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2025 Street Reconstruction Public Hearings

Public Improvement Hearing

December 9, 2024

EdinaMN.gov

Agenda

- Thank You – Residents, Council, and Staff
- Infrastructure Replacement
- Multimodal Information Sharing
- Presidents A & B



Blake Road Fall 2023

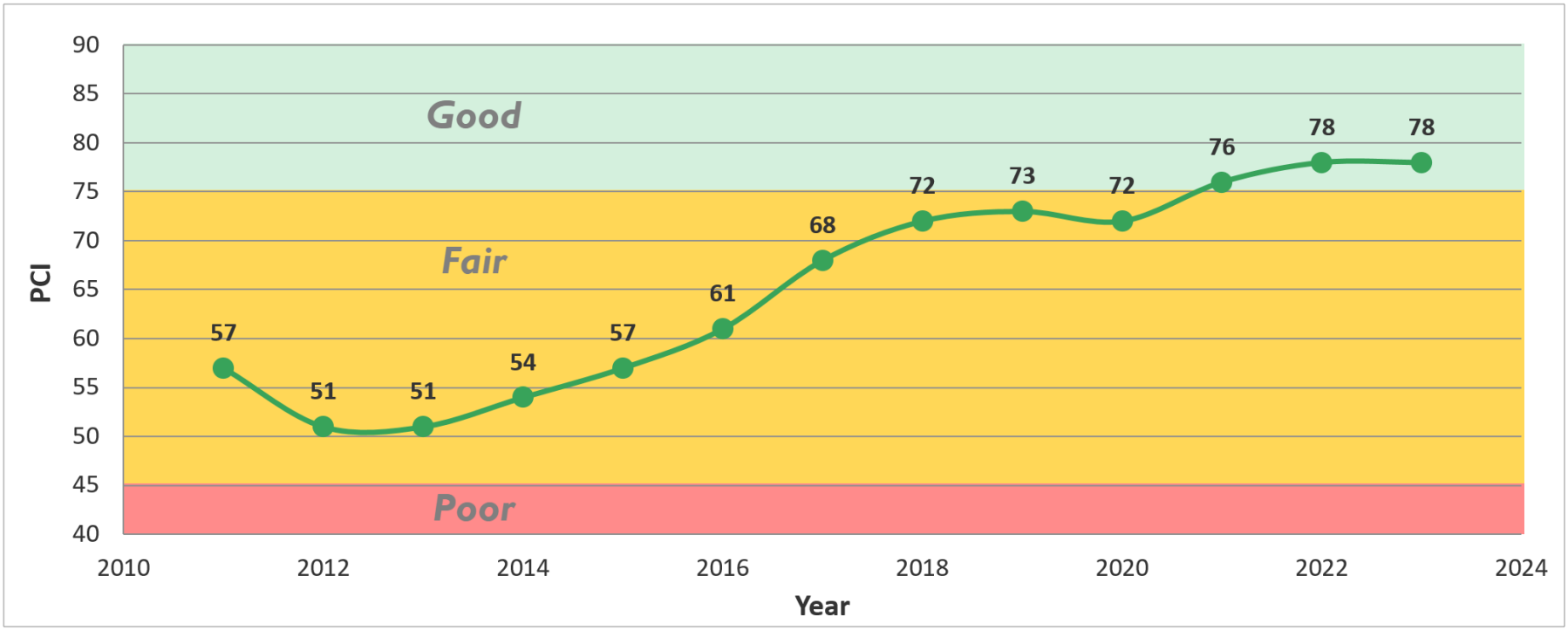
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Infrastructure Spending



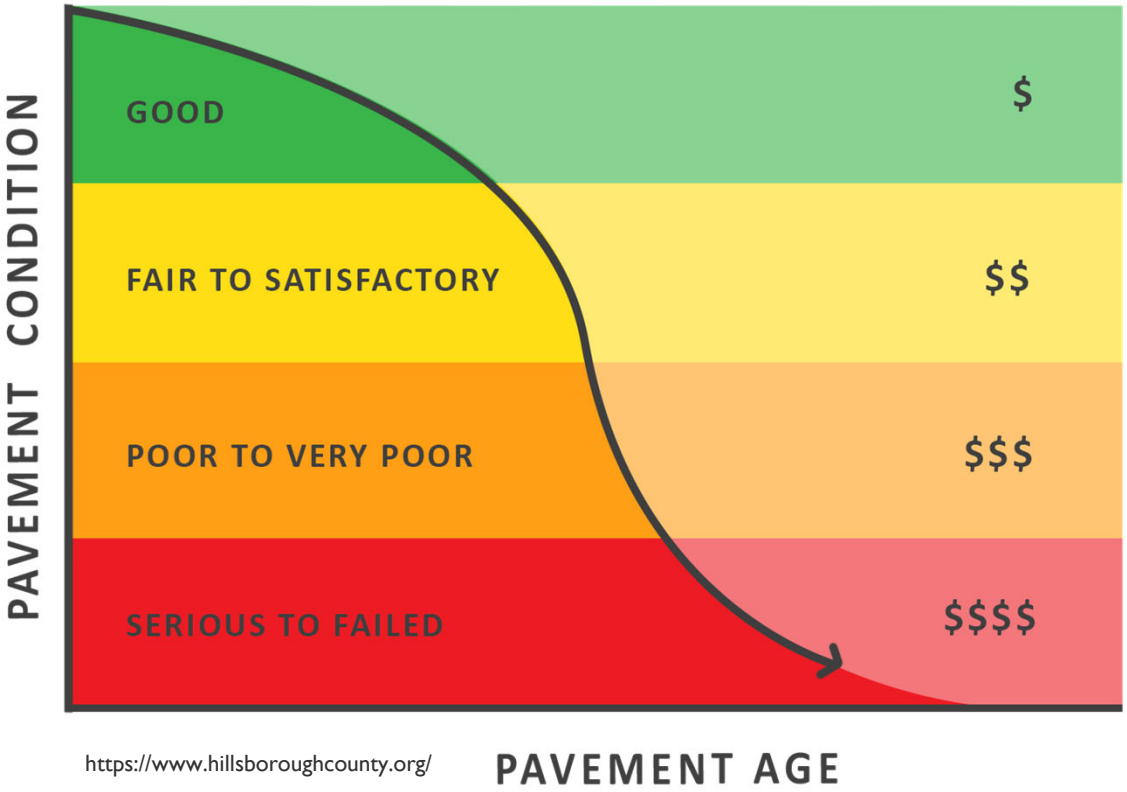
- Budget Work Plan – Pillar #1 Strong Foundation
  - **Infrastructure meets community needs now and in the future**
- Multi-Modal Transportation Network – Roads, Sidewalks, Bicycle Facilities, Mass Transit
- Clean & Safe Drinking Water – Water Treatment Plants, Distribution Networks.
- Sanitation – Sanitary Sewer, Wastewater
- Flood Protection - Storm Sewer, Lakes, Ponds

Pavement Condition Index - Citywide



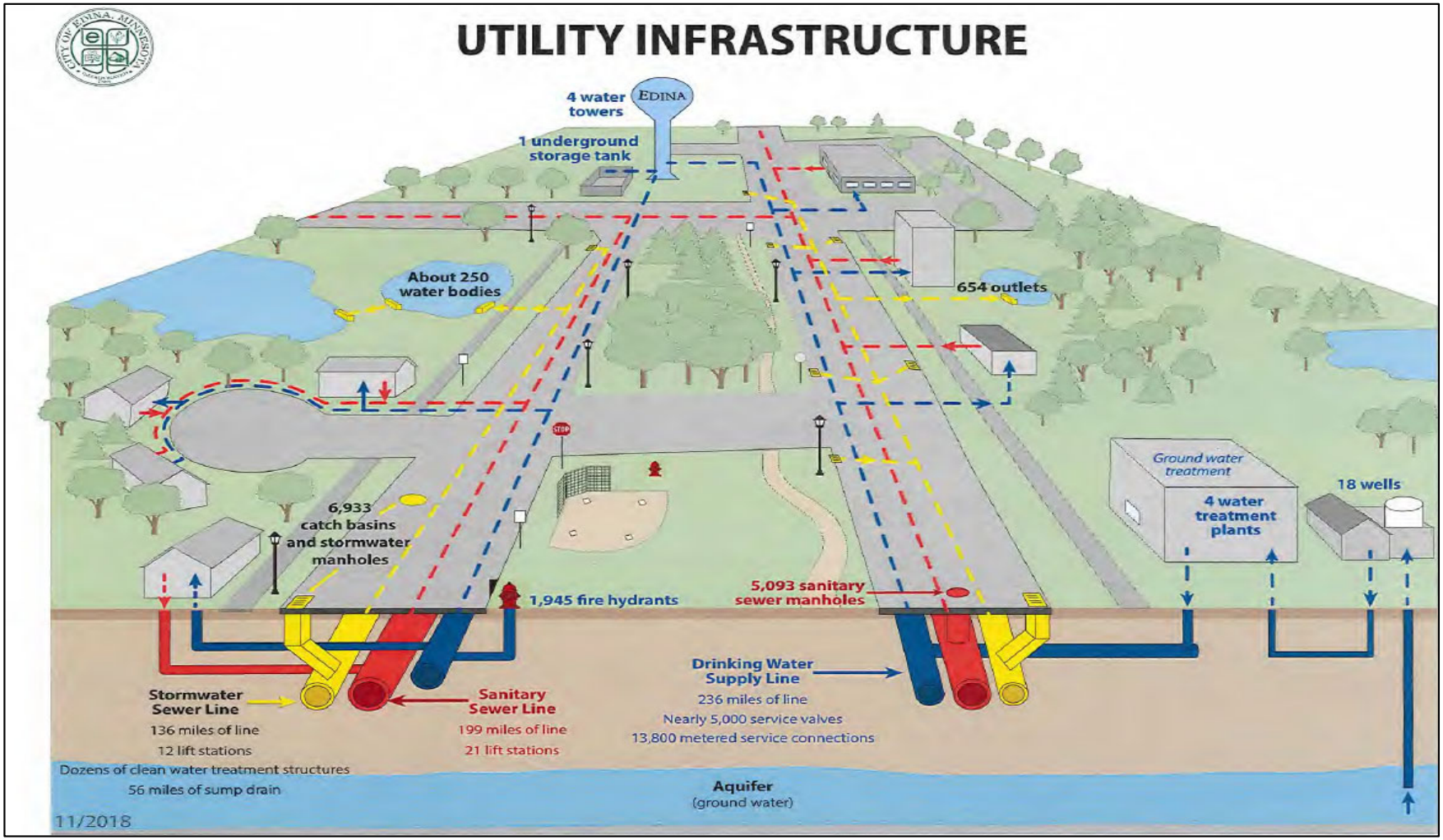
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Pavement Condition Index

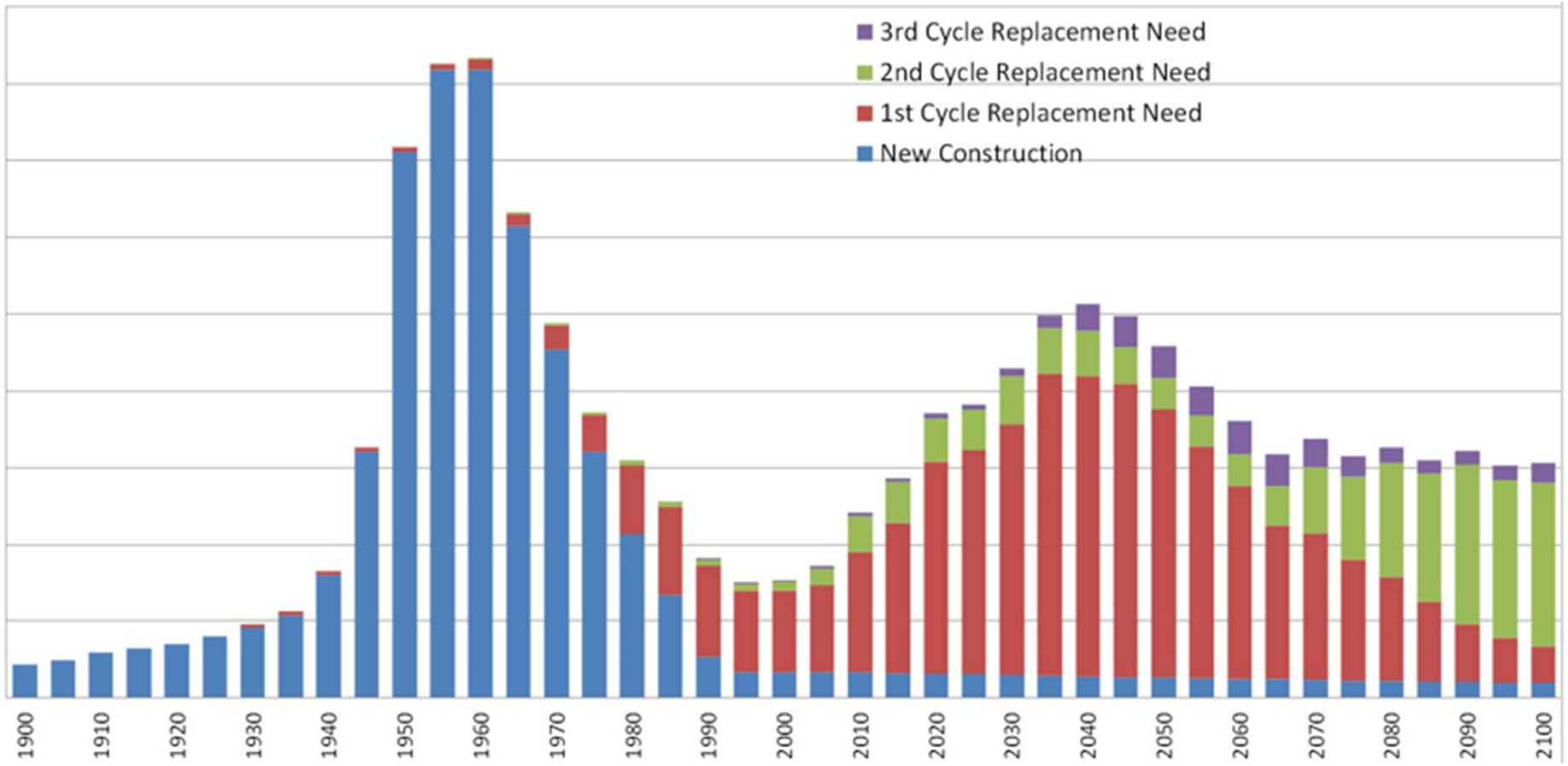


https://www.hillsboroughcounty.org/

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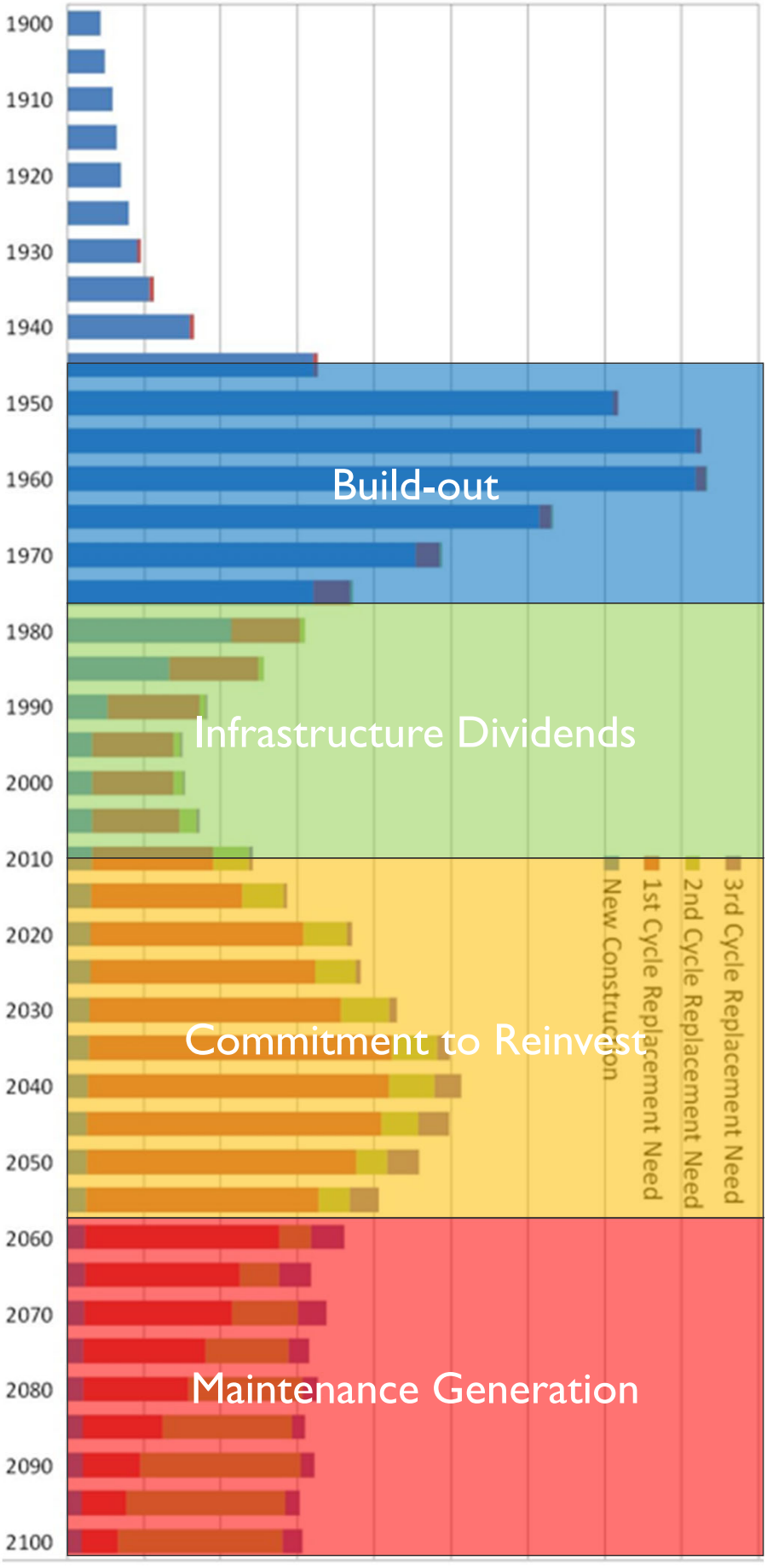


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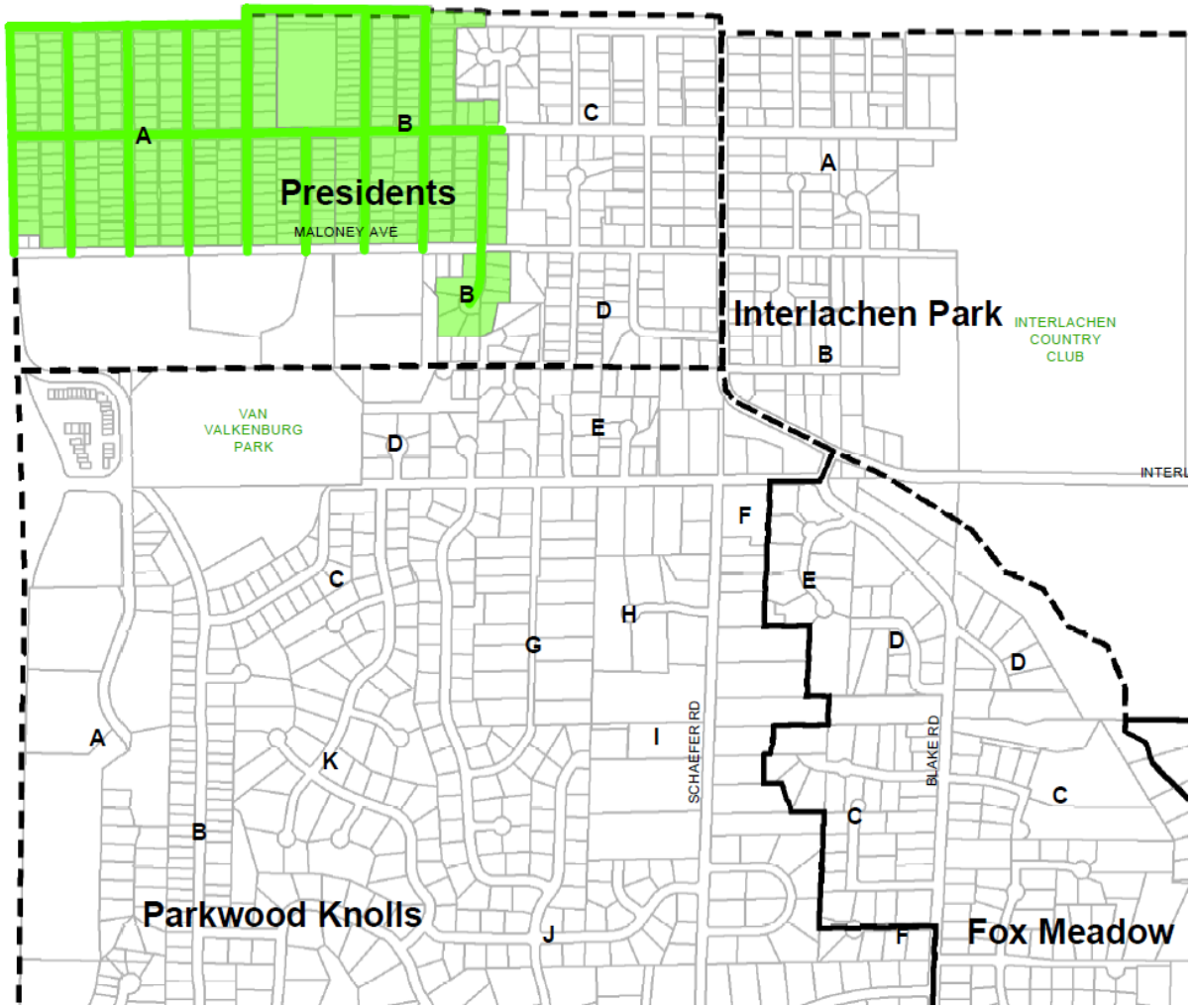
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2025 Project Area

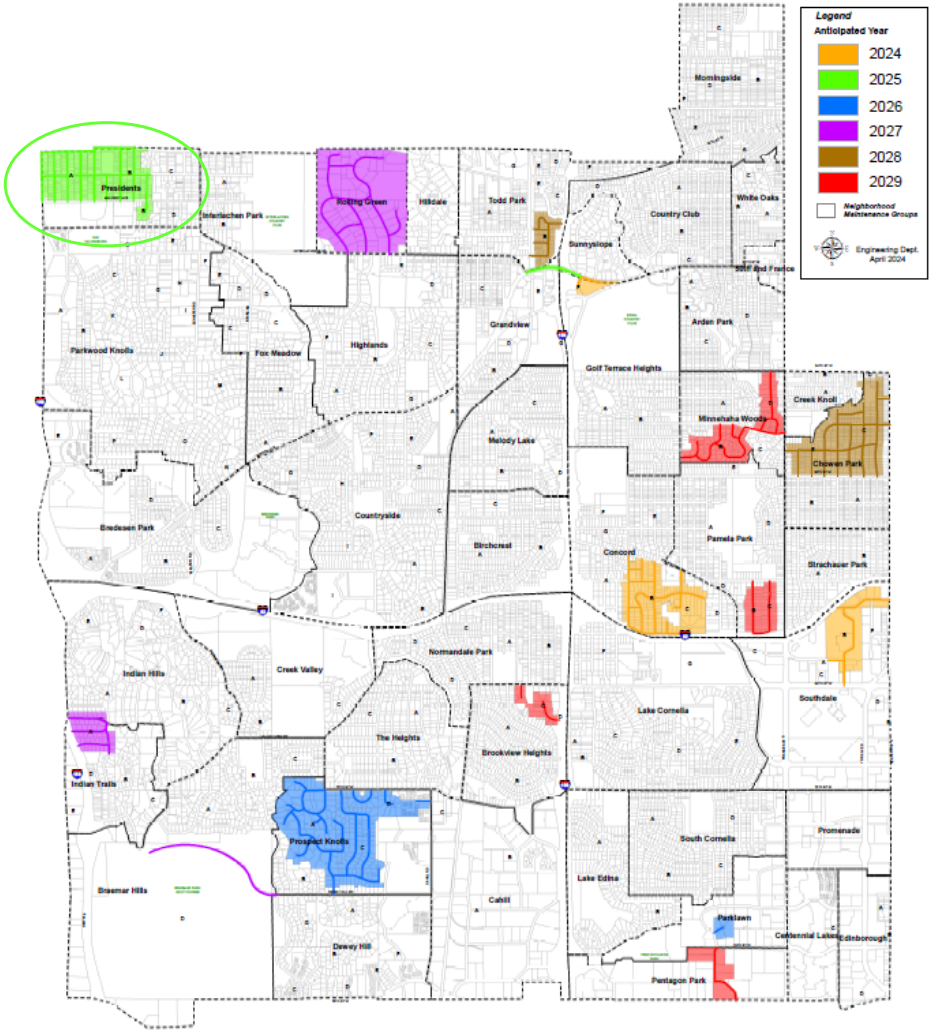
- Presidents A/B
  - Local Streets
  - 301 Properties



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Why My Street?

- Streets grouped into neighborhoods
  - Maximizes economics of scale
  - Extends pavement life
- Proactive Pavement Management Program
- Prioritized based on;
  - Pavement condition
  - Underground utility information
  - Bike and ped system needs & gaps



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Strategic Guidance

Approved Plans

- Comprehensive Plan
- Race and Equity Plan
- Climate Action Plan
- Living Streets Plan
- Pedestrian and Bicycle Master Plan
- Active Routes to School Plan

Budget Pillars



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Guiding Objectives



Provide connectivity for everyday uses





Encourage alternative transportation

Meet the needs of all users and abilities





Improve safety and comfort

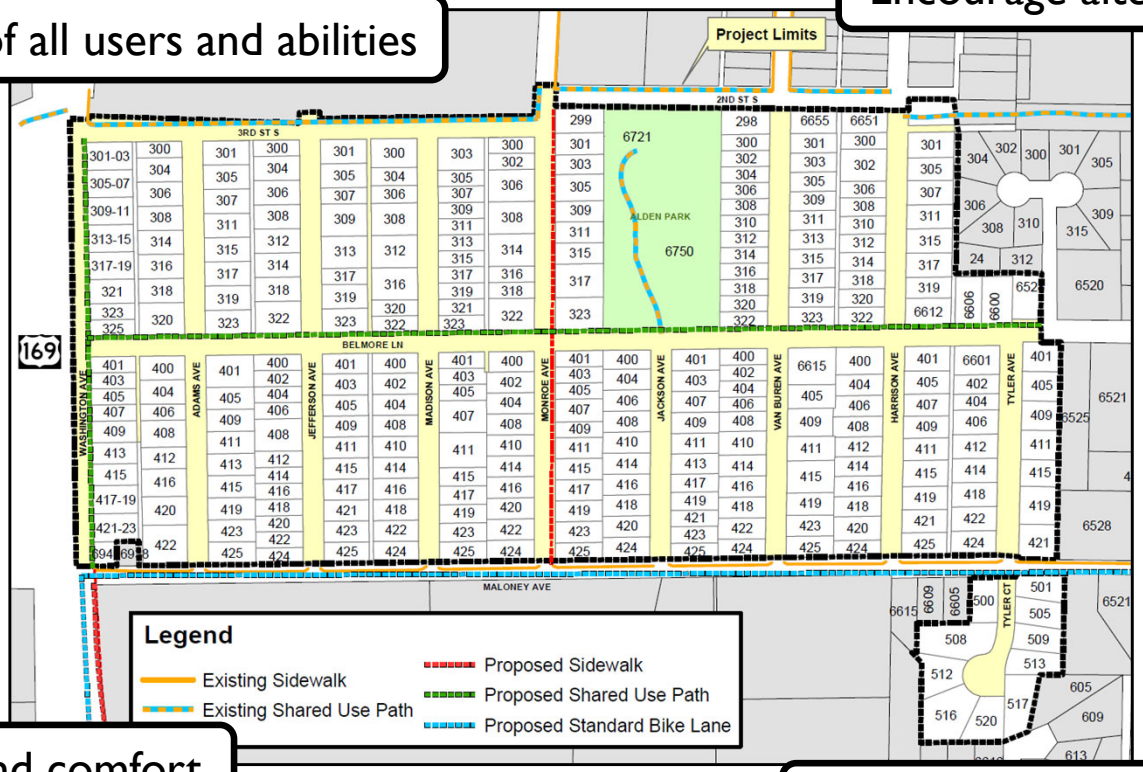


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Proposed Improvements

Meet the needs of all users and abilities

Encourage alternative transportation



Strong Foundation

Reliable Service

Livable City

Better Together

Improve safety and comfort

Provide connectivity for everyday uses

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Presidents A and B
Neighborhood Roadway Reconstruction
BA-466 and A-293

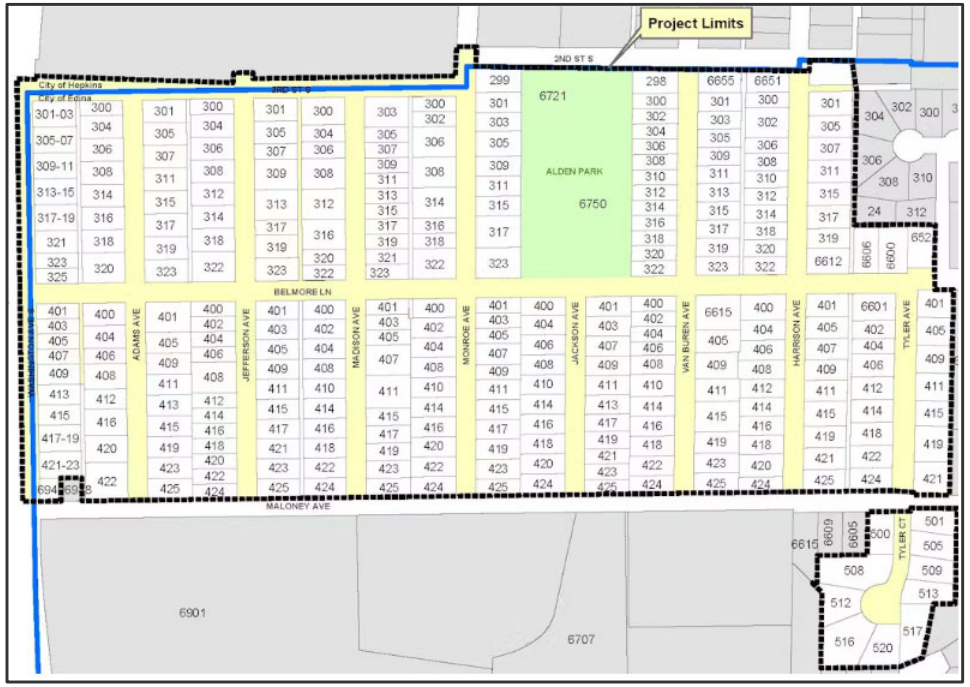
Public Improvement Hearing

December 9, 2024

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Project Details – Presidents A and B

- 301 properties (293.6 REUs)
- 2.75 miles of road
- 35,250 square yards of street pavement
- 2nd Street, Maloney Avenue are not included



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Proposed Watermain Improvements

- Replace watermain and water services project wide
- Replace hydrants and gate valves project wide
- Verify appropriate hydrant spacing and add hydrants if needed to meet public safety standards
- Paid for under watermain fund

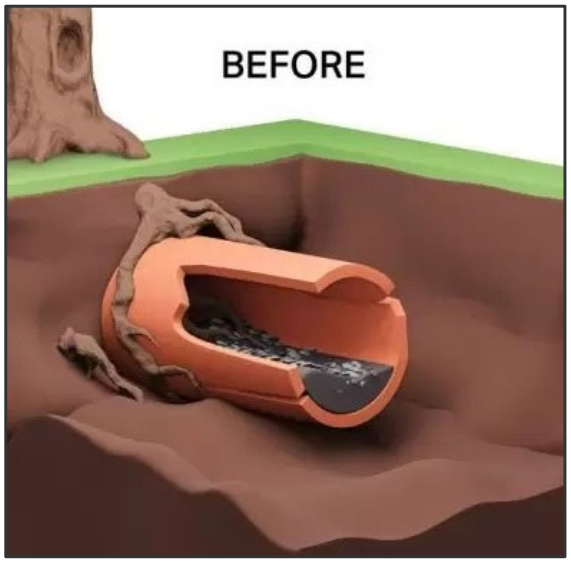


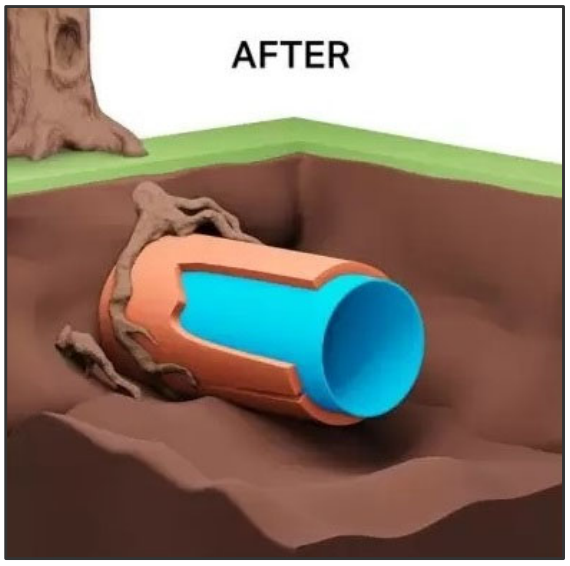
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Proposed Sanitary Sewer Improvements

- Spot trunk pipe repairs and cured-in-place pipe liners to reduce I&I
- Replace manhole castings and rings
- Paid for from sanitary sewer fund







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Proposed Storm Sewer Improvements

- Modifications to roadway and storm sewer to improve existing drainage issues
- Replace curb and gutter
- Install sump drain pipe where feasible
- Paid for by the storm sewer fund



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Existing Roadways Conditions

- Roadway originally constructed with gravel in the 1950's, followed by utilities and paving in the 1960's
- Existing street widths 30' wide
- Primarily clay soils with some silty sandy soil



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Existing Roadways Conditions

- City of Edina Network Average Pavement Condition Index – 78
- Presidents A/B – 26



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Existing Alley Conditions

- 230 feet of gravel alley between Washington and Adams Avenues
- 580 feet of asphalt alley between Jefferson and Madison Avenues
- Concerns about required maintenance (snow plowing operations)





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Proposed Alley Improvements

- New 10’ wide asphalt pavement on existing gravel alley between Washington and Adams Avenues

- Reconstruct alley with new asphalt pavement between Jefferson and Madison Avenues



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Right-of-Way Impacts

- Landscaping
- Outwalks/steps
- Retaining walls
- Irrigation systems and pet fences
- Sod Restoration







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Non-Standard Driveways

- Approximately 20 instances



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Proposed Roadway Improvements

- Street widths will vary throughout the project area

  - Majority 27’ wide

  - Majority no parking changes

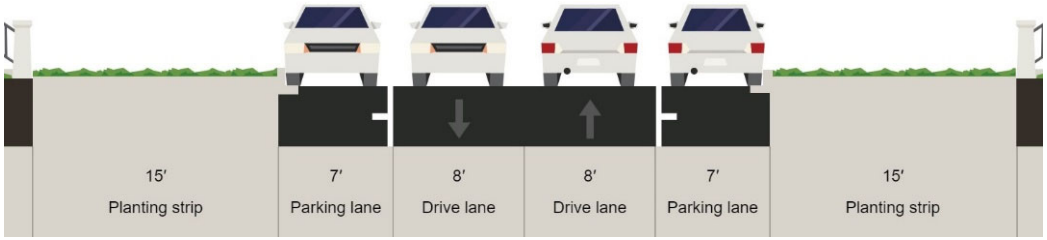
- Exceptions



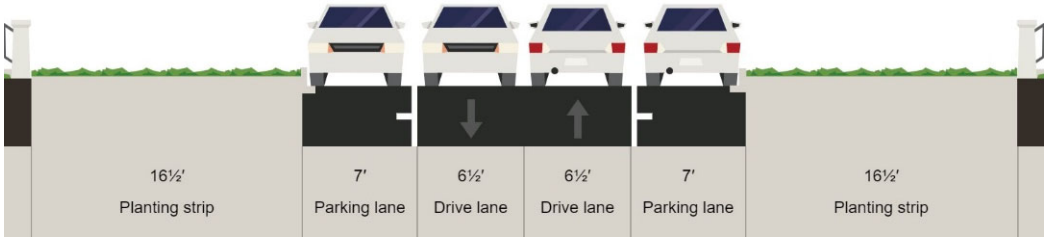
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Local Streets

- Reduce street widths by 3’
- Two-sided parking to remain
- No multi-modal facilities



Existing: 30’ road width, two-sided parking

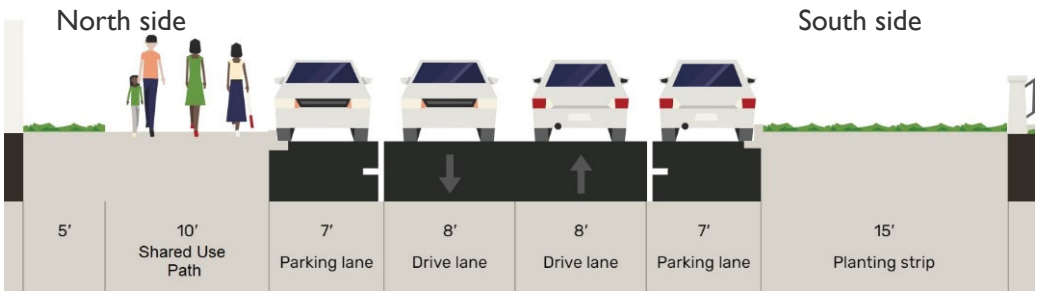


Proposed: 27’ road width, two-sided parking

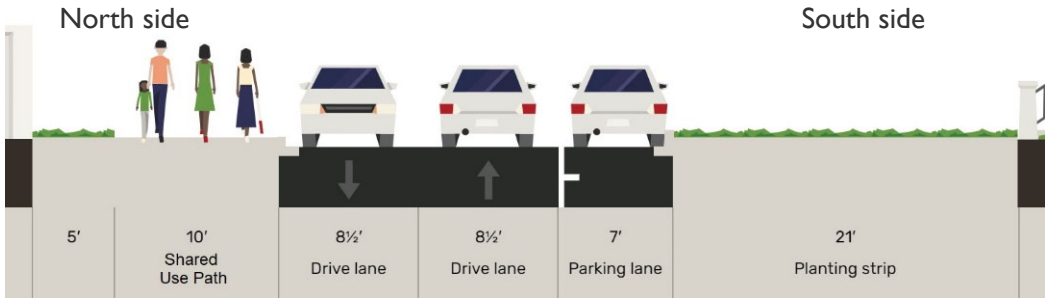
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3rd Street

- Reduce street width by 6’
- One-side parking (south side)
- Existing 10’ shared-use path to remain



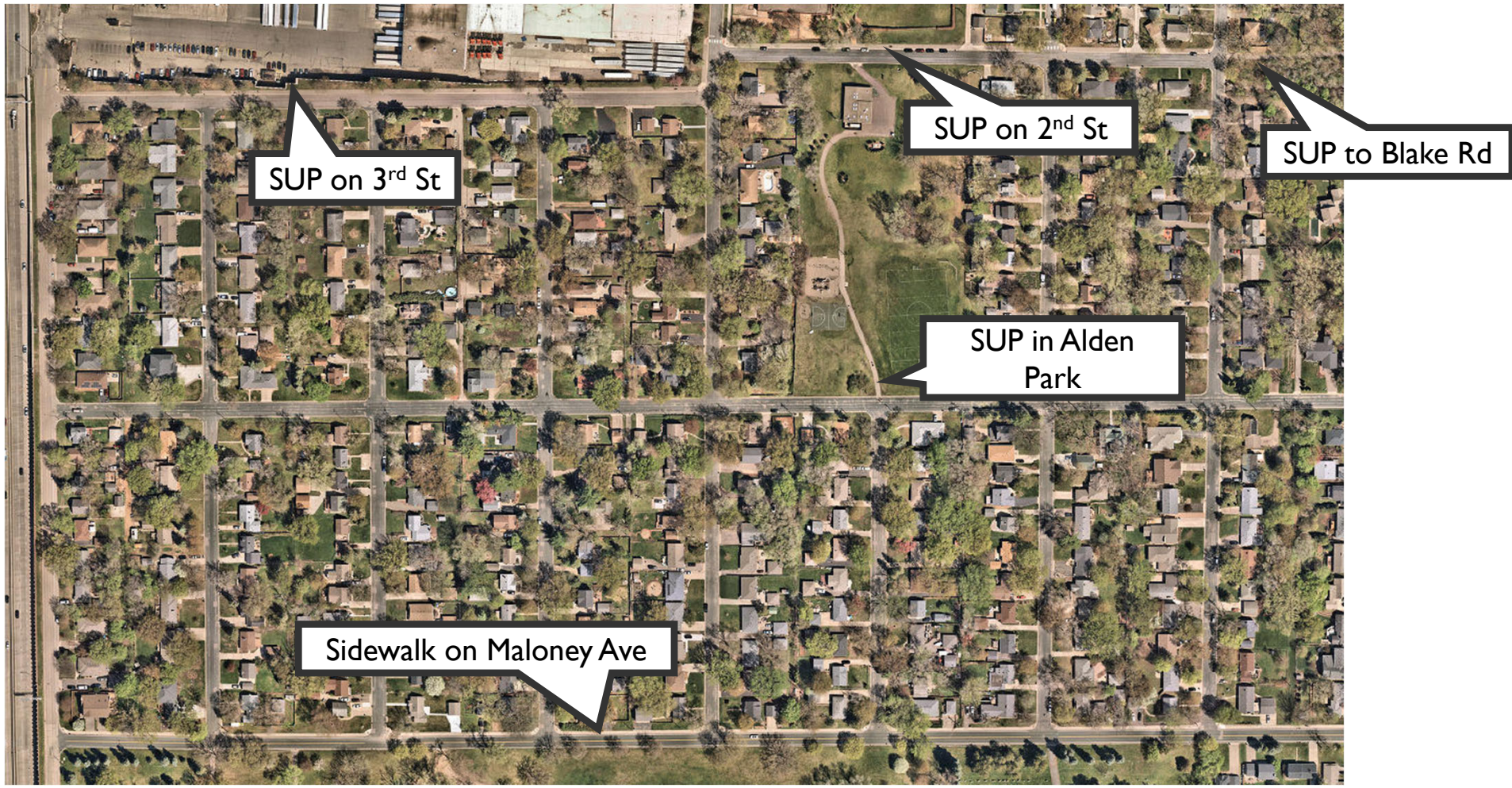
Existing: 30’ road width, two-sided parking



Proposed: 24’ road width, one-sided parking,
Ex. 10’ shared use path (0’ grass boulevard)

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Existing Multi-Modal Facilities



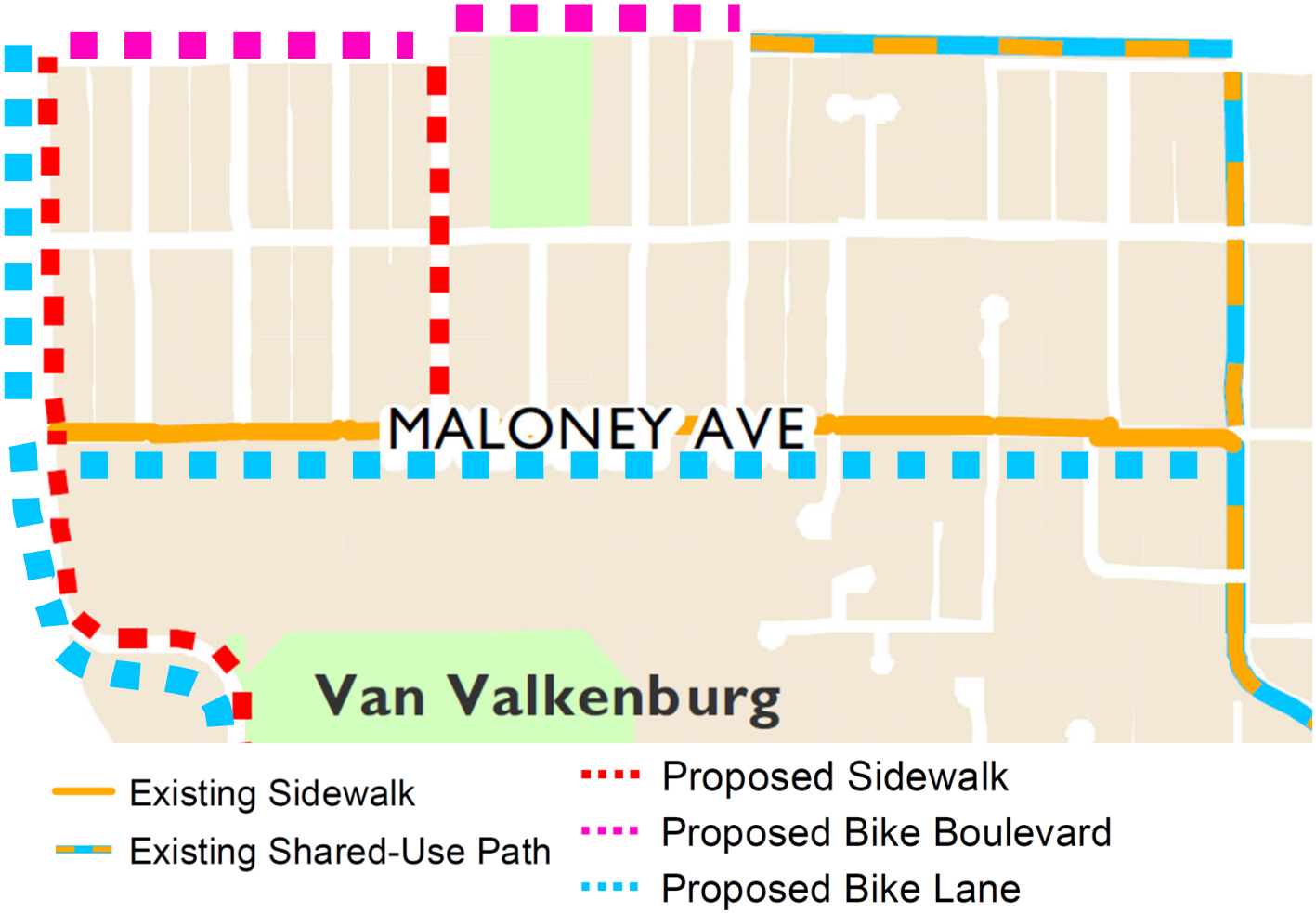
Pedestrian and Bicycle Master Plan

Pedestrian and Bicycle Master Plan:

- Sidewalk on Monroe Ave
- Sidewalk and bike lanes on Washington Ave
  - Limited ROW
  - Impact to on-street parking
- No connection to Alden Park

Hopkins Ped/Bike Master Plan:

- Bike boulevard on 3rd and 2nd St
  - Hopkins no longer supports these types of facilities
  - Off-street facility (SUP) already exists



Proposed Multi-Modal Facilities

- Seeking to balance strategic goals, resident feedback and construction impacts
- Sidewalk on Monroe Ave (east side)
  - PBMP recommendation
- Shared-use path on Washington Ave (east side)
  - Based on PBMP recommendation
- Shared-use path on Belmore Ln (north side)
  - Not in PBMP



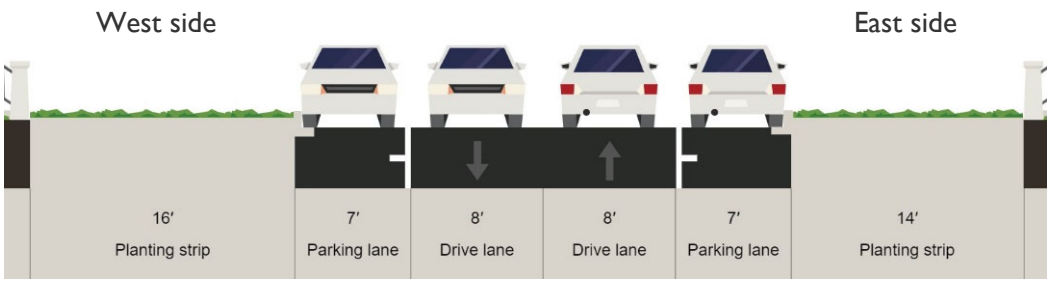
Proposed Multi-Modal Facilities

- Connect to existing/proposed facilities on 2nd Street, 3rd Street, Monroe Avenue, and Maloney Avenue and Lincoln Drive
- Alden Park, Harley Hopkins Park and Van Valkenburg Park
- Harley Hopkins Family Center and Blake School
- Downtown Hopkins
- Metro Transit Route 612 and Metro Transit Green Line Extension

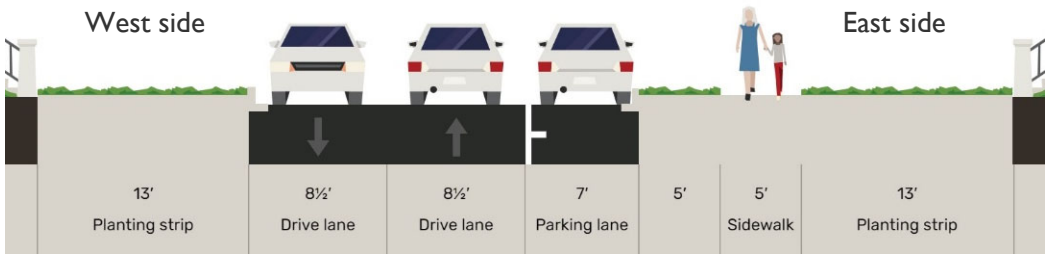


Monroe Avenue

- Reduce street width by 6’
- One-sided parking (east side)
- New 5’ sidewalk (east side)
  - Maloney Ave to 2nd St
- Sidewalk to be maintained by adjacent property owners



Existing: 30’ road width, two-sided parking

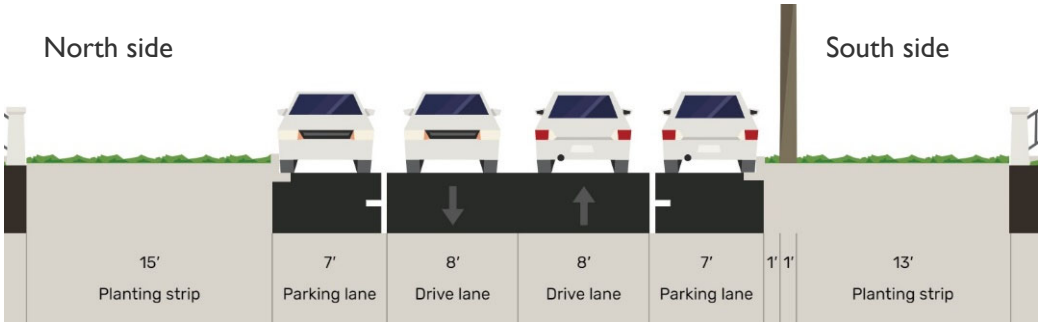


Proposed: 24’ road width, one-sided parking, 5’ sidewalk (3-5’ grass boulevard)

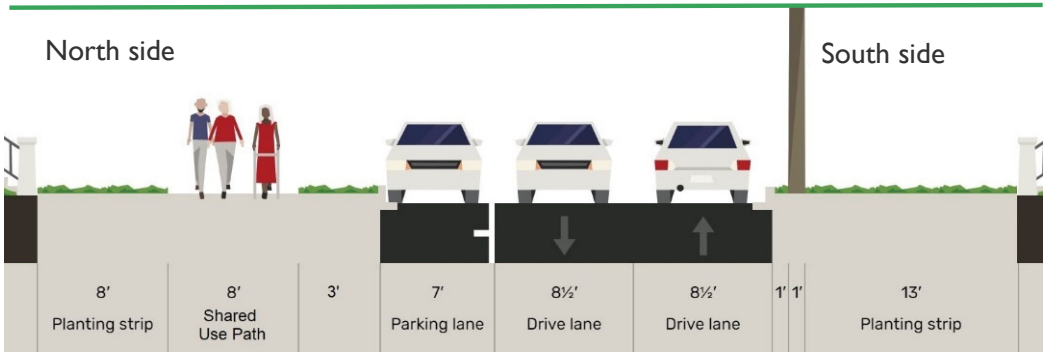
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Belmore Lane

- Reduce street width by 6’
- One-side parking (north side)
- New 8’ shared-use path (north side)
  - Washington Ave to Dearborn Ct
- Shared-use path to be maintained by City adjacent to Alden park
  - Maintained by adjacent property owners otherwise



Existing: 30’ road width, two-sided parking

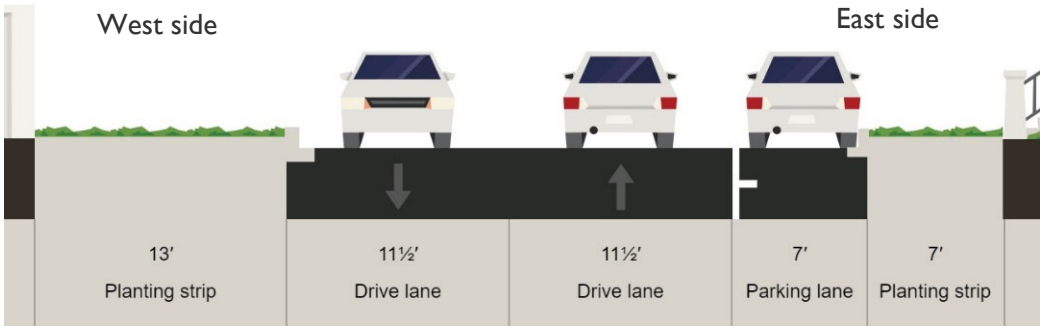


Proposed: 24’ road width, one-sided parking, 8’ shared use path (0-3’ grass boulevard)

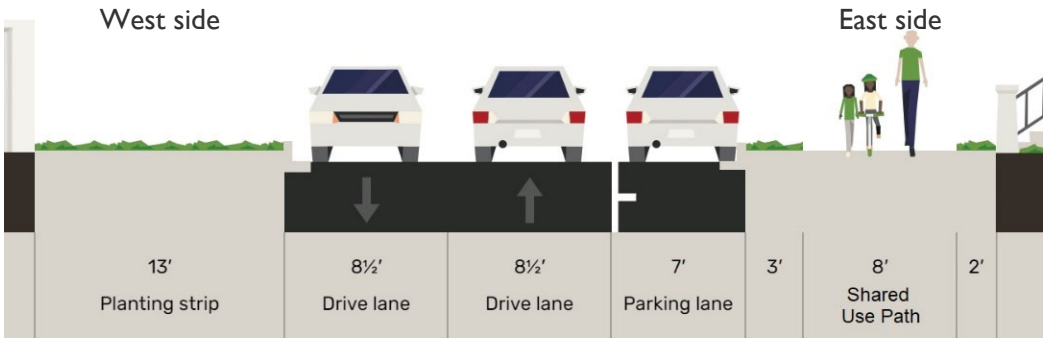
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Washington Avenue

- Reduce street width by 6’
- One-sided parking to remain
- New 8’ shared-use path (east side)
  - Maloney Ave to 3rd St
- Shared-use path to be maintained by adjacent property owners



Existing: 30’ road width, one-sided parking



Proposed: 24’ road width, one-sided parking, 8’ shared use path (0-3’ grass boulevard)

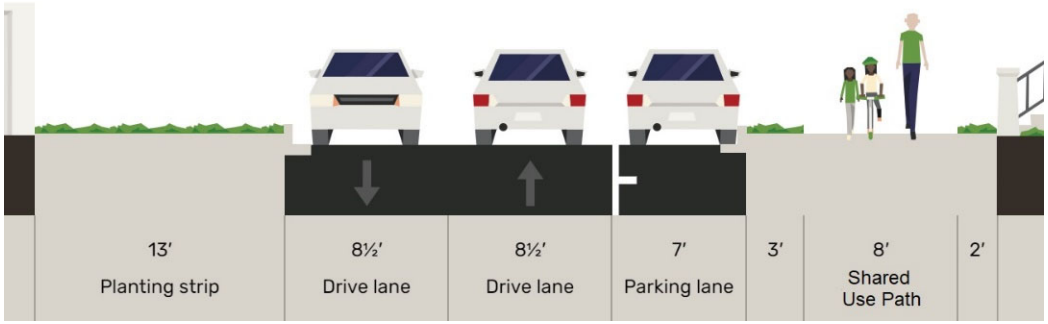
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Transportation Commission Review

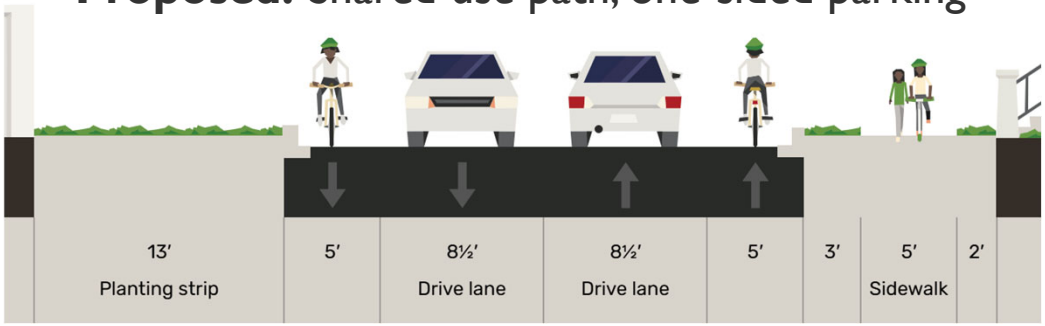
- Support proposed facilities on Belmore Ln and Monroe Ave

- Recommend separated pedestrian and bicycle facilities on Washington Ave (consistent with PBMP)
  - Would require removing on-street parking

- Asked about consideration for new street trees



Proposed: Shared use path, one-sided parking



ETC Recommendation: On-street bike lanes, sidewalk, no parking

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Transportation Commission Advisory Communication

- Strongly advocates for separated bicycle and pedestrian facilities in street reconstruction projects, per PBMP
- Past decisions have favored SUPs due to cost and snow removal concerns
- Residents and Council have expressed safety and aesthetic concerns about these paths, often leading to sidewalk-only options or complete removal
- Clear guidance is needed to determine when SUPs are used over separated ped/bike facilities

Transportation Commission Advisory Communication

- ETC provided input on 2024 Concord B/C that was ultimately overridden
- Struggle to balance City's plans, Council input, resident input, and Commission's input
- AC is specific to this project (Washington Ave) and also seeks long-term clarity on City and Council's interest in bike/ped infrastructure:
  - Are separated and protected bike lanes realistic in Edina?
  - Is there any openness to trade-offs between ped/bike infrastructure and snow removal?
  - Is there willingness to limit parking to improve ped/bike infrastructure?
  - Is there still a commitment to build the infrastructure in the 2018 PBMP?

Estimated Project Costs

Item	Amount	Total Cost	Funding Source
Roadway – City of Edina	$2,524,960		**Special Assessments**
Gravel Alley	$11,700		**Special Assessments**
Roadway and Alley	$2,169,000		**Property Taxes**
Roadway – City of Hopkins	$123,800		**Hopkins**
Roadway Total:		**$4,829,460**	
Sanitary Sewer	$1,143,900		
Watermain	$4,667,900		
Storm Sewer *	$6,726,100		
Utility Total:		**$12,537,900**	**City Utility Funds**
Sidewalk Total:		**$250,200**	**PACS Fund**
Project Total:		**$17,617,560**	

*Includes concrete curb and gutter

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- Engineering, clerical, finance costs and contingency included

Special Assessments

- Assigned to benefitting properties of public improvements
- 2021 Policy Change
  - Transition to taxes over 16 year
- Covers 57.86% of roadway costs

Construction Year	% of Local Roadway Costs Assessed
2020	100%
2021-2023	78.90%-68.37%
2024	63.12%
2025	57.86%
2026-2035	52.6%-5.26%
2036	0%

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Special Assessments

- Covers 57.86% of roadway costs
  - Roadway and driveway removals
  - Asphalt pavement
  - Restoration
  - Indirect Costs – engineering, finance, soil investigations, mailings
- Remainder of roadway costs are covered by property taxes



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Residential Equivalent Units

- Assessments distributed based on REUs
  - Factor used to compare properties to a single-family residence

Scenario	Land Use Class	REU Factor
A	Single-Family Residential	1.0
B	Multi-Family Residential – Duplex	0.8

- Additional factors for commercial, industrial, and public-use properties

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Estimated Roadway Assessments

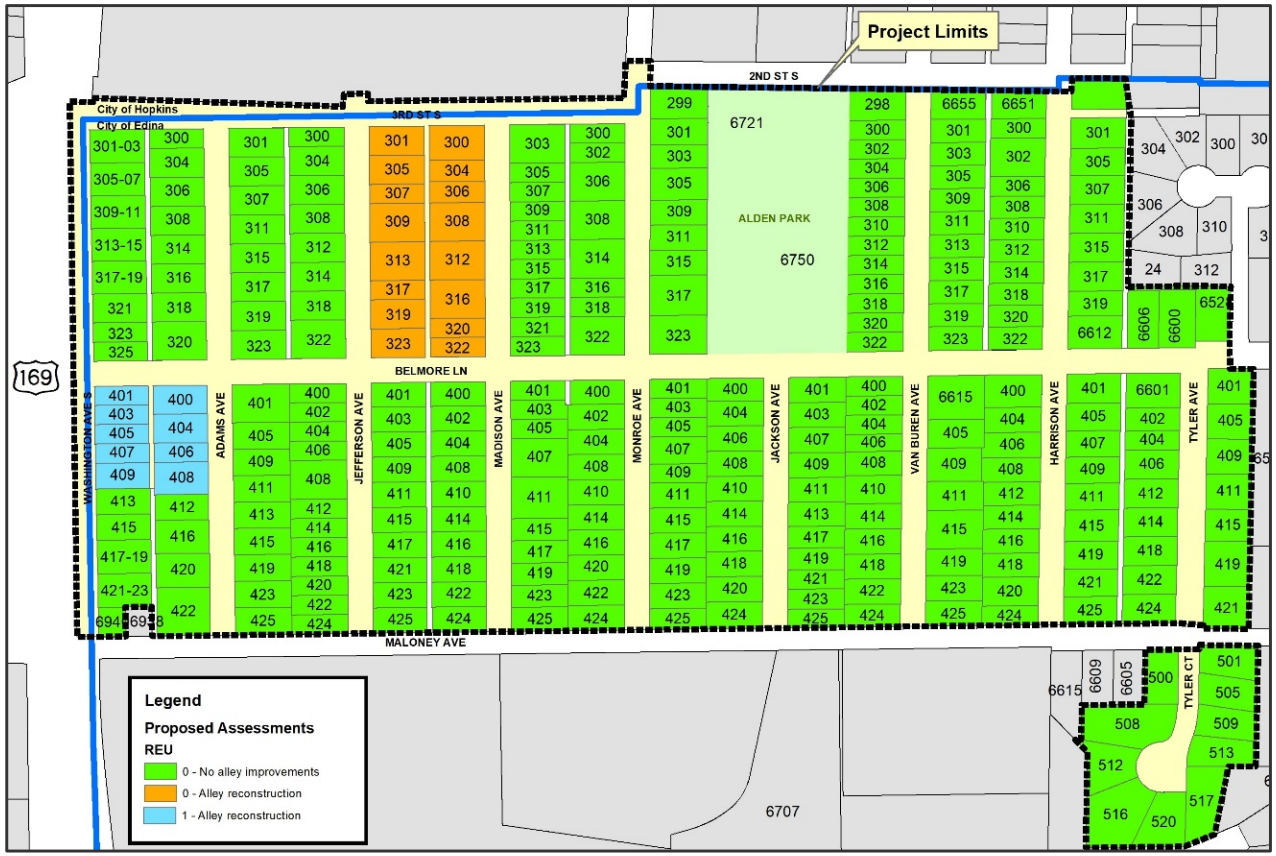
- 301 properties (293.6 REUs)
  - 1 REU per single-family home
  - 0.5 REU for corner properties
- $2,524,960 / 293.6 REUs = **$8,600 per REU**
  - ($22,900 without policy change)



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Estimated Gravel Alley Assessments

- 9 properties (9 REUs)
- $11,700 / 9 REUs = **$1,300 per REU**
- Paved alley previously assessed in 2007
  0 REUs



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Market Benefit Estimate

- Special assessments are valid if;
  - The assessment does not exceed the special benefit measured by the increase in market value due to the improvement.
- Licensed and Qualified Appraisal Firm



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Market Benefit Estimate

- Properties could see an average price benefit of:
  - Roadway…$9,000 to $12,000 per buildable lot
  - Alley…$3,000 to $4,000 per buildable lot
- Preliminary Assessment
  - Roadway…$8,600
  - Alley…$1,300





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Assessment Payment Options

- Final assessment amount will be sent one year after project completion (Fall 2026)
    - Pay entire amount upon receiving bill to avoid future interest charges
    - Pay min. 25%; balance rolls to property taxes over 15 years
    - Roll entire amount to property taxes over 15 years
        - 2024 interest rate was 4.69%
    - Defer payment if 65 years of age or older and meet specific income requirements

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Project Schedule

Milestone	Date
Neighborhood Informational Video Presentation	September 2022, October 2023
Neighborhood Informational Open House	September 24, 2024
ETC Engineering Study Review	October 24, 2024
Public Hearing Opens / Receive Engineering Study	**December 9, 2024**
Public Hearing Closes	December 11, 2024
Public Hearing Decision	December 17, 2024
Bid Opening	March/April 2025
Award Contract / Begin Construction	Spring 2025
Complete Construction	Fall 2025
Final Assessment Hearing	October 2026

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Recommendation

- Reminder - Approving Pedestrian and Bicycle Improvements requires a minimum of 3 out of 5 Council votes in favor to pass
- Staff believes this project is feasible, cost effective and necessary to improve the public infrastructure
- Motion to close the public hearing at noon, December 11, and to continue action on the item to the December 17 City Council meeting. (Improvement Nos. BA-466 and A-293)

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Thank you for your time!



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