years — a bike lane would serve the needs

NO SIDEWALKS!! — Certainly not both!!

Signature Midge Elder Date _____

FEASIBILITY STUDY – BA 377

ENGINEERING DEPARTMENT
CITY OF EDINA

STREET IMPROVEMENTS
Valley View Road (MSAS 151) – McCauley Trail to Mark Terrace Drive
September 10, 2014

Appendix G

Follow-up Newsletter

Valley View Road Reconstruction
(McCauley Trail to Mark Terrace Drive)

July 21, 2014

Dear Resident:

We had a very encouraging turnout for the July 7 open house. We appreciated the feedback which is helping to shape the project. Based on your feedback, we are proposing changes to the 5-ft boulevard and the curve near Comanche Court.

Boulevard Treatment

We heard concerns regarding the width of the 5-ft boulevard and the 5-ft sidewalk proposed for the south side of Valley View Road. We prefer a 5-ft boulevard because it creates a buffer between the roadway and pedestrians; however, we could reduce it to 3-ft without minimizing safety. Typically, the boulevard is hydro-seeded but we've found it difficult to grow grass in narrow boulevard areas; on the other hand, daylilies seem to thrive in narrow boulevard areas. Therefore, we are looking at the option of a 3-ft boulevard planted with daylilies. An example of a daylily planted boulevard can be seen on 70th Street, west of West Shore Drive (see Figure 1). The daylilies do not require as much maintenance as grass and the contractor would be responsible for a 3-year maintenance period.

Figure 1. Photo of 70th Street

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

Curve near Comanche Court

As we discussed, the horizontal curve near Comanche Court is substandard based on State Aid standards. The minimum design speed on a State Aid roadway is 30 mph. The existing curve meets a 20 mph design speed. To be eligible for State Aid funding, the roadway must be brought up to the minimum standard or we request a variance for a lower design speed.

After hearing concerns about speed and safety and analyzing the impacts, we believe we can show that anything higher than 20 mph causes undue hardship. We feel a properly signed 20 mph curve with pavement markings will create a safer facility than the one that exists today for the following reasons:

1. Curb and gutter creates a more defined edge to the road and makes it feel narrower. This typically causes motorists to slow down.
2. This area will have advisory speed signs prior to the curve which will help to reduce confusion on appropriate speed.
3. This area will have pavement markings that meet State Aid standards. The pavement markings will help to reduce confusion and create a narrower feel to the roadway thus providing information to motorists on appropriate speed.

A 20 mph design curve will have less impact on the right-of-way than the 25 mph curve that was originally presented.

If you live on the south side of Valley View Road, we would like your feedback about a narrower boulevard with daylilies. Please email Andrew Plowman at aplowman@wsbeng.com or call 763-287-7149. Or, you can email me at cmillner@edinamn.gov or call 952-826-0318. Please include your address on any email correspondence to help us track the comments.

Sincerely,

Chad A. Millner

Chad Millner, P.E.
Director of Engineering

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

FEASIBILITY STUDY – BA 377

ENGINEERING DEPARTMENT
CITY OF EDINA

STREET IMPROVEMENTS
Valley View Road (MSAS 151) – McCauley Trail to Mark Terrace Drive
September 10, 2014

Appendix H

Resident Correspondence

Andrew Plowman

From: Midge Elder <midge821@gmail.com>
Sent: Tuesday, July 22, 2014 4:13 PM
To: Andrew Plowman
Subject: Valley View Rd

Thank you for listening to our concerns re the road project. The narrower boulevard and day lilies are certainly a better option but we remain opposed to the addition of sidewalks. Those of us who have lived here for over 40 years see no good reason for both sidewalks and bike paths, we are greatfull for curbs as our lawns and mailboxes have taken a beating. I walk a small dog every day and will be very happy to have EITHER sidewalks or curbs,but please don't destroy our yards, landscaping and neighborhood by insisting on both. I am the 'house on the curb' and will welcome maintaining a 20 mpr speed limit,hopefully with some enforcement.

Sent from my iPad

Andrew Plowman

From: Chad Millner <cmillner@EdinaMN.gov>
Sent: Friday, August 01, 2014 3:29 PM
To: Andrew Plowman
Subject: 20140728 7141 Valley View Road

Andy,

Please note I had a telephone conversation with the resident at 7141 Valley View Road. They asked about the possibility of landscaping the boulevard instead of day lilies if that is the direction we decide for the project. I stated this may be possible and that we can continue the discussion as the project is developed.

The individual also preferred curbs along the road but doesn't see the need for sidewalks.

Thanks,
Chad

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

Andrew Plowman

From: Chad Millner <cmillner@EdinaMN.gov>
Sent: Friday, August 01, 2014 2:39 PM
To: 'Hannah and Robert'
Cc: Andrew Plowman
Subject: 20140801 7143 VV Rd RE: Valley View Road Reconstruction Project

Thanks for your questions and comments. Please find below answers to your questions.

Thanks,
Chad

Chad Millner, Director of Engineering
952-826-0318 | Fax 952-826-0392
cmillner@EdinaMN.gov | www.EdinaMN.gov
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From: Hannah and Robert [mailto:rtolles@gmail.com]
Sent: Thursday, July 31, 2014 5:05 PM
To: Chad Millner
Subject: Valley View Road Reconstruction Project

Dear Mr. Millner,
After attending the open house and reviewing the presentation, we have a number of questions regarding the Valley View Road project.

- Given the revised plan for boulevards and the varying size of the current road, exactly how much will be taken off of each property along the road?

The letter stated we were looking at alternatives to narrow the boulevards that included day lilies. We are gathering input from residents about this so a final decision has not been made yet. But if we did use that idea, the area needed for the sidewalk and boulevard would be 8-ft from the back of curb (instead of the 10-ft we discussed at the meeting).

- Will more be taken from the south side lots across from the steep hill?

We are trying to balance impacts across both sides the street. Our initial design shows with the sidewalk on the south side, we will be further on the south side right-of-way.

- Why were the 24 mature trees on the south side not listed as a "con" factor for using that right of way for sidewalks and boulevards?

The initial design showed removal of those were NOT needed.

- If these trees have to be removed, who will bear the cost?

If during final design a tree impact is identified we will work with the homeowner on how to provide a new tree or landscaping in the area. The project would bear the cost of any tree removals. We typically do not remove trees as part of our projects.

- We were assured that the city would be responsible for plowing the sidewalks, yet this is not listed anywhere on the city website. In fact, it says that residents are responsible. Please clarify.

Residents are required to plow snow on local streets. This is a state aid designated route and the City clears snow from those routes. I have already discussed this with public works and they agreed.

- What does the intersection of the sidewalks and the driveways look like, especially on sloped lots?

There are many examples of this around Edina. Some examples include School Road, Valley View Road and Concord Ave near Concord Elementary. I can provide others if you have trouble finding comparable sidewalk examples.

- How will the proposed sidewalks deal with the utility manholes in their path?

Utility related items may be relocated or built into the sidewalk. We try to avoid those if possible. We will know more as we complete final design.

- It is our understanding from the oral presentation that sidewalks are not required. Please clarify.

Sidewalks are required per our City planning documents such as our comprehensive plan. This corridor is an important piece of the overall sidewalk network that we are trying to build out when the opportunity during street reconstruction occurs. Ultimately the City Council has the final say at the Public Hearing on what is and is not included in the project.

- Is the traffic data collected broken down by hours?

It depends on the method of measurement that was used.

- What are the plans for improving lighting, if any? How will this impact the final cost?

The survey results for street lighting were split. We are still analyzing the need for this. Our focus for lighting at this point is at intersections and with pedestrians crossing the road. These may be areas of lighting improvements. If lighting is included, the costs are funded by a combination of state aid funds and special assessments.

Thank you for your time.
Bob and Hannah Tolles
7143 Valley View Rd.

Andrew Plowman

From: glenn haller <us029376@mindspring.com>
Sent: Tuesday, August 12, 2014 4:11 PM
To: cmillner@edinamn.gov
Cc: Andrew Plowman
Subject: Re: valley view rd project

On Aug 6, 2014, at 7:46 PM, glenn haller wrote:

> chad:
>
> my name is glenn haller. i reside at 7141 valley view rd. i am opposed to a sidewalk and boulevard. i would prefer a newly paved street with curbs and one bike path that could double as a walkway for pedestrians.
>
> if a sidewalk is absolutely imperative, i would prefer a three foot boulevard rather than a five foot boulevard.
>
> thank you,
>
>
> glenn haller

Andrew Plowman

From: Hannah and Robert <rtolles@gmail.com>
Sent: Wednesday, August 13, 2014 5:29 PM
To: Chad Millner
Cc: Jill Benner; Kari Jakobe; daniel bryant; Midge Elder; Mark K. Nolan; Andrew Plowman
Subject: Re: Valley View Reconstruction

Chad,
The city calendar shows the Transportation Commission meeting for Thursday, the 14th and the 21st.
Hannah Tolles

On Wed, Aug 13, 2014 at 4:53 PM, Chad Millner <cmillner@edinamn.gov> wrote:

Thanks for the input. I have copied our consultant, Andy Plowman and our Transportation Planner Mark Nolan on this e-mail.

FYI – The ETC meets next Thursday, Aug 21.

Thanks,

Chad

Chad Millner, Director of Engineering

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

cmillner@EdinaMN.gov | www.EdinaMN.gov

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From: Hannah and Robert [mailto:rtolles@gmail.com]
Sent: Wednesday, August 13, 2014 4:44 PM
To: Chad Millner
Cc: Jill Benner; Kari Jakobe; daniel bryant; Midge Elder
Subject: Valley View Reconstruction

Chad,

In light of the fact that you are currently working on the final design and that the Transportation Commission meets tomorrow, August 14, here is our input on the draft plan:

- We are opposed to the sidewalk due to its impact and risks to the 24 mature trees on the south side of Valley View caused by root cutting and soil compaction during construction.
- We see no need for a boulevard which significantly impacts property and therefore property values.
- There is no legal reason why walkers and bikers can not share the bike paths.
- There is no need for additional lighting since it would not improve safety and have a negative impact on the environment.

Thank you.

Hannah and Bob Tolles

Andrew Plowman

From: Chad Millner <cmillner@EdinaMN.gov>
Sent: Thursday, August 14, 2014 9:03 AM
To: Mark K. Nolan; Andrew Plowman
Subject: FW: Valley View Reconstruction

Chad Millner, Director of Engineering
952-826-0318 | Fax 952-826-0392
cmillner@EdinaMN.gov | www.EdinaMN.gov
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From: Daniel Bryant [mailto:peepdmb1@yahoo.com]
Sent: Thursday, August 14, 2014 7:23 AM
To: Chad Millner
Subject: Re: Valley View Reconstruction

A side walk to no where. I think the city wants the states money ?
On Aug 13, 2014, at 4:53 PM, Chad Millner <cmillner@EdinaMN.gov> wrote:

Thanks for the input. I have copied our consultant, Andy Plowman and our Transportation Planner Mark Nolan on this e-mail.

FYI – The ETC meets next Thursday, Aug 21.

Thanks,
Chad

<image001.gif>

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

From: Hannah and Robert [mailto:rtolles@gmail.com]
Sent: Wednesday, August 13, 2014 4:44 PM
To: Chad Millner
Cc: Jill Benner; Kari Jakobe; daniel bryant; Midge Elder
Subject: Valley View Reconstruction

Chad,
In light of the fact that you are currently working on the final design and that the Transportation Commission meets tomorrow, August 14, here is our input on the draft plan:

- We are opposed to the sidewalk due to its impact and risks to the 24 mature trees on the south side of Valley View caused by root cutting and soil compaction during construction.
- We see no need for a boulevard which significantly impacts property and therefore property values.
- There is no legal reason why walkers and bikers can not share the bike paths.
- There is no need for additional lighting since it would not improve safety and have a negative impact on the environment.

Thank you.
Hannah and Bob Tolles

Andrew Plowman

From: Chad Millner <cmillner@EdinaMN.gov>
Sent: Friday, August 15, 2014 12:58 PM
To: 'Jill Benner'
Cc: Andrew Plowman
Subject: RE: Valley View Road Reconstruction

Benner's,

Thanks for the comments. We appreciate the feedback. I have copied our consultant on this e-mail so we can note the drainage pipe.

In regards to a few of your comments, we do not intend to remove any trees. If there is a specific utility related or project related issue that we cannot find an alternate solution, we will work directly with that property owner to replace the tree. We very rarely remove trees during construction. And we never remove them without discussion with the property owner.

As we discussed at the neighborhood meeting, we look at the project within the City wide network for transportation options. We reference our comprehensive plan for transportation facilities that were identified as important to the community groups and council that developed that plan. All input is welcome and we will make a recommendation to the council at a public hearing later this fall/winter.

Traffic counts are measured using a traffic counter machine. Tubes are installed across the roadway to count vehicles as they travel over the tubes. Valley View is a State Aid road so we are required to measure traffic every 4-years on that road.

Our tentative schedule going forward is the following. Receive comments from the Edina Transportation Commission on August 21. Use those comments and resident comments to complete our preliminary design. Notify residents of the preliminary design that will be presented to the council. Submit the study to council for their review prior to the public hearing. The council will conduct the public hearing and determine the exact scope of the project. Input can always be sent to me or the council via e-mail or letter. During the public hearing, you have the opportunity to speak for 3 minutes concerning the project.

Thanks,
Chad

Chad Millner, Director of Engineering
952-826-0318 | Fax 952-826-0392
cmillner@EdinaMN.gov | www.EdinaMN.gov
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-----Original Message-----
From: Jill Benner [mailto:bennerjd@gmail.com]
Sent: Thursday, August 14, 2014 3:02 PM
To: Chad Millner
Subject: Valley View Road Reconstruction

Mr. Millner: We have a low spot in our back yard (and under our deck) that has a simple drainage system (PVC Pipe) underground. It runs from our back yard to the south side of our property and drains out onto Valley View Rd. It does not produce noticeable standing water on the road, but never- the- less, we wanted you to be aware of the pipes for

road construction purposes. Not to have this system would most likely create water a issue for our property, and possibly adjoining properties.

With respect to the preliminary plan presented to residents on July 7, we are only in favor of curb, gutter and necessary sewer upgrades.

We are not in favor of a sidewalk on either side, nor are we in favor of a dedicated bike lane. A dedicated bike lane would be more appropriate on Hillary Lane/Braemar Blvd connecting to the bike lane on Cahill. It should continue around the golf course on Braemar Blvd to Ikola to access the golf dome/arena/ sports dome through city owned property and connect with businesses on the other side of HWY 169 via the frontage road and McCauley Trail. This should be the same route that golfers would arrive at Braemar Golf Course rather than routing all this traffic through our residential neighborhood. It would also decrease commuter traffic from Bloomington and Richfield from cutting through our residential neighborhood and would greatly calm traffic on this portion of Valley View where the homes are so close to the street.

"Share the road" bike painting on the pavement would suffice for Valley View from McCauley Trail to Hillary Lane. It makes more sense to have a dedicated bike lane on Valley View only from Antrim/Tracy west to the curve that dips down (to the possible new round about) to Hillary Lane/Braemar Blvd. Valley View is wider from Mark Terrace east to Gleason and could more easily accommodate a dedicated bike lane. Additionally, most walkers and bikers to the middle and high school come from Mark Terrace and east up to Gleason and not from Indian Trails.

We are not in favor of any plan that removes trees and privacy screening from Valley View Road.

Please clarify (and be specific) the methodology you used to arrive at the car count of 2500 per day.

As you continue to develop a plan for this road, we would appreciate that you consider options that would preserve property values, the environment, characteristics of our neighborhood, and those which express the desires of the residents who live here. Please communicate the complete process for developing a final plan, including the timeline to public hearing, and make every effort to meet with and engage Valley View residents in the process leading up to the public hearing.

Thank you,
Doug and Jill Benner
7025 Sally Lane

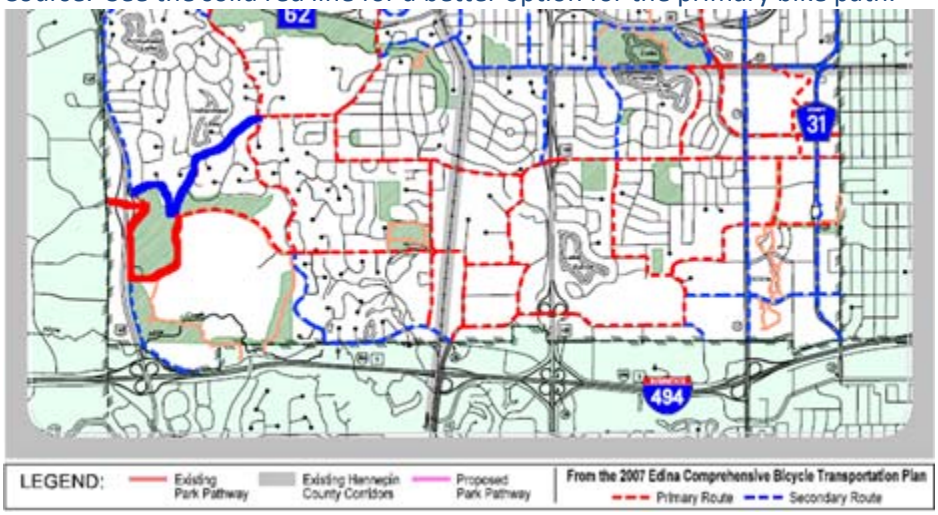
Andrew Plowman

From: Kari Jakobe <kari.jakobe@milliman.com>
Sent: Thursday, August 21, 2014 8:19 AM
To: Chad Millner (cmillner@EdinaMN.gov) (cmillner@EdinaMN.gov); Andrew Plowman
Subject: FW: Valley View Reconstruction

Good Morning,

After reviewing the original and then updated proposed plan for Valley View I would like to offer feedback.

We do not need a designated bike path. There is no need to designate a primary bike path through a residential neighborhood when you can instead designate the frontage and property surrounding Braemar Ice Arena and Golf Course. See the solid red line for a better option for the primary bike path.



Even as the mother of 2 young children I would also like to say that we do not need a sidewalk. I am more worried about increased commuter traffic than anything. Instead of a boulevard and sidewalk which would consume up to 10 feet of my already shallow front yard (we live on the south side) you could paint a shoulder on one side of the road similar to what is currently in place on Hillary Lane (the section of Hillary Lance closest to the Valley View turn off). This won't interfere with plows, won't cause the need to shovel by residents or maintain more sidewalk by the city and would have a minimal impact on the width of the road.

The boulevard is unnecessary and only makes the sting of losing use of my property more painful. If there has to be a sidewalk, please put it next to the curb.

I do appreciate that the city has a plan and is eager to make changes that the council views as improvements. The addition of curb, gutters and any necessary sewer repair is welcome.
I hope you'll consider the above feedback and suggestions from someone who lives on Valley View.

Thank you,

Kari and Nick Jakobe
7149 Valley View

Kari N Jakobe, CPC, ERPA | Principal | kari.jakobe@milliman.com
Milliman | 8500 Normandale Lake Blvd. | Suite 1850 | Minneapolis, MN 55437-3830 | USA
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****

Andrew Plowman

From: Chad Millner <cmillner@EdinaMN.gov>
Sent: Monday, August 25, 2014 9:47 AM
To: 'Kari Jakobe'; Andrew Plowman
Subject: RE: Valley View Reconstruction

Kari,

Thanks for taking the time to comment on the project. We continue to review the project and input to determine the design that meets the needs of the project area.

Thanks,
Chad

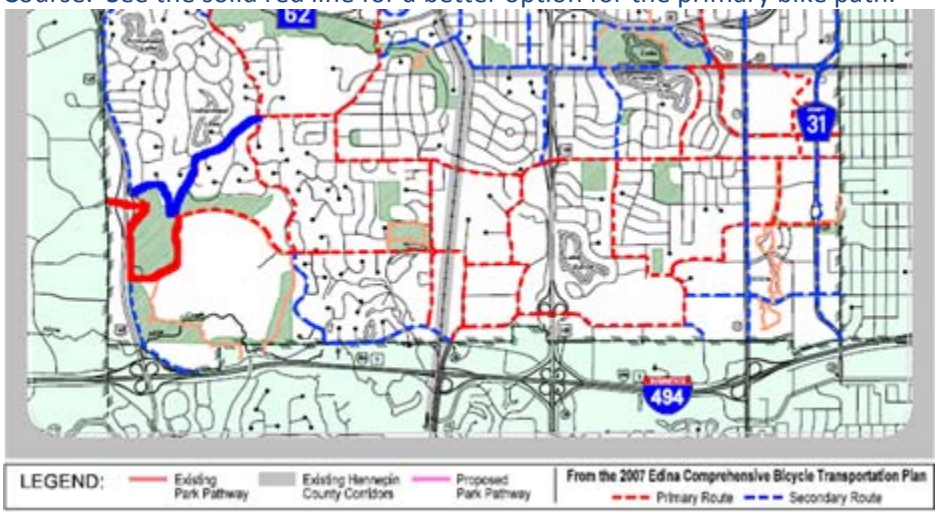
Chad Millner, Director of Engineering
952-826-0318 | Fax 952-826-0392
cmillner@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: Kari Jakobe [mailto:kari.jakobe@milliman.com]
Sent: Thursday, August 21, 2014 8:19 AM
To: Chad Millner; APlowman@wsbeng.com
Subject: FW: Valley View Reconstruction

Good Morning,

After reviewing the original and then updated proposed plan for Valley View I would like to offer feedback.

We do not need a designated bike path. There is no need to designate a primary bike path through a residential neighborhood when you can instead designate the frontage and property surrounding Braemar Ice Arena and Golf Course. See the solid red line for a better option for the primary bike path.



Even as the mother of 2 young children I would also like to say that we do not need a sidewalk. I am more worried about increased commuter traffic than anything. Instead of a boulevard and sidewalk which would consume up to 10 feet of my already shallow front yard (we live on the south side) you could paint a shoulder on one side of the road similar to what is currently in place on Hillary Lane (the section of Hillary Lance closest to the Valley View turn off). This

won't interfere with plows, won't cause the need to shovel by residents or maintain more sidewalk by the city and would have a minimal impact on the width of the road.

The boulevard is unnecessary and only makes the sting of losing use of my property more painful. If there has to be a sidewalk, please put it next to the curb.

I do appreciate that the city has a plan and is eager to make changes that the council views as improvements. The addition of curb, gutters and any necessary sewer repair is welcome.
I hope you'll consider the above feedback and suggestions from someone who lives on Valley View.

Thank you,

Kari and Nick Jakobe
7149 Valley View

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****

Andrew Plowman

From: Andrew Plowman
Sent: Monday, September 08, 2014 11:32 AM
To: 'Kari Jakobe'
Subject: RE: Valley View (McCauley Trail to Mark Terrace Drive)
Attachments: 7149r.pdf

Kari,

Regarding your last comment, I think the line you may be seeing is the R/W line. I have actually circled the proposed sidewalk, which is 10'-13' away from the locust and ash trees, respectively. The roadway right of way splits between the two trees.

If I am not interpreting your comment correctly, please let me know.

From: Kari Jakobe [mailto:kari.jakobe@milliman.com]
Sent: Monday, September 08, 2014 11:24 AM
To: Andrew Plowman
Subject: RE: Valley View (McCauley Trail to Mark Terrace Drive)

Thank you so much for your time on this today.

It's great to hear our Locust and Ash won't be disturbed. I am assuming that the sidewalk would adjust for these two trees even though the drawing shows otherwise.

Kari N Jakobe, CPC, ERPA | Principal | kari.jakobe@milliman.com
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From: Andrew Plowman [mailto:APlowman@wsbeng.com]
Sent: Monday, September 08, 2014 11:14 AM
To: Kari Jakobe
Cc: Chad Millner (cmillner@EdinaMN.gov)
Subject: RE: Valley View (McCauley Trail to Mark Terrace Drive)

Kari,

I do have some information regarding your site. The sidewalk will be ~8' from the current edge of pavement near your house. Basically, it is the area we need to put in the sidewalk.

The large locust and ash trees will definitely not be an issue. The area where the pine trees come out may need to be removed, and that could be mostly from how we outlet a pipe near the existing box culvert, just west of your house. There will be another memo coming out regarding the proposed storm sewer improvements. In general, there are significant drainage issues at Sally Lane and Pauite Pass. We are analyzing what to do, and one of those options is to place a larger pipe and direct it down to where it currently outlets near the box culvert. In addition, we don't want the trees to overhang onto the sidewalk, so some of those near the edge may need to come out or at least trimmed.

Regarding trees that are removed, the City has replaced trees that are removed in past projects. I would imagine that would be the case with this project as well.

Let me know if you have additional questions.

Thank you,
Andy

Andrew Plowman, PE
Transportation Project Manager
d: 763-287-7149 | c: 612-360-1311
WSB & Associates, Inc. | 701 Xenia Avenue South, Suite 300 | Minneapolis, MN 55416

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From: Kari Jakobe [mailto:kari.jakobe@milliman.com]
Sent: Monday, September 08, 2014 9:33 AM
To: Andrew Plowman
Subject: RE: Valley View (McCauley Trail to Mark Terrace Drive)

Do you have information on how much from each property will be consumed with this proposal by any chance?

The road is under 30' wide by my house currently, the property across the street drops down in a hill so I'm curious how much of the space will be taken from my yard. I do have some mature trees near the edge.

7149 Valley View

Thank you,

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From: Andrew Plowman [mailto:APlowman@wsbeng.com]
Sent: Monday, September 08, 2014 9:20 AM
To: Kari Jakobe
Subject: RE: Valley View (McCauley Trail to Mark Terrace Drive)

Kari,

The bike path is still in the plan, the brown section is the bike path. It accidentally was dropped from the legend, thank you for alerting me to that.

The total width of the improvements is 40', comprised of 2 – 11' thru lane, 2-5' bike lanes, 1-3' Boulevard, 1-5' sidewalk.

Andrew Plowman, PE
Transportation Project Manager
d: 763-287-7149 | c: 612-360-1311
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From: Kari Jakobe [mailto:kari.jakobe@milliman.com]
Sent: Monday, September 08, 2014 9:15 AM
To: Andrew Plowman
Subject: Valley View (McCauley Trail to Mark Terrace Drive)

Good Morning,

Thank you for the updated plan for our roadway. Can you please clarify for me the following?

1. I noticed the legend doesn't have a code for a bike path, has that been scratched from the plan?
2. What is the total width? Roadway, landscaping and sidewalk?

Thank you for your time.

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FEASIBILITY STUDY – BA 377

ENGINEERING DEPARTMENT
CITY OF EDINA

STREET IMPROVEMENTS
Valley View Road (MSAS 151) – McCauley Trail to Mark Terrace Drive
September 10, 2014

Appendix I

Crash Data

Valley View Road between Commanche Ct and Braemer Blvd (2009-2013)							
		2009	2010	2011	2012	2013	Total
Severity	K - Fatal	0	0	0	0	0	**0**
	A - Incapacitating Injury	0	0	0	0	0	**0**
	B - Non-Incapacitating Injury	0	0	0	0	0	**0**
	C - Possible Injury	0	0	0	0	0	**0**
	N - Property Damage Only	0	1	0	0	0	**1**
	Total	**0**	**1**	**0**	**0**	**0**	**1**
Diagram	07 - Ran Off Road - Right Side	0	1	0	0	0	**1**
	Total	**0**	**1**	**0**	**0**	**0**	**1**
Type	30 - Collision with Tree/Shrubbery	0	1	0	0	0	**1**
	Total	**0**	**1**	**0**	**0**	**0**	**1**

FEASIBILITY STUDY – BA 377

ENGINEERING DEPARTMENT
CITY OF EDINA

STREET IMPROVEMENTS
Valley View Road (MSAS 151) – McCauley Trail to Mark Terrace Drive
September 10, 2014

Appendix J

Lighting Newsletter and Questionnaire

Valley View Road Reconstruction
(McCauley Trail to Mark Terrace Drive)

September 4, 2014

Dear Resident:

We are continuing to work through the design components for the Valley View Road Reconstruction project to begin next year. Thank you for all your input and we look forward to your responses related to the enclosed questionnaire.

We have reviewed your input, input from the Edina Transportation Commission and facility planning documents within the Comprehensive Plan in regards to the preliminary sidewalk along the south side of Valley View Road. Based on those and considering impacts of construction, we will be recommending a 5-foot sidewalk with a 3-foot boulevard and day lilies to the City Council for consideration at the public improvement hearing. A specific date has not been determined yet but you will be notified when it is.

We received feedback from a majority of those that completed the questionnaire that the existing lighting levels along the corridor were considered inadequate and upgrading the lighting was preferred. In addition, we received suggestions from the Edina Transportation Commission that lighting improvements should be accommodated with this design.

Lighting is already proposed at the roundabout at Braemar Boulevard and Mark Terrace Drive. Additional decorative lights would be placed along the sidewalk on the south side of the roadway. We believe this lighting is important to provide pedestrians added safety for navigation along the sidewalk. Attached is a conceptual plan of where the lights may be placed. In general, the lighting would be placed at 200-foot intervals and at pedestrian crossings. All decorative lighting fixtures are downward facing and can be shielded from diffusing light towards residential properties.

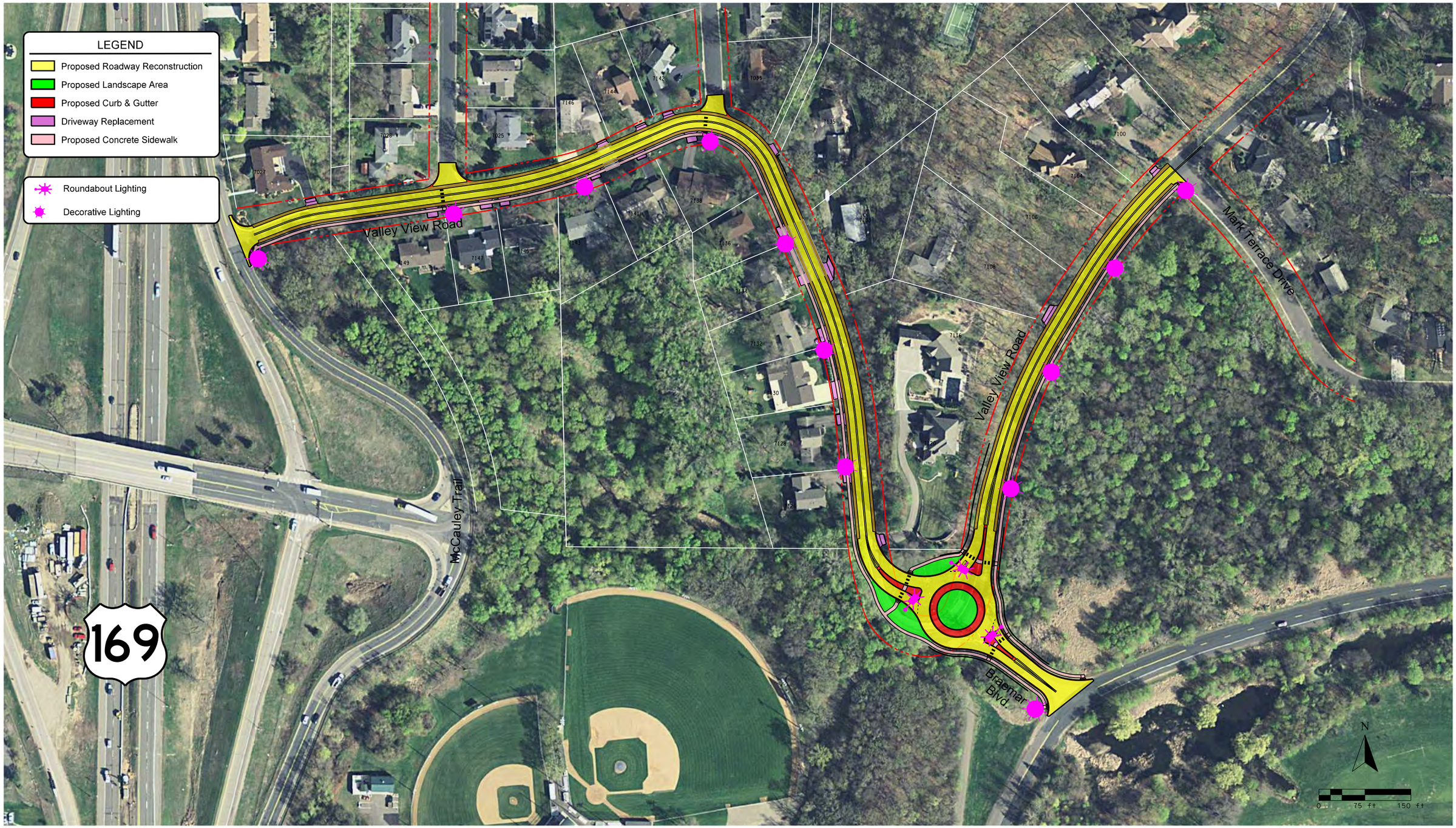
Please feel free to email Andrew Plowman at aplowman@wsbeng.com or call at 763-287-7149. Or, you can email me at cmillner@edinamn.gov or call at 952-826-0318. Please include your street address on any email correspondence to help us track the comments.

Sincerely,

Chad A. Millner

Chad Millner, P.E.
Director of Engineering

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



Valley View Road Improvements

City of Edina, Minnesota

Lighting Layout

September 2, 2014

Date Printed: 9/2/2014
WSB Filename: K:\0686-560\Cad\Exhibits\V686-56 Project MapLighting.dgn

Resident Questionnaire
Valley View Road Reconstruction
Lighting Preferences

Please do not answer these questions until after you have read the entire newsletter. Please complete and return this survey by **September 12**, using the self-addressed stamped-envelope.

Which pedestrian lighting style do you prefer? Please check the 2 most appealing luminaire styles.

Washington Acorn

❒

Arlington Lantern

❒

Postop Lantern

❒

Coach Lantern

❒

FEASIBILITY STUDY – BA 377

ENGINEERING DEPARTMENT
CITY OF EDINA

STREET IMPROVEMENTS
Valley View Road (MSAS 151) – McCauley Trail to Mark Terrace Drive
September 10, 2014

Appendix K

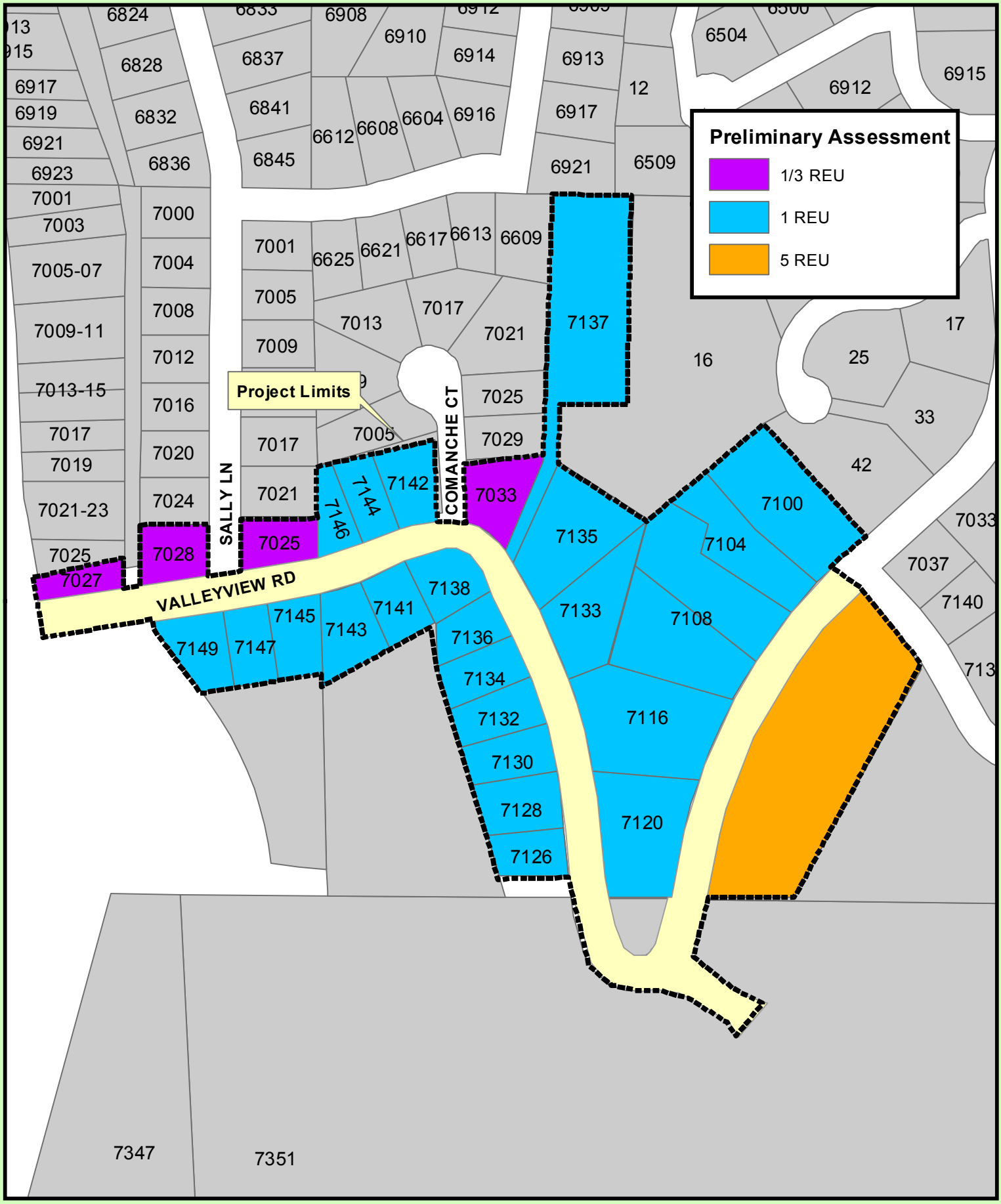
Preliminary Assessment Roll and Map

Pending Assessment Roll
Valley View Road (BA-377)

	Street	PID	House No.	Owner	Assessable REU	Assessment Amount
	Comanche Court					
1		0711621210044	7033	Katherine Fochler	0.33	$ 2,475.00
	McCauley Trail S					
2		0711621220047	7027	Derrell & Carol Deming	0.33	$ 2,475.00
	Sally Lane					
3		0711621220016	7025	Douglas & Jill Benner	0.33	$ 2,475.00
4		0711621220024	7028	Wayne Alexander	0.33	$ 2,475.00
	Valley View Road					
5		0711621210049	7100	Katherine Cross-Berard & William Berard	1	$ 7,500.00
6		0711621210067	7104	Charles Kim & Jocelin Huang	1	$ 7,500.00
7		0711621210066	7106*	Elmer Salovich	1	$ 7,500.00
8		0711621210065	7108	John & Alexandra Demello*	1	$ 7,500.00
9		0711621210063	7116	Clayton Schwerin	1	$ 7,500.00
10		0711621210064	7120	Gregory & Susan Konezny	1	$ 7,500.00
11		0711621210031	7126	Jason Suby	1	$ 7,500.00
12		0711621210029	7128	Lucille Speeter-Belden	1	$ 7,500.00
13		0711621210028	7130	Giovanna Angelats & Jamie Konopacky	1	$ 7,500.00
14		0711621210027	7132	Larry & H Louise Nesbitt	1	$ 7,500.00
15		0711621210047	7133	Lyubov & Edward Yamnik	1	$ 7,500.00
16		0711621210026	7134	Basu Hurkadi	1	$ 7,500.00
17		0711621210046	7135	Buddy & Marjorie Howell	1	$ 7,500.00
18		0711621210025	7136	Daniel & Chrys Bryant	1	$ 7,500.00
19		0711621210045	7137	James Fingerman & Elizabeth Williams	1	$ 7,500.00
20		0711621210024	7138	Dennis & Margaret Elder	1	$ 7,500.00
21		0711621210023	7141	Glenn Haller	1	$ 7,500.00
22		0711621210008	7142	Neil & Lorraine Potts	1	$ 7,500.00
23		0711621210022	7143	Robert & Hannah Tolles	1	$ 7,500.00
24		0711621210007	7144	Robert & Judith Darwin	1	$ 7,500.00
25		0711621220008	7145	Alexander Lucas & Christa Canakes	1	$ 7,500.00
26		0711621210006	7146	Patrick Cronan	1	$ 7,500.00
27		0711621220007	7147	Gregory & Mary Hirsch	1	$ 7,500.00
28		0711621220006	7149	Nicholas & Kari Jakobe	1	$ 7,500.00
29		0711621210039	-	City of Edina - Braemar Golf Course**	5	$ 37,500.00
			TOTAL		**30.32**	**$ 227,400.00**

*Mailing address is 12 Overholt Pass, 55439
**0711621130001 is the secondary PID; for assessing purposes, only the primary PID is used.

Preliminary Assessable Roadway Cost	**$**	**1,137,000.00**
Total Assessment REU		**30.32**
Assessment Cost (Non-State Aid)	**$**	**227,400.00**
Cost Per REU	**$**	**7,500.00**



Preliminary Assessments
Valley View Road Neighborhood Roadway Reconstruction
Improvement No: BA-377

N
W E
S

Engineering Dept
September, 2014

FEASIBILITY STUDY – BA 377

ENGINEERING DEPARTMENT
CITY OF EDINA

STREET IMPROVEMENTS
Valley View Road (MSAS 151) – McCauley Trail to Mark Terrace Drive
September 10, 2014

Appendix L

Fire Truck Turning Movements at Proposed Roundabout

Valley View Road Improvements

City of Edina, Minnesota

Valley View Road and Braemar Boulevard Roundabout-Turning Movements

September 30, 2014

Date Printed: 9/28/2014
WSB Filename: K:\0686-560\Cad\Exhibits\1686-56 Project MapR4ITM.dgn