ENGINEERING STUDY

PRESIDENTS A/B NEIGHBORHOOD ROADWAY AND ALLEY RECONSTRUCTION

Adams Avenue, Belmore Lane, Harrison Avenue, Jackson Avenue, Jefferson Avenue, Monroe Avenue, Madison Avenue, Tyler Avenue, Tyler Court, Van Buren Avenue, Washington Avenue, 3rd Street

IMPROVEMENT NO. BA-466 AND A-293

DECEMBER 2, 2024

ENGINEERING DEPARTMENT
CITY OF EDINA

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



Aaron Ditzler	42003	12/2/24
	Reg. No.	Date

Engineering Study
Presidents A/B Neighborhood Reconstruction BA-466
December 2, 2024

SUMMARY:

The project involves reconstruction of local bituminous streets, a bituminous alley, a gravel alley, replacement of existing concrete curb and gutter, installation of new concrete curb and gutter, construction of new concrete sidewalk and shared-use paths, lining of sanitary sewer, localized rehabilitation of the sanitary sewer, installation of new watermain, and installation of new storm sewer systems in the neighborhood.

The estimated total project cost is $17,617,560. 42.14% of the roadway cost will be funded through property taxes and 57.86% will be funded through special assessments at a rate of approximately $8,600 per residential equivalent unit (REU). 42.14% of the gravel alley cost will be funded through property taxes and 57.86% will be funded through special assessments at a rate of approximately $1,300 per residential equivalent unit (REU). Utility improvements amount to $12,537,900 and will be funded through the City's utility funds. Sidewalk improvements are estimated to cost $250,200 and will be funded through the Pedestrian and Cyclist Safety (PACS) Fund.

INITIATION:

The project was initiated by the Engineering Department as part of the City's Neighborhood Reconstruction Program, identified in the Capital Improvement Plan. The project complies with the City's Living Streets Policy, Vision Edina's mission statement to "provide effective and valued public services" and "maintain a sound public infrastructure" and the "Strong Foundations" City budget goal. This project addresses updating substandard infrastructure with improvements associated with the roadway condition, watermain system, storm sewer system, sanitary sewer system and pedestrian and bicycle facilities.

LOCATION:

The project includes Adams Avenue, Belmore Lane, Harrison Avenue, Jackson Avenue, Jefferson Avenue, Madison Avenue, Monroe Avenue, Tyler Avenue, Tyler Court and Van Buren Avenue. It also includes 3rd Street and Washington Avenue within the Cities of Edina and Hopkins. A detailed location map of the project is shown in Figure 1.



Figure 1: Project Area Map

EXISTING CONDITIONS:

Roadways

The roadways in this neighborhood were originally constructed in the 1950s as gravel streets, followed by bituminous pavement in the 1960s following utility installation (see Photo 1).



Photo 1: President A/B Neighborhood, 1960

Maintenance records indicate Washington Avenue South was seal coated in 2007 and overlayed in 2017. 2nd Street South was reconstructed in 2013 in a joint project led by the City of Hopkins.

All of the streets in the neighborhood have concrete curb and gutter. The roadway width is 30' (measured from the face of curb to the face of curb). A recent geotechnical evaluation of the project area performed by Braun Intertec showed the roadway section varies from 2.25" to 5.5" of pavement over an apparent aggregate base followed by an assortment of clay, clayey sand, and silty sand soils.

As part of the City's Pavement Management Program, all streets are regularly evaluated and rated on a scale from 1 to 100; 100 representing a brand-new road surface and 0 being extremely poor. This rating is referred to as the Pavement Condition Index (PCI) and is determined based on existing conditions and defects (alligator cracking, raveling, potholes, etc.). The average PCI for the City of Edina is 78 and the average PCI for Presidents A/B is 26. An example of the current pavement condition can be seen in Photo 2.



Photo 2: Existing Pavement Condition

Alleys

There are two alleys with poor pavement condition within the Presidents A/B project area, as shown in Photos 3 and 4 and Table 1. Both alleys are currently maintained by the City (including snow plowing).

Alley	Extents	Adjacent Properties	Surface
Jefferson – Madison Aves	Belmore Ln to 3rd St S	16	Bituminous
Washington – Adams Aves	250' south of Belmore Ln to Belmore Ln	9	Gravel

Table 1: Presidents A/B Alleys in Poor Condition



Photo 3: Existing Gravel Alley Condition



Photo 4: Existing Bituminous Alley Condition

Traffic and Crash Data

Staff measured traffic volumes and speeds at several locations within or near the neighborhood. Average daily 2024 traffic volumes within the neighborhood range between 143 and 2,748 vehicles per day with 85th percentile speeds between 26.8 and 38.9 miles per hour. Local street Washington Avenue accounts for the higher volume and speed data. Traffic and crash data for this project is shown in Appendix A.

Multi-Modal Transportation

Pedestrian Facilities

A shared-use path is present on the north side of 3rd Street South in Hopkins between Washington Avenue South and Monroe Avenue and is in good condition.

A shared-use path is present immediately adjacent to the project area on 2nd Street South in Hopkins between Monroe Avenue and Harrison Avenue, which extends east of Harrison Avenue along the Blake School property to Blake Road. A sidewalk is also present immediately adjacent to the project area on Maloney Avenue between Washington Avenue and Blake Road (see Appendix B).

Bicycle Facilities

Other than the previously mentioned shared-use paths, there are no bicycle facilities (see Appendix C).

Public Utilities

Sanitary Sewer

The sanitary sewer system consists of 9" vitrified clay pipe (VCP) and 9" cured-in-place pipe (CIPP). Most of the sanitary sewer system was installed between 1955 and 1957, except for side yard and rear yard pipes which were CIPP lined in 2017, and Alden Park's Water Treatment Plant No. 4 recycle waste 4" forcemain. Historical records indicate there has been a significant number of sewer back-ups or blockages in the area. (see Appendix D).

No City of Hopkins sanitary sewer main exists in the project area.

Watermain

The watermain system consists of 6-16" cast iron pipe (CIP) installed in 1963 and 1964. An 8" ductile iron pipe (DIP) interconnect with the City of Hopkins was installed in 2013. Wells 12 and 13 and Water Treatment Plant No. 4 in Alden Park were installed in 1964 and 1971. The overall system has experienced a significant number of breaks (see Appendix D). Most of the fire hydrants are original to the neighborhood.

No City of Hopkins watermain exists in the project area.

Some homes in the neighborhood were constructed prior to the availability of municipal water. Although several have had private wells properly sealed, City records suggest some remain unsealed. Based on Utility Billing records, there are no properties in the project area that rely on private wells for domestic water.

Storm Sewer

The storm sewer network is in the Nine Mile Creek Watershed District. The system consists primarily of 12-30" reinforced concrete pipe (RCP), along with portions of 12-24" corrugated metal pipe (CMP) installed between 1963 and 1971. Am 18" DIP storm sewer pipe was installed in Alden Park in 2005 to facilitate overflow at the water treatment facility. There are a moderate number of storm sewer inlets and pipes located within the project area.

Most streets within the project area drains to a storm sewer systems along either 2nd Street, Belmore Lane or Maloney Avenue that then drain into MnDOT owned storm sewer along Highway 169. A small portion drains to storm sewer that drains to Mirror Lake (and subsequently, Bredesen Park in the Nine Mile Creek watershed).

Private Utilities

Gas, electric, communications, cable and fiber optic utilities are present in the neighborhood. These utilities are a combination of overhead and underground facilities located in backyards or along the boulevards. Street lighting consists of standard "cobra head" lights mounted on wooden poles located throughout the project area operated by Xcel Energy. 4 standard "cobra head" lights mounted on wooden poles are located in Arden Park and are operated by the City of Edina as shown in Appendix E.

DESIGN INPUT:

City Council

2018 Pedestrian and Bicycle Master Plan

This plan, part of the 2018 Comprehensive Plan, was developed to guide the City's efforts to create a comprehensive pedestrian and bicycle network. As shown in Appendix B, there is a proposed sidewalk on Monroe Avenue between Maloney Avenue and 2nd Street. As shown in Appendices B and C, there is a proposed sidewalk and bike lane on Washington Avenue between Maloney Avenue and 3rd Street.

Appendices B and C show proposed sidewalk and bicycle lanes on Washington Avenue and Lincoln Drive adjacent to the project area and Van Valkenburg Park. Appendix C also shows proposed bike lanes on Maloney Avenue adjacent to the project area.

2015 Living Streets Policy

This policy balances the needs of motorists, pedestrians, bicyclists and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability and provide meaningful opportunities for active living and better health. The City will apply the Policy to all street projects, including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation or change in the allocation of pavement space on an existing roadway. The Living Streets Plan includes 15 principles to guide implementation of the Policy, divided into four categories: All Users and All Modes, Connectivity, Context Sensitivity and Sustainability. Below is a summary of how these principles are incorporated into this project:

All Users and All Modes – This project will improve mobility and access to the transportation network for a variety of users, including pedestrians, cyclists, children, seniors and people with disabilities. Replacement of the pavement surfaces and traffic control signage will enhance safety and convenience for all users.

Connectivity – This project involves maintaining a transportation system that can accommodate all modes of travel. Existing facilities form a multimodal network within the neighborhood.

Context Sensitivity – Engineering strives to preserve and protect natural features within or adjacent to construction sites where feasible, including trees, waterways and sensitive slopes. Residents within the project area were invited to complete a questionnaire soliciting input on project design components, including multi-modal transportation, street lighting and local drainage problems.

Sustainability – Engineering works closely with Public Works to implement infrastructure improvements with consideration of lifecycle costs and future maintenance. The new roadway section can be easily maintained long-term with the use of proactive rehabilitation treatments, which will significantly extend the life of the pavement. Reductions in impervious surfaces benefit water quality and may lessen the demand for chemicals to manage snow and ice (such as chloride). Construction operations are required to use the smallest footprint necessary to complete the work; this includes utilizing trenchless technologies, such as pipe bursting or cured-in-place sanitary sewer system, minimizing regional wastewater treatment, reducing the risk of sewage surcharges, and limiting the risk of back-ups to residential properties.

Relevant portions of the Living Streets Plan can be found in Appendix F.

<u>Water Resource Management Plan (December 2022 Amendment)</u>
Municipal stormwater systems provide multiple functions, including runoff management (removal of stormwater) and flood risk reduction. The system is composed of structural or engineered control devices and facilities to treat, convey, or store polluted stormwater.

Enhancing public infrastructure by building new, retrofitting old, and maintaining existing in working condition is a key action to reducing flood exposure. City Council adopted the Flood Risk Reduction Strategy in 2020, and it was incorporated into the Water Resources Management Plan (WRMP) by major amendment. The primary goal for the City's flood risk reduction effort is to improve public safety and reduce the exposure of private principal structures to flooding. It is the City's standard practice to provide a 10-percent-annual-chance level of service and 1-percent-annual-chance level (also referred to as the 10-year and 100-year frequency events, respectively) of protection for principal structures for the City's stormwater conveyance systems, where feasible.

The WRMP identified multiple areas of flood inundation within the project area for both the 10-percent and 1-percent-annual-chance flood event. The first area is along Washington Avenue between 3rd Street and Maloney Avenue, as shown in Figure 2.



Figure 2: Washington Avenue and Backyard Flood Zone (169N_5, 169N_7)

This modeled area impacts both the roadway and backyard sections of Washington Avenue and the backyard section of Adams Avenue. Approximately 3.6 acres of stormwater from the neighboring properties discharges to the City's storm sewer system that drains into the MnDOT storm sewer system along Highway 169.

3 structures could be impacted by the 100-year flood zones. Potential manhole surcharging was also identified in the 1-percent and 10-percent-annual-chance events.

The second area includes the backyard at 316 Madison Avenue and the backyards between Jefferson Avenue and Madison Avenue south of Belmore Lane as shown in Figure 3.

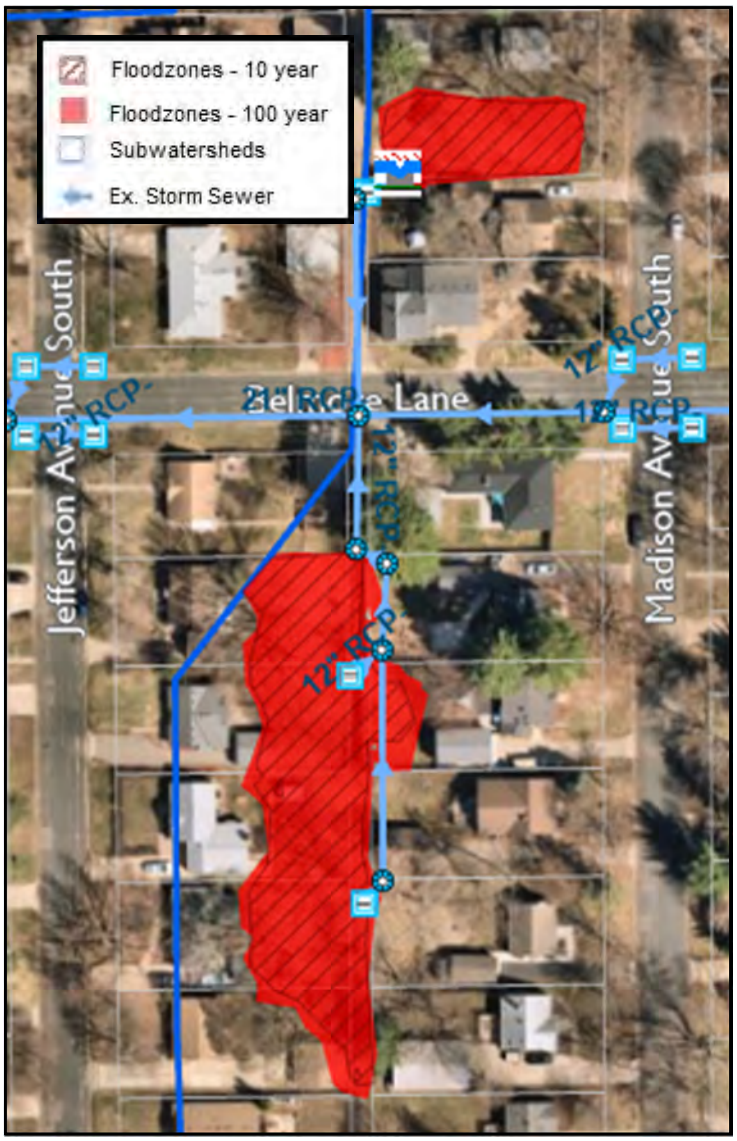


Figure 3: Jefferson Avenue and Madison Avenue Backyard Flood Zones (169N_4)

Two backyard depression areas collect 2.4 acres of stormwater from the neighboring properties and discharge to the City's storm sewer system which then drains into the MnDOT storm sewer system along Highway 169. The 1-percent and 10-percent-annual-chance events could impact the structures at 409 and 411 Jefferson Avenue.

The third area includes Tyler Court and the backyards of homes between Harrison Avenue and Tyler Avenue north of Maloney Avenue as shown in Figure 4.

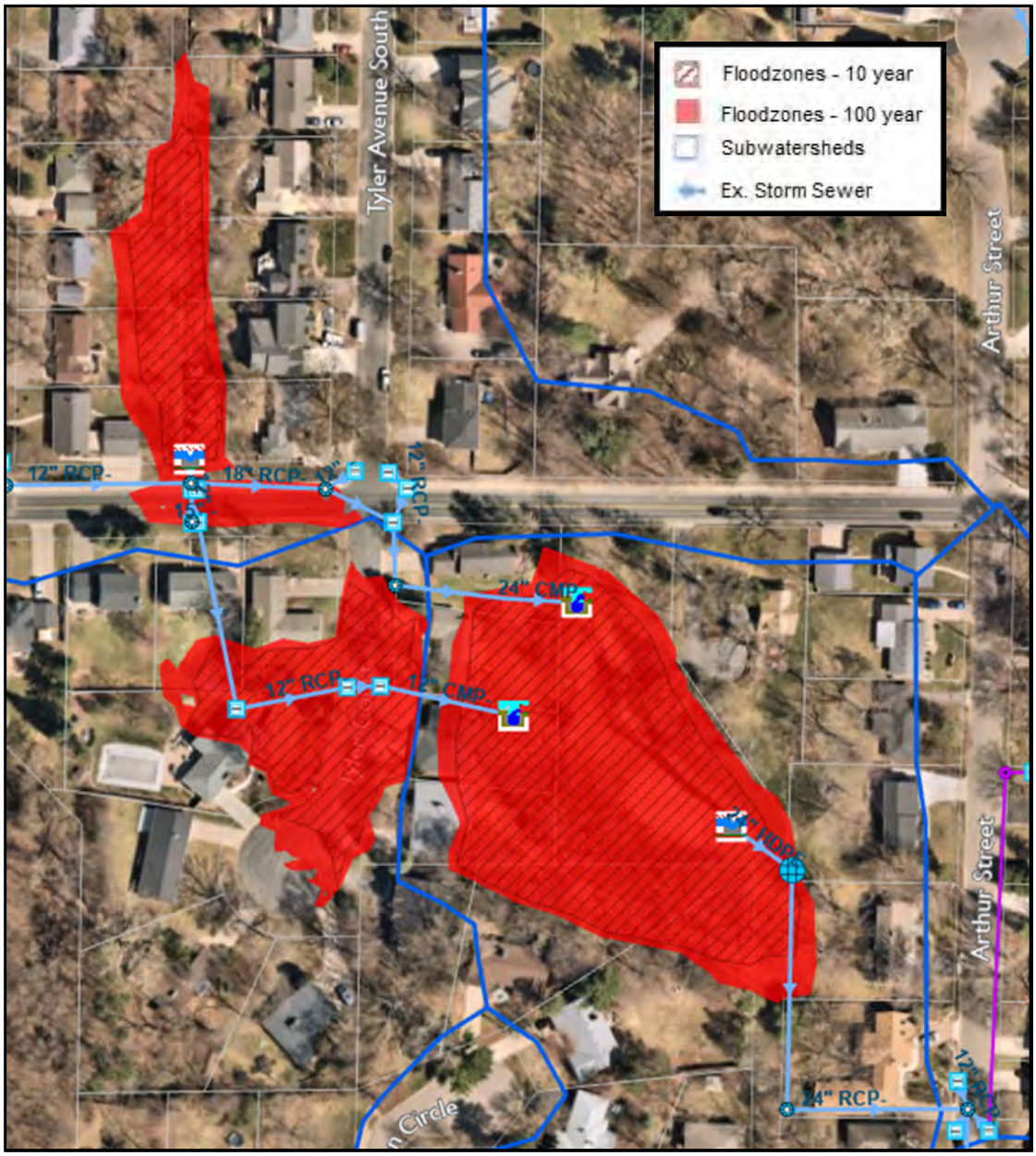


Figure 4: Harrison Avenue, Tyler Avenue, Maloney Avenue, Tyler Court, and Backyard Flood Zone (ML_21, ML_35, ML_19)

A backyard depression area collect over 4 acres of stormwater from the neighboring properties and discharge to the City's storm sewer system along Maloney Avenue which then drains to storm sewer along Tyler Court that drains to Mirror Lake (and subsequently, Bredesen Park in the Nine Mile Creek watershed). The 1-percent-annual-chance events could impact the structure at 425 Harrison Avenue.

The modeled areas also impact both the roadway and backyard sections of Tyler Court. Approximately 7 acres of stormwater from the neighboring properties

discharge to the City's storm sewer system that runs along Tyler Court that drains to Mirror Lake (and subsequently, Bredesen Park in the Nine Mile Creek watershed). 5 structures could be impacted by the 10- and 100-year flood zones. Potential manhole surcharging was also identified in the 1-percent and 10-percent-annual-chance events.

The fourth area includes the backyards between Harrison Avenue and Dearborn Court north of Belmore Lane as shown in Figure 5.

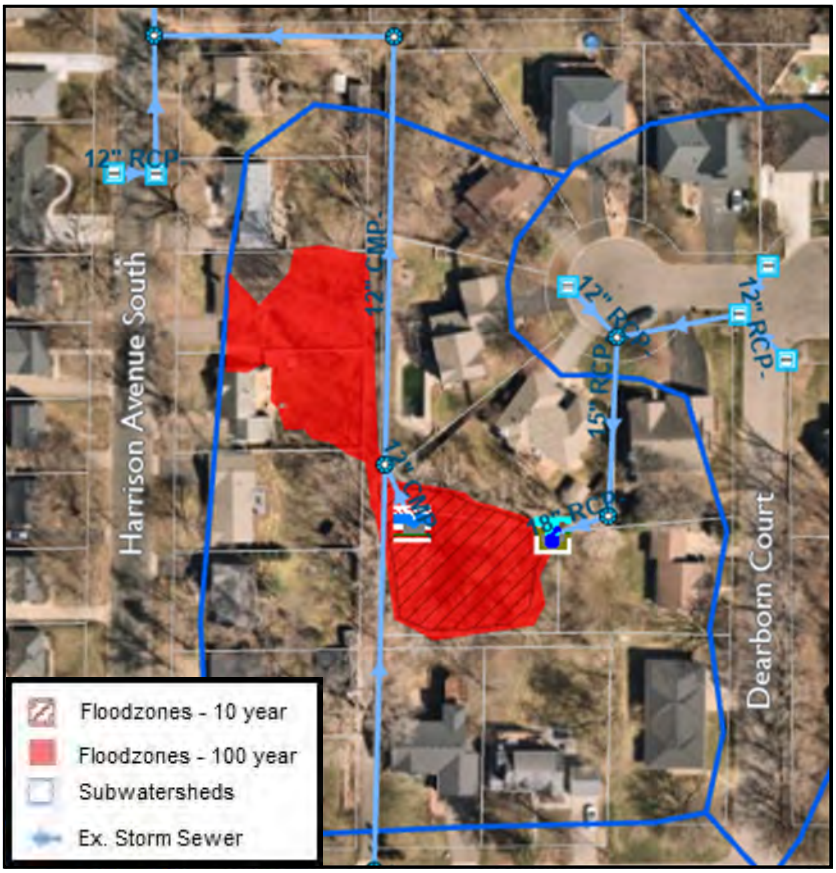


Figure 5: Harrison Avenue and Backyard Flood Zone (NC_2)

A backyard depression area collect over 3.3 acres of stormwater from the neighboring properties and discharge to the City's storm sewer system along the rear yards between Harrison Avenue and Dearborn Court, then to 2nd Street and finally drains into the MnDOT storm sewer system along Highway 169. The 1-percent-annual-chance events could impact the structures at 307 and 311 Harrison Avenue.

The fifth area includes Monroe Avenue backyards south of Belmore Lane as shown in Figure 6.

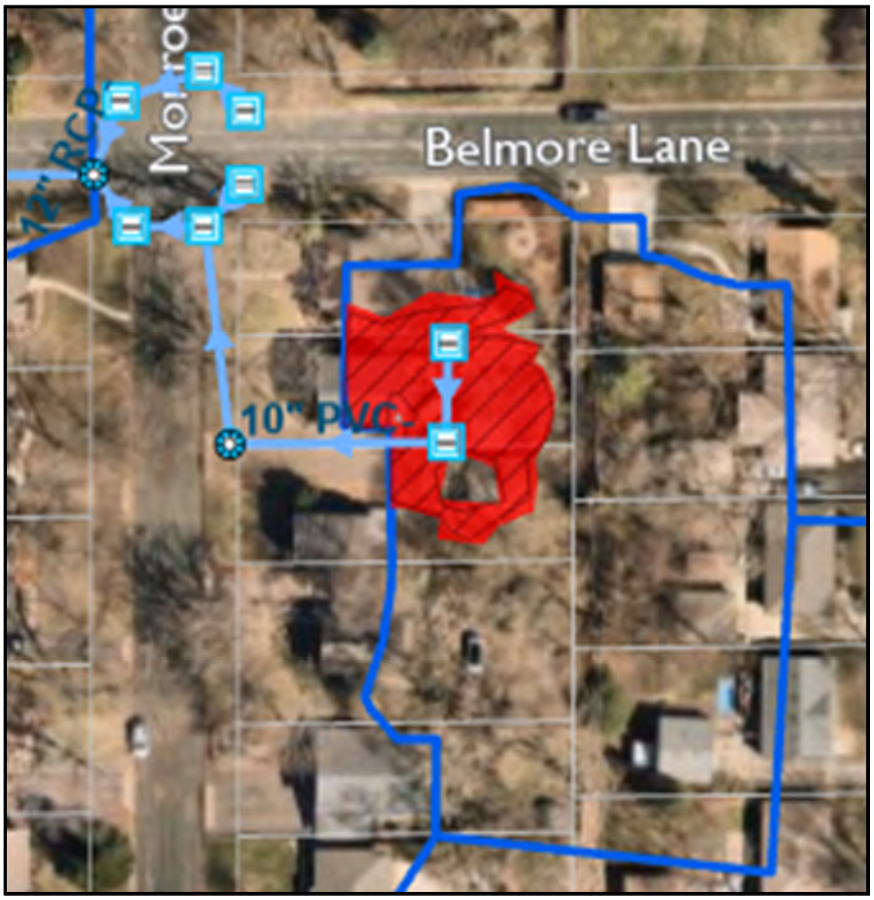


Figure 6: Monroe Avenue and Backyard Flood Zone (169N_20a)

A backyard depression at 401, 403 and 405 Monroe Avenue collects 0.9 acres of stormwater from the neighboring properties and discharge to the City's storm sewer system along Belmore Lane, then drains into the MnDOT storm sewer system along Highway 169. The 1-percent and 10-percent-annual-chance events could impact the structures at 401 and 403 Monroe Avenue.

Climate Action Plan

The CAP identified the following strategies that align with this roadway reconstruction project.

Transportation and Land Use (TL) 1: Decrease community-wide vehicle miles traveled by 7% by 2030.

Action TL 1-2: Accelerate building on-street and off-street protected bike lanes, sidewalks, crosswalks, and other walking infrastructure in high-need areas and fill connectivity gaps as identified in the City's Bike and Pedestrian Master Plan.

TL 2: Double public transit commuter ridership from 3.3% to 6.6% by 2030.

Public Works
A draft engineering study was provided to the City's Public Works Department. They support replacement of concrete curb and gutter, as well as replacement of deficient watermain components (including fire hydrants, gate valves and water services). They also recommend replacement of existing CMP storm sewer within the project area.

Police and Fire
A draft engineering study was provided to the City's Police and Fire Departments. The Fire Department supports watermain improvements, including adding fire hydrants as necessary to meet public safety standards. They noted that temporary fire hydrants should be consistent in style for ease of access, that emergency access should always be maintained during construction and that drive widths and turnarounds should meet local design guidelines.

Parks and Recreation
A draft engineering study was provided to the City's Parks and Recreation Department. They support improvements that promote non-motorized transportation to and from Arden Park but expressed concern about parking and traffic impacts during construction, as the park amenities are heavily used from early spring to late summer. Engineering staff will include Parks and Recreation in discussions about final design and will communicate with them before and during construction to minimize impacts to park facilities.

Edina Transportation Commission
Prior to the Edina Transportation Commission (ETC) regular meeting on October 24, 2024, a draft engineering study was provided for review.

Relevant minutes from the ETC meeting is included in Appendix G. An advisory communication to the City Council prepared by the ETC is included in Appendix H.

City of Hopkins
City of Edina staff met with City of Hopkins staff in June 2024 to discuss the project limits and the proposed scope of work.

Hopkins staff had no concerns with the proposed improvements within or immediately adjacent to their city limits. Edina staff agreed to continue communicating with Hopkins staff and property owners on project updates during the design, bidding and construction phases of the project.

Residents
As part of the Engineering Department's practice of notifying residents 2-3 years prior to a potential reconstruction project, virtual neighborhood informational presentations were posted on Better Together Edina in September 2022, and October 2023. Residents were invited to an informational presentation and were able to directly ask questions to staff in September 2024. Residents were notified of a recorded video version of the September 2024 informational presentation posted on the Better Together Edina website, where residents were able to ask questions to staff from the Better Together Edina website, as well as telephone and email. Materials from the virtual presentation can be found in Appendix I.

On July 16, 2024, residents in Presidents A and B were asked to complete a questionnaire, soliciting feedback on motorized and non-motorized transportation, and local drainage problems within the project area. Unique feedback was requested on potential support of sidewalks or bikeways on each street. The questionnaire was completed by 46 of 301 property owners, a return rate of 15%.

The following is a summary of feedback received from residents:

- 20 of 46 (44%) were concerned or very concerned with the speed of traffic in the neighborhood; 26 (56%) were not concerned.
- 17 of 45 (38%) were concerned or very concerned with motorist behavior in the neighborhood; 28 (62%) were not concerned.
- 16 of 44 (36%) identified an unsafe intersection within the neighborhood.
- 37 of 46 (80%) walk, run, or jog in the neighborhood at least 2-3 times per week.
- 7 of 45 (16%) ride a bicycle in the neighborhood at least 2-3 times per week.
- 8 of 44 (17%) reported parking on the street at least 2-3 times per week; 31 (71%) reported parking on the street less than once per month.
- 6 of 46 (13%) reported having issues with drainage in the neighborhood.

Unique feedback was requested on potential support of sidewalks or bikeways on each street on the same July 16 survey. The following is a summary of this feedback received from residents:

- 27 of 46 (59%) supported a sidewalk on Belmore Lane (22 individuals, plus 5 in support of sidewalks on all streets)
- 16 of 46 (35%) supported a bikeway on Belmore Lane (15 individuals, plus 1 in support of bikeways on all streets)
- 22 of 46 (48%) supported a sidewalk on Washington Avenue (17 individuals, plus 5 in support of sidewalks on all streets)
- 19 of 46 (41%) supported a bikeway on Washington Avenue (18 individuals, plus 1 in support of bikeways on all streets)
- 13 of 46 (28%) supported a sidewalk on Monroe Avenue (8 individuals, plus 5 in support of sidewalks on all streets)
- 3 of 46 (7%) supported a bikeway on Monroe Avenue (2 individuals, plus 1 in support of bikeways on all streets)
- The remaining streets had less than 20% support for sidewalks or bikeways.

*Percentages based on number of returned surveys

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

Relevant correspondence from residents regarding the project can be found in Appendix K.

PROPOSED IMPROVEMENTS:

The proposed improvements acknowledge many of the comments and concerns raised by residents throughout the information gathering process, while still maintaining the desired minimum standards of Engineering, Public Works and other City staff. The proposed improvements also align with the Budget Work Plan values and goals developed by the City Council and staff.

Roadways

Typical Section

The bituminous roadways are proposed to be completely reconstructed to the subgrade. The existing bituminous pavement and suitable aggregate material will be recycled for use as base material in the new roadway where feasible. A minimum of 8" of aggregate base material will be graded and compacted as the base layer prior to placement of 2.5" of bituminous non-wear and 1.5" of bituminous wear course. Washington Avenue will be evaluated for a thicker pavement and aggregate section pending a supplemental traffic study.

Unsuitable subgrade materials will be replaced as necessary to provide adequate support for the new roadbed. Significant subgrade removals may occur where areas of clay soils are present. The reconstructed sections will meet the requirements of a minimum 20-year pavement design life based on projected traffic loadings.

All roadways within the project area are designated as Local Streets in the Living Streets Plan. Per this plan's design guidelines, Local Streets have a typical width of 27' (measured from the face of curb to the face of curb) without sidewalks or 24' with an 8' shared-use path or 5' sidewalk on one side.

Parking

Per the Living Streets Plan, on-street parking should be evaluated based on classification, adjacent land uses, existing demand and costs of construction and maintenance. One-sided parking is proposed on 3rd Street, Belmore Lane, Monroe Avenue and Washington Avenue due to the proposed multi-modal facilities (see multi-modal facilities below). Given the existing demand for parking, staff believes that parking changes should not occur on any other streets in the project area.

The existing and proposed roadway widths, sidewalks, shared-use paths and parking recommendations for local streets that vary from the Living Streets Plan guidelines are shown in Figures 7 through 11. The existing and proposed roadway widths, and parking recommendations that meet the guidelines are shown in Appendix L. The existing and proposed roadway widths, sidewalks and parking recommendations are also shown in Table 2.

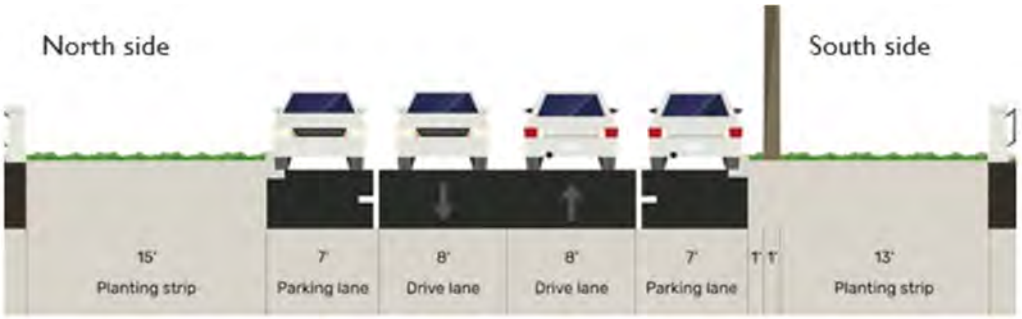


Existing: 30' road width, one-sided parking

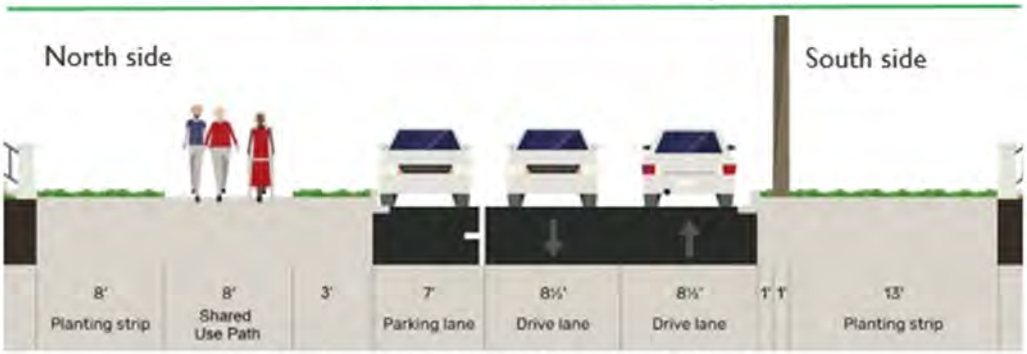


Proposed: 24' road width, one-sided parking,
8' shared use path (0-3' grass boulevard)

Figure 7: Washington Avenue (facing north)



Existing: 30' road width, two-sided parking



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

Figure 8: Belmore Lane (facing east)

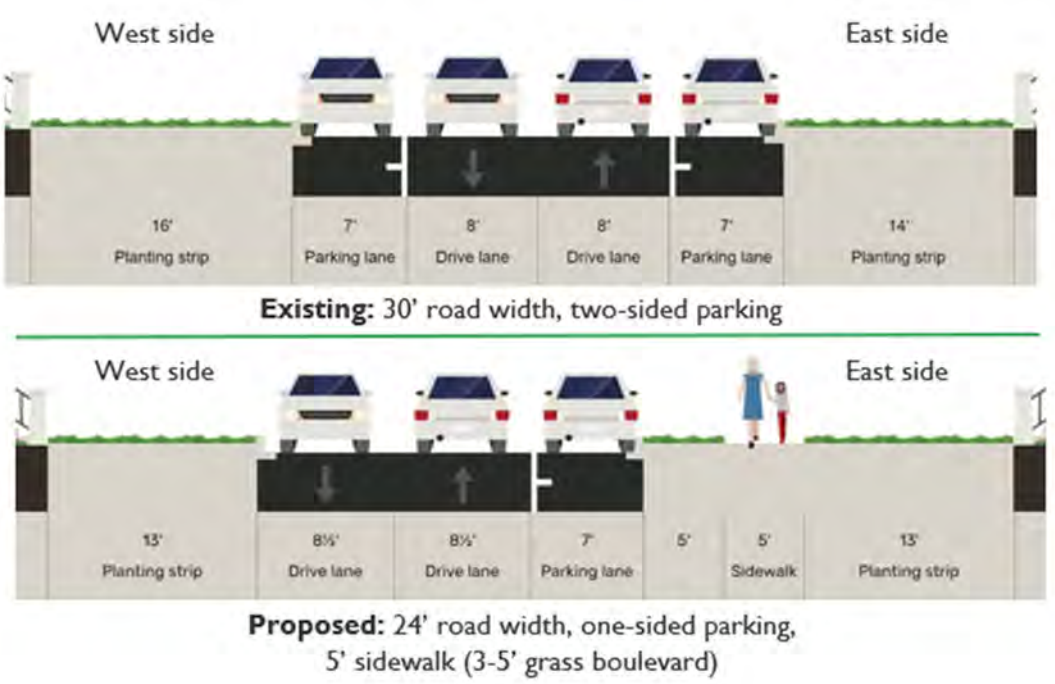


Figure 9: Monroe Ave (facing north)

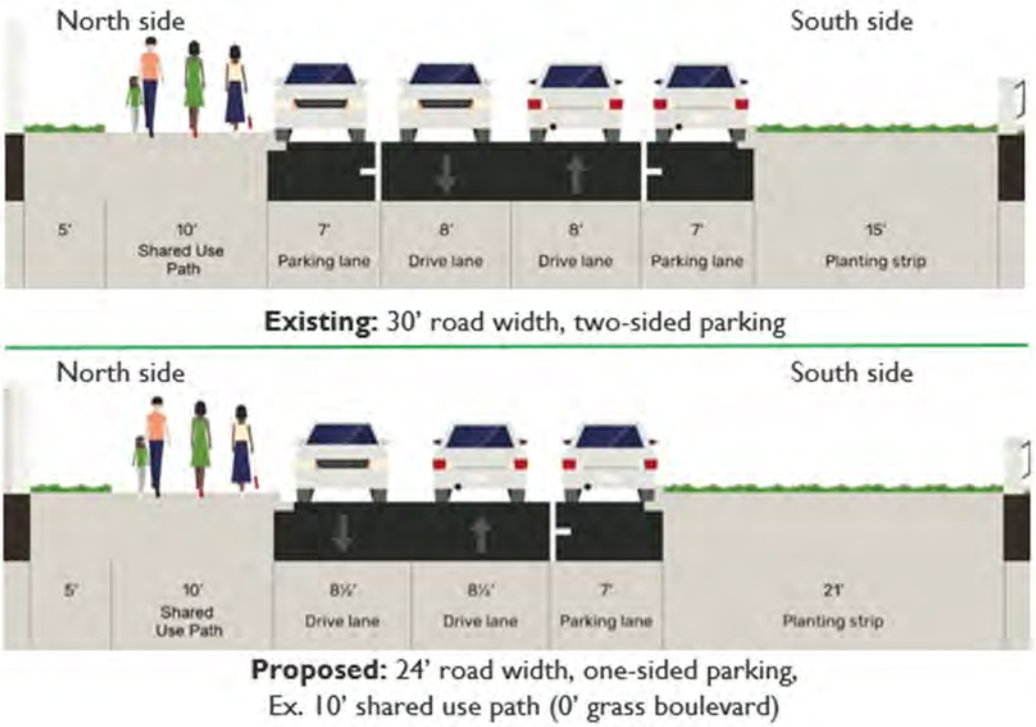


Figure 10: 3rd Street (facing east)

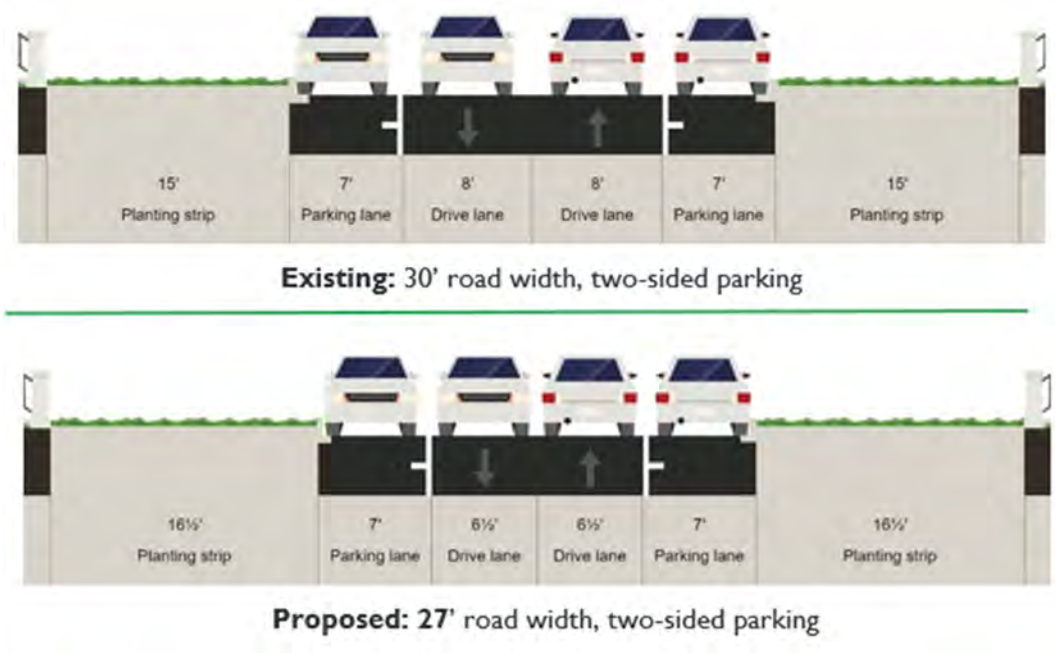


Figure 11: Adams Avenue, Harrison Avenue, Jackson Avenue, Jefferson Avenue, Madison Avenue, Tyler Avenue, Tyler Court and Van Buren Avenue

Street	Existing Roadway Width (face to face), feet	Proposed Roadway Width (face to face), feet	Pedestrian / Bikeway Width, feet	Boulevard Width, feet	Parking
3rd Street	30	24	Ex. shared-use path	0	South Side only
Belmore Lane	30	24	8' shared-use path	0-5	North side only
Monroe Avenue	30	24	5' sidewalk	3-5	East side only
Washington Avenue	30	24	8' shared-use path	0-5	East side only
Adams Avenue Harrison Avenue Jackson Avenue Jefferson Avenue Madison Avenue Tyler Avenue Tyler Court Van Buren Avenue	30	27	-	-	Two-sided

Table 2: Street Widths, Sidewalks and Parking

Alleys

It is proposed to install bituminous pavement on the gravel alley south of Belmore Lane between Washington Avenue and Adams Avenue within the project area to improve maintenance operations and reconstruct the bituminous alley north of Belmore Lane between Jefferson Avenue and Madison Avenue within the project area due to poor pavement and subgrade condition. Minor drainage improvements will be completed by grade adjustments of the gravel and pavement. Based on their current condition, no repairs are proposed for the remaining bituminous alleys.

Roadway Signage

All traffic signage within the project area, including street name blades, will be replaced to improve visibility and reflectivity (see Appendix E). All new signs will conform to the standards of the Manual on Uniform Traffic Control Devices (MUTCD).

Multi-Modal Transportation

Staff seeks to balance the recommendations of the City's guiding documents (Living Streets Plan, Pedestrian and Bicycle Master Plan and Climate Action Plan), feedback from affected residents, available right-of-way and potential tree and infrastructure impacts.

Figure 12 shows all existing and proposed pedestrian facilities (also detailed in Table 2 above).



Figure 12: Existing and Proposed Pedestrian and Mixed Use Facilities

Staff is proposing a new sidewalk on the east side of Monroe Avenue from Maloney Avenue to 2nd Street. This sidewalk is recommended in the Pedestrian and Bicycle Master Plan. The benefits of this sidewalk include:

- Connection to existing and proposed multi-modal facilities on 2nd Street, 3rd Street, Monroe Avenue, Belmore Lane and Maloney Avenue
- Improving access to Alden Park and Harley Hopkins Park
- Improving access to Harley Hopkins Family Center and Downtown Hopkins
- Improving access to Metro Transit Route 612 and Green Line Extension

While the Pedestrian and Bicycle Master Plan recommends a sidewalk and bike lanes on Washington Avenue from Maloney Avenue to 3rd Street, there is not sufficient room to accommodate both facilities and maintain on-street parking. Therefore, staff is proposing to combine these facilities into one shared-use path on the east side. The benefits of this facility include:

- Connection to existing and proposed multi-modal facilities on 3rd Street, Belmore Lane, Maloney Avenue and Lincoln Drive
- Improving access to Van Valkenburg Park
- Improving access to Downtown Hopkins
- Improving access to Metro Transit Green Line Extension

Staff is also proposing a new shared-use path on the north side of Belmore Lane from Washington Avenue to Dearborn Court (project limits). This facility is not included in the Pedestrian and Bicycle Master Plan. The benefits of this facility include:

- Connection to existing and proposed multi-modal facilities on Washington Avenue, Monroe Avenue and in Alden Park
- Improving access to Alden Park and Harley Hopkins Park
- Improving access to Harley Hopkins Family Center and Downtown Hopkins
- Improving access to Metro Transit Route 612 and Green Line Extension

Locations were selected by staff based on existing topography, connections to existing facilities and private utility conflicts. The grass boulevards that will separate the new curb and the proposed sidewalks and shared-use paths are proposed to be 5'-wide but may vary depending on construction conflicts. Separation from vehicle traffic creates a more pedestrian-friendly environment and is preferred by Public Works for snow storage. The extra width needed for the sidewalks, shared- use paths and boulevards will be balanced between both sides of the street, where feasible.

All adjacent pedestrian curb ramps will be reconstructed to meet the current design standards of the Americans with Disabilities Act (ADA), and portions of the existing sidewalks will be reconstructed as necessary.

The proposed shared-use path on Belmore Lane between Monroe Avenue and Van Buren Avenue will be maintained by the City as it is adjacent to Alden Park. The

remaining shared-use paths and sidewalk will be maintained by adjacent property owners as they are not within state or county right-of-way, along Municipal State Aid routes, or included in the City's Active Routes to School Plan.

Public Utilities

Sanitary Sewer

The sanitary sewer main has been televised, and portions will be repaired using a combination of open cut and cured-in-place-pipe (CIPP) methods. These repairs will address the issues of sags, cracks and groundwater infiltration into the sewer main. The manhole castings will also be removed and replaced to reduce inflow and infiltration of stormwater.

Watermain

Echologics, LLC was hired by the City to perform a non-invasive pipe condition assessment on the watermain within the project area, and staff has reviewed historical break data to determine the extent of improvements needed. All the existing watermain, except for the 16" CIP in Arden Park to Water Treatment Plant No. 4, will be replaced using a combination of pipe bursting, lining and open cut methods. A segment of 12" CIP outside the project area along Maloney Avenue between Jackson Avenue and Van Buren Avenues will be evaluated for potential replacement using a combination of open cut and cured-in-place-pipe (CIPP) methods.

Water service leads and gate valves will be replaced as well. All gate valves and fire hydrants within the project area will be replaced and, if needed, additional hydrants will be installed to meet current public safety standards. The new fire hydrants will include the Storz nozzle fittings desired by the Edina Fire Department for quick connection of fire hoses.

As part of the City's Wellhead Protection Plan, staff plans to engage property owners who have unsealed private wells and encourage them to have them properly sealed.

Storm Sewer

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

Staff will engage in further discussions with Barr Engineering to determine whether to consider:

1. Install an infiltration system on Belmore Lane between Washington Avenue and Adams Avenue.
2. Increasing the Belmore Lane storm sewer pipe size between Washington Avenue and Monroe Avenue.

3. Increasing the Tyler Court storm sewer pipe size.
4. Reducing flood risk exposure to primary structures with fiscally responsible options, including storm sewer pipe and / or raising or lowering roadway elevations.

Private Utilities

Staff will meet with representatives of several private utility companies in December 2024, to discuss the proposed 2025 reconstruction project and preliminary improvements. Portions of the private utility networks may receive upgrades prior to construction; however, this work is not part of the City's project. Currently, the City does not have a standard to determine where and when street lighting should be improved. Unlike other infrastructure improvements, lighting can be installed later with minimal disturbance using trenchless technologies. The lighting in the neighborhood is sufficient to delineate the intersections; therefore, staff are recommending no revisions to the current street lighting.

RIGHT-OF-WAY/ EASEMENTS:

Existing roadway right-of-way in this neighborhood is 60' except for Tyler Avenue where it is 66' and Washington Avenue and Tyler Court which are 50'. It is anticipated that most of this project can be constructed within the existing ROW. Half of the ROW for 3rd Street is located within the City of Hopkins. While a portion of Washington Avenue ROW is also located within the City of Hopkins, no roadway infrastructure is in the Hopkins ROW. Staff is preparing a cooperative agreement with the City of Hopkins for proposed work that occurs within Hopkins ROW. The cooperative agreement will detail each agency's responsibilities regarding construction, cost allocation, ownership, and future maintenance. A ROW permit from the Minnesota Department of Transportation may be required for roadway and / or utility work adjacent to the noise wall on Washington Avenue.

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

PROJECT COSTS:

The total estimated project cost is $17,617,560 (see Table 3). The total cost includes direct costs for engineering, clerical and construction finance costs from the start of the project to the final assessment hearing.

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		**City of 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**	

Table 3: Estimated Project Costs

ASSESSMENTS:

Assessments will be levied against the benefiting adjacent properties pursuant to Chapter 429 of the Minnesota State Statutes. Based on the City's Special Assessment Policy, there are 293.6 roadway residential equivalent units (REUs) in the Presidents A/B project area. The estimated assessment per REU is $8,600 (see Figure 13). The preliminary assessment roll can be found in Appendix M.



Figure 13: Preliminary Roadway Assessment Map

All single-family residential properties located entirely within the project area receive an assessment of 1 REU, except for the properties shown in the tables below.

There are 24 single-family residential properties located in the project limits that have been previously assessed a partial REU or are corner lots with an adjacent street that will be assessed with a future project. Tables 4 and 5 show their REU calculations based on the City's assessment policy.

PID	House Number	Street	Type of Property	Proposed REU	REU Factor	Assessable REU
3011721210001	6651	2ND ST	Corner lot	1	0.5	0.5
3011721210002	6655	2ND ST	Corner lot	1	0.5	0.5
3011721120094	6528	BELMORE LA	Corner lot	1	0.5	0.5
3011721210004	299	MONROE AVE	Corner lot	1	0.5	0.5
3011721120075	401	TYLER AVE	Corner lot	1	0.5	0.5
3011721210003	298	VAN BUREN AVE	Corner lot	1	0.5	0.5

Table 4: Single-Family Residential Corner Properties with Future Additional Assessment

PID	House Number	Street	Previous Project	Proposed REU	REU Factor	Assessable REU
30117212200 80	422	ADAMS AVE	Maloney Ave – 1995	1	0.5	0.5
30117212201 03	425	ADAMS AVE	Maloney Ave – 1995	1	0.5	0.5
30117212101 24	424	HARRISON AVE	Maloney Ave – 1995	1	0.5	0.5
30117212101 45	425	HARRISON AVE	Maloney Ave – 1995	1	0.5	0.5
30117212100 78	424	JACKSON AVE	Maloney Ave – 1995	1	0.5	0.5
30117212101 02	425	JACKSON AVE	Maloney Ave – 1995	1	0.5	0.5
30117212201 02	424	JEFFERSON AVE	Maloney Ave – 1995	1	0.5	0.5
30117212201 22	425	JEFFERSON AVE	Maloney Ave – 1995	1	0.5	0.5
30117212201 21	424	MADISON AVE	Maloney Ave – 1995	1	0.5	0.5
30117212201 42	425	MADISON AVE	Maloney Ave – 1995	1	0.5	0.5
30117212201 41	424	MONROE AVE	Maloney Ave – 1995	1	0.5	0.5
30117212101 55	425	MONROE AVE	Maloney Ave – 1995	1	0.5	0.5
30117211200 79	421	TYLER AVE	Maloney Ave – 1995	1	0.5	0.5
30117212101 44	424	TYLER AVE	Maloney Ave – 1995	1	0.5	0.5
30117212400 12	500	TYLER CT	Maloney Ave – 1995	1	0.5	0.5
30117211300 02	501	TYLER CT	Maloney Ave – 1995	1	0.5	0.5
30117212101 01	424	VAN BUREN AVE	Maloney Ave – 1995	1	0.5	0.5
30117212101 25	425	VAN BUREN AVE	Maloney Ave – 1995	1	0.5	0.5

Table 5: Previously Assessed Single-Family Residential Corner Properties

There are 7 multi-family residential properties located within the project limits. Table 6 shows their REU calculations based on the City's assessment policy.

PID	House Number	Street	Type of Property	Proposed REU	REU Factor	Assessable REU
3011721220070	301	WASHINGTON AVE	Multi-Family (2 units)	1	0.8	1.6
3011721220069	307	WASHINGTON AVE	Multi-Family (2 units)	1	0.8	1.6
3011721220068	309	WASHINGTON AVE	Multi-Family (2 units)	1	0.8	1.6
3011721220067	313	WASHINGTON AVE	Multi-Family (2 units)	1	0.8	1.6
3011721220066	317	WASHINGTON AVE	Multi-Family (2 units)	1	0.8	1.6
3011721220083	417	WASHINGTON AVE	Multi-Family (2 units)	1	0.8	1.6
3011721220082	421	WASHINGTON AVE	Multi-Family (2 units)	1	0.8	1.6

Table 6: Multi-Family Property

There is one multi-family residential property located in the project limits that has been previously assessed a partial REU and is a corner lots. Table 7 shows their REU calculations based on the City's assessment policy.

PID	House Number	Street	Type of Property	Proposed REU	REU Factor	Assessable REU
3011721220156	6940	MALONEY AVE	Multi-Family (2 units) / Corner lot	0.5	0.8	0.5

Table 7: Previously Assessed Multi-family Residential Corner Property

There are two city owned properties located within the project limits. Table 8 shows their REU calculations based on the City's current assessment policy.

PID	House Number	Street	Type of Property	Proposed REU	REU Factor	Assessable REU
3011721210005	24	Address Unassigned	Lot north of 301 Harrison Avenue	1	1.0	1.0
3011721210060	6750	BELMORE LA	Alden Park ; Potential development of 4 lots with current zoning restrictions.			4.0

Table 8: City-Owned Properties

Alley

Based on the City's Special Assessment Policy, there are 9 REUs adjacent to the gravel alley. The estimated assessment per alley REU is $1,300 (see Figure 14).

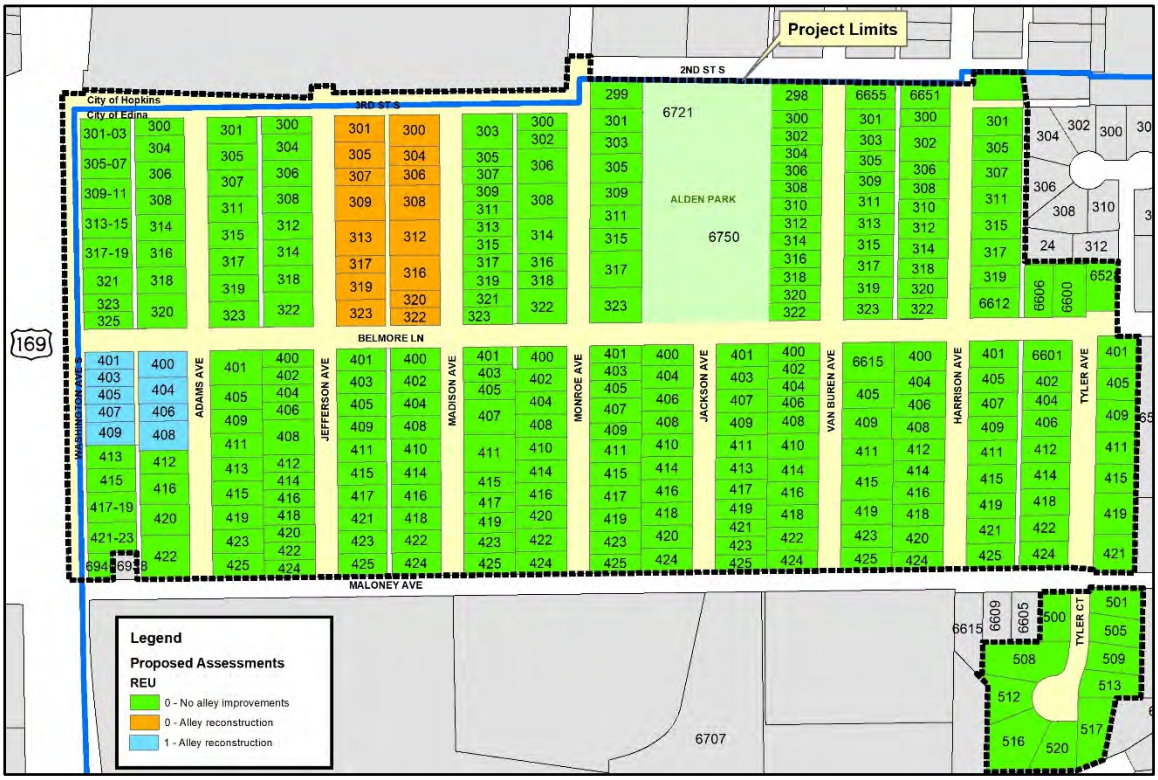


Figure 14: Preliminary Gravel Alley Assessment Map

PROJECT SCHEDULE: The following schedule outlines the past and future tasks to be performed related to the project:

Neighborhood Informational Video Presentations (all 2023 and Future projects)	September 2022, October 2023
Neighborhood Informational Open House	September 24, 2024
ETC Engineering Study Review	October 24, 2024
Receive Engineering Study	December 9, 2024
Open Public Improvement Hearing	December 9, 2024
Close Public Improvement Hearing	December 11, 2024
Public Improvement Hearing Council Decision	December 17, 2024
Bid Opening	March/April 2025
Award Contract/Begin Construction	Spring 2025
Complete Construction	Fall 2025
Final Assessment Hearing	October 2026

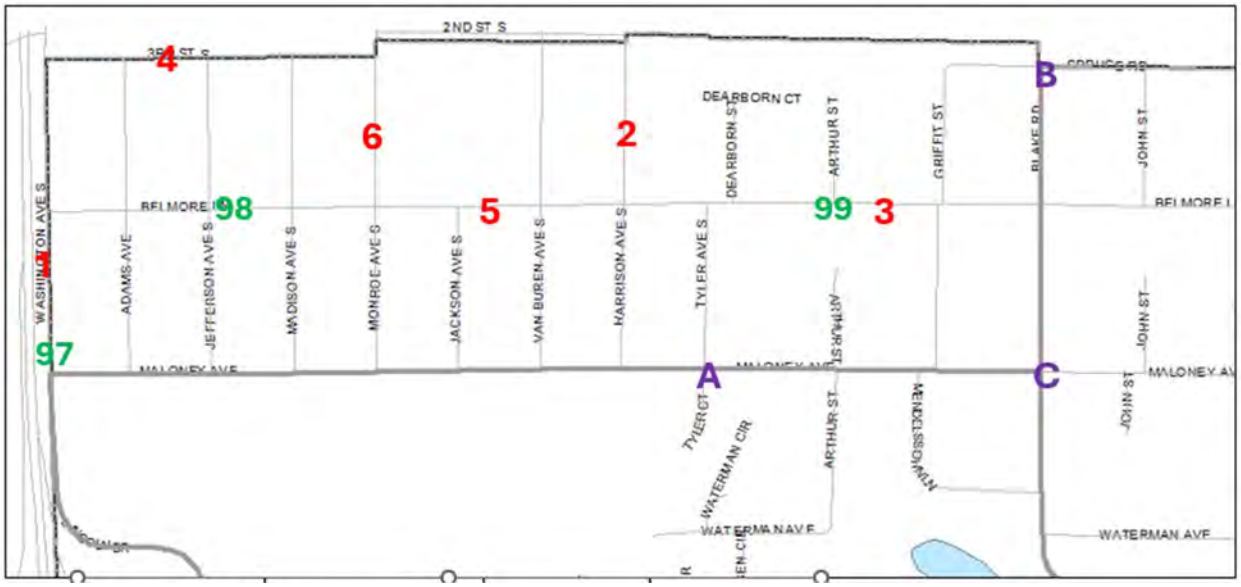
RECOMMENDATION: Staff believes the project can be completed during the 2025 construction season, assuming an efficient replacement of gas main and services schedule by CenterPoint Energy. Staff believes the construction of this project is feasible, cost effective and necessary to improve the public infrastructure in the Presidents A/B neighborhood.

APPENDIX:

A. Traffic and Crash Data
B. Comprehensive Plan Update – Pedestrian Facilities
C. Comprehensive Plan Update – Bicycle Facilities
D. Sewer Blocks and Watermain Breaks
E. Street Lights and Signs
F. Living Streets Plan
G. Edina Transportation Commission Meeting Minutes
H. Edina Transportation Commission Advisory Communication
I. Neighborhood Informational Presentation Materials
J. Resident Questionnaire
K. Correspondence from Residents
L. Proposed Typical Sections
M. Preliminary Assessment Roll

APPENDIX A

Traffic and Crash Data



Traffic Count Location	Month / Year	ADT	85% Speed
1	June 2024	2748	38.9
2	June 2012 / July 2012	252 / 186	30.6 / 30.8
3	May 2008	669	34.6
4	April 2014	463	33.4
5	June 2024	482	28.5
6	June 2024	143	26.8

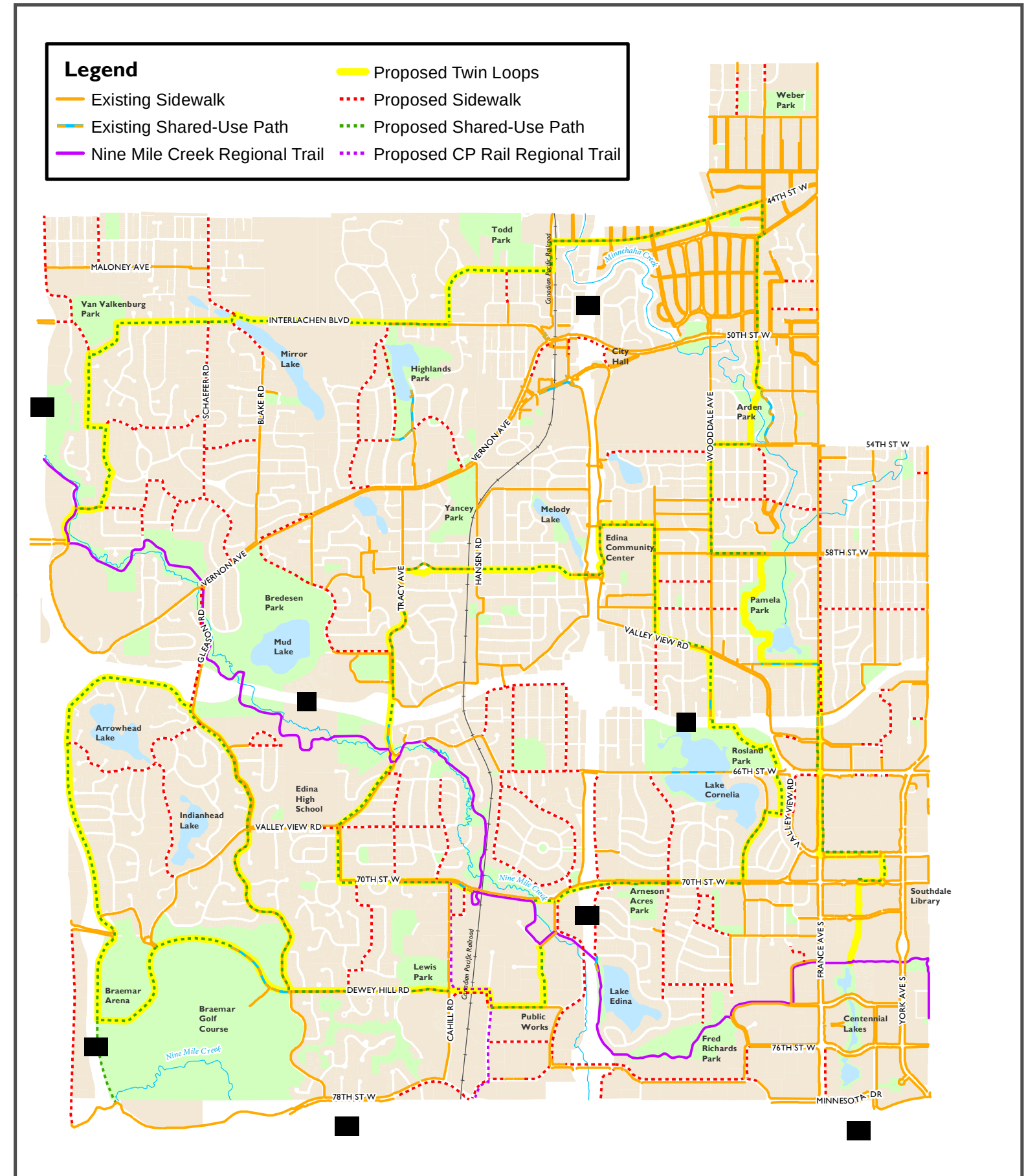
Accident Location	Month / Year	Crash Type	Notes
97	September 2017	3 car crash	Northbound vehicle rear-ended a parked car into another
98	September 2021	Two car crash	Construction trailer parking on eastbound side of road rear-ended by driver due to sun impacting visibility.
99	October 2023	Vehicle failure	Westbound vehicle tire broke then hit 2 vehicles parked on street.

APPENDIX B

City Comprehensive

Plan Update –

Pedestrian Facilities Map



City of Edina
Existing and Proposed Pedestrian Facilities

N

October 2022

Feet

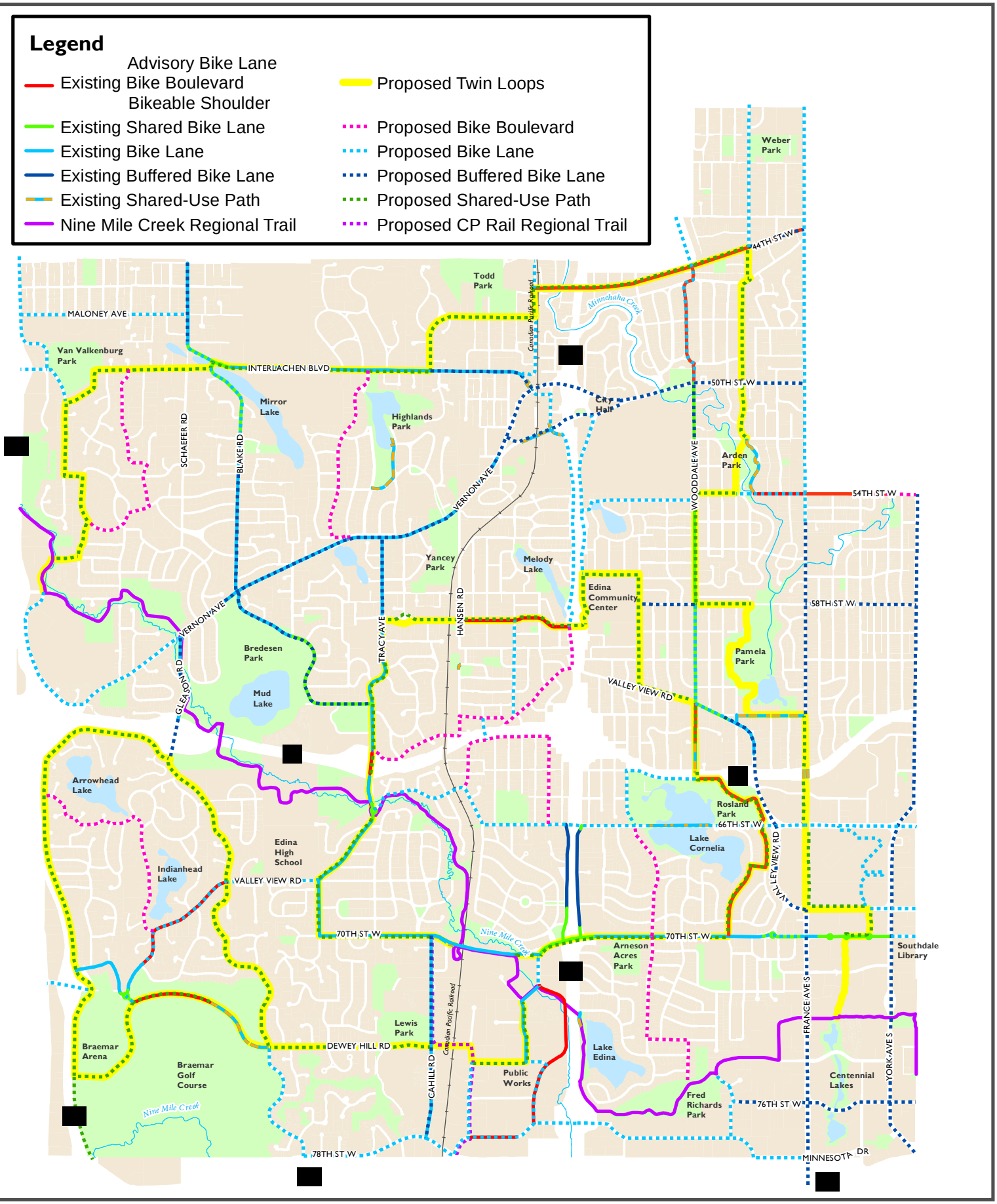
0 2,250

APPENDIX C

City Comprehensive

Plan Update –

Bicycle Facilities Map



City of Edina
Existing and Proposed Bicycle Facilities

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October 2022

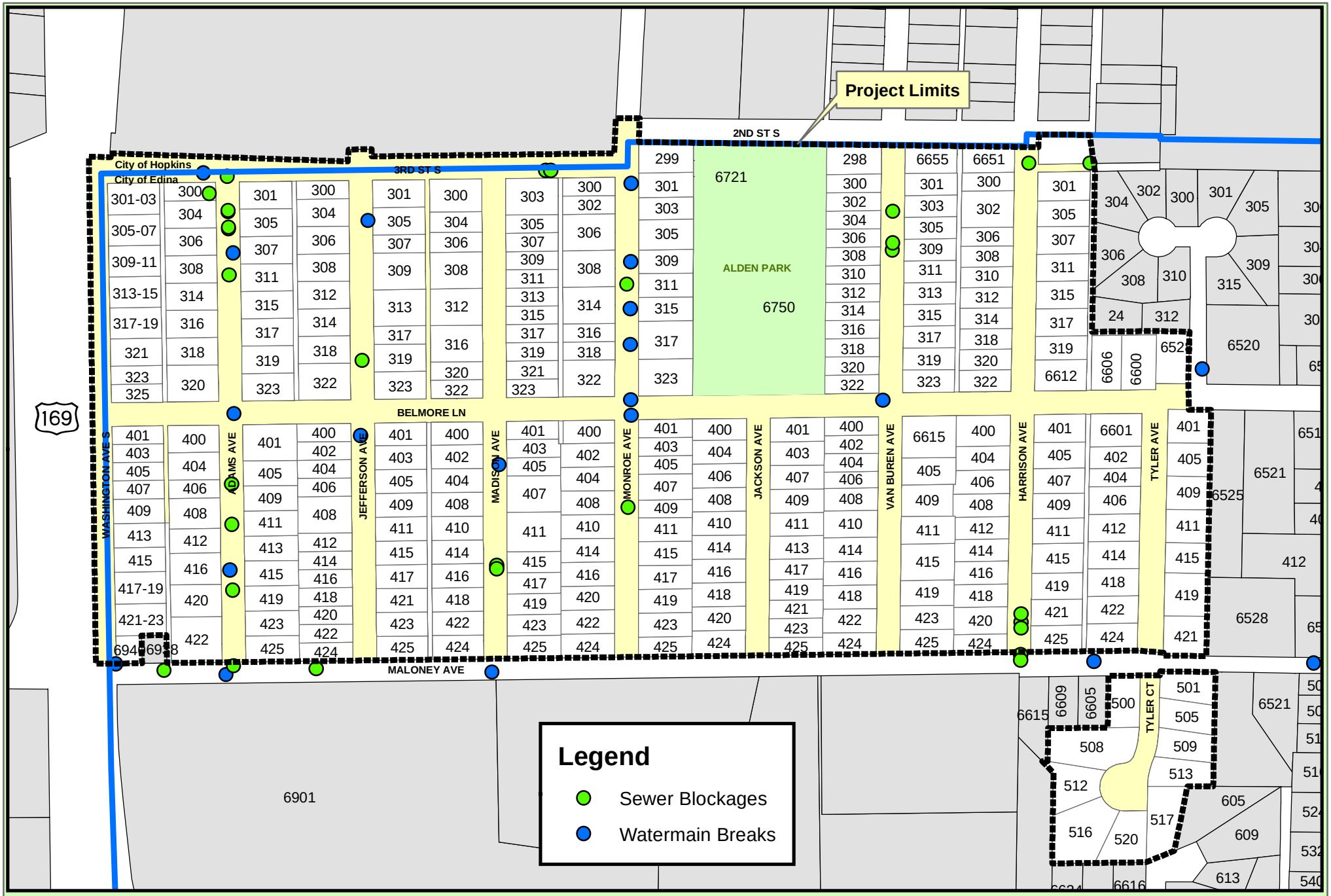
Feet

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APPENDIX D

Sewer Blocks and

Watermain Breaks

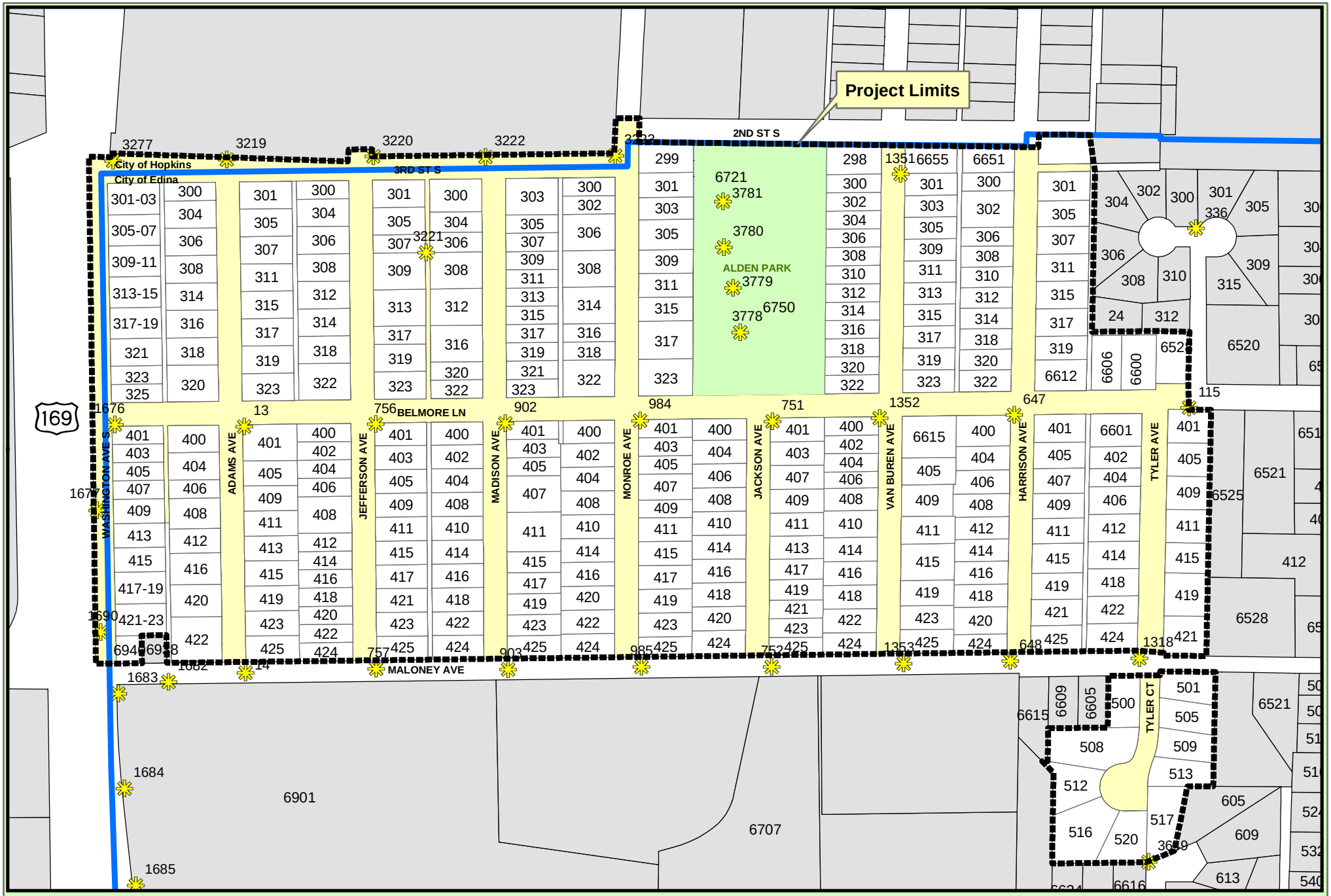


Sewer Blockage and Watermain Breaks
Presidents A & B Neighborhood
Roadway and Alley Reconstruction

Engineering Dept
November 2024

APPENDIX E

Street Lights and Signs



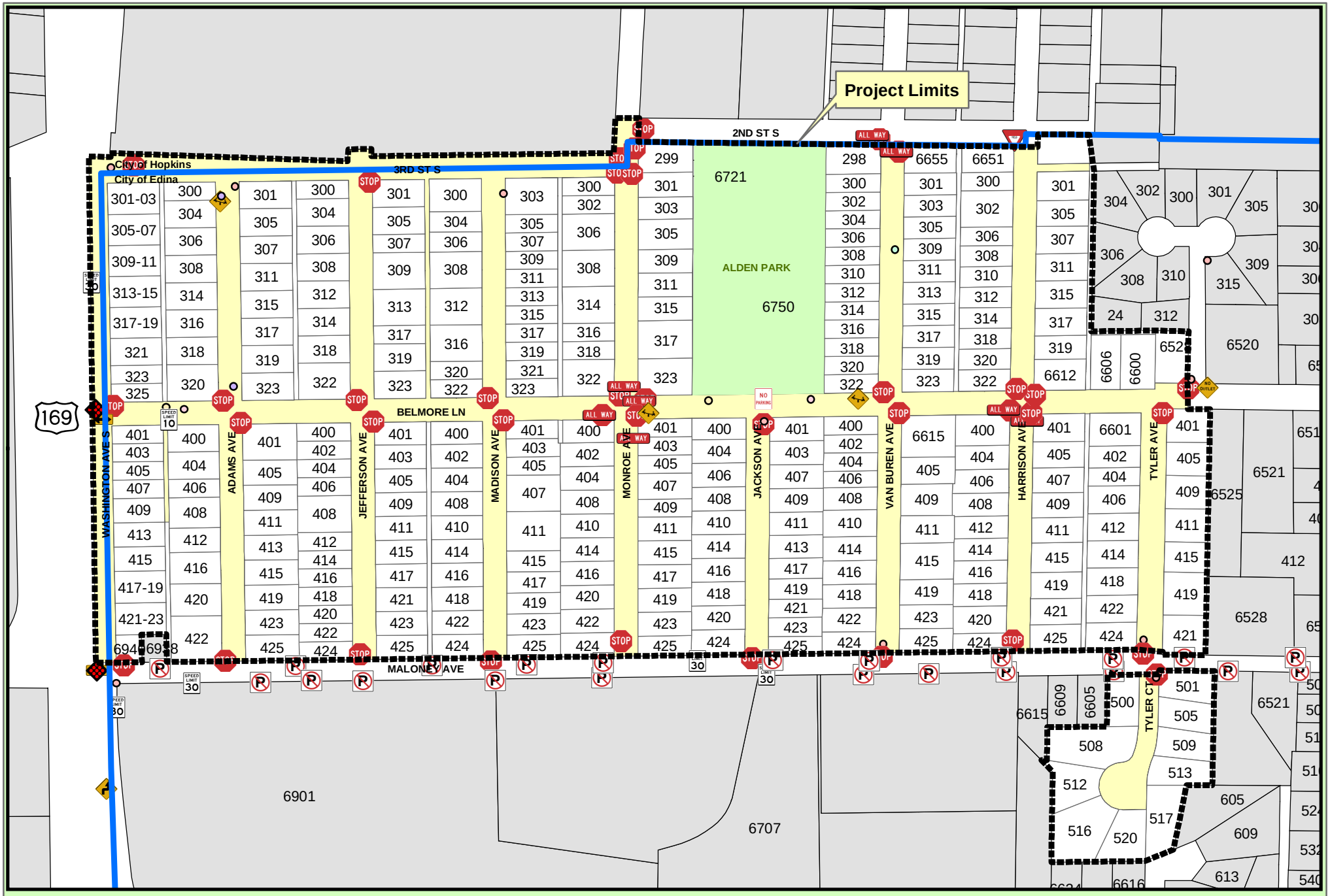
Existing Street Lights
Presidents A & B Neighborhood
Roadway and Alley Reconstruction

Existing Street Lights

CITY OF EDINA, MINNESOTA

N W E S

Engineering Dept
November 2024



Existing Signs
Presidents A & B Neighborhood
Roadway and Alley Reconstruction

CITY OF EDINA, MINNESOTA

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Engineering Dept
November 2024

APPENDIX F

Living Streets Plan

edina living streets

our streets connect us all

Safety

Health

Choice

Economy

CITY OF EDINA, MINNESOTA
INCORPORATED
1888

2. Living Streets Policy

INTRODUCTION

The Living Streets Policy was developed to provide the framework for a Living Streets Plan. The policy initially stood alone and included sections to guide the creation of the Living Street Plan. This revised policy is now an integral part of the Living Streets Plan.

The Living Streets Policy ties directly to key community goals outlined in the City's 2008 Comprehensive Plan. Those goals include safe walking, bicycling and driving; reduced storm water runoff, reduced energy consumption, and promoting health. The Living Streets Policy also compliments voluntary City initiatives such the "do.town" effort related to community health, Tree City USA and the Green Step Cities programs related to sustainability. In other cases, the Living Streets Policy will assist the City in meeting mandatory requirements set by other agencies.

The Living Streets Policy is broken up into three parts: Vision, Principles and Implementation. The Policy is followed by a description of core services provided by the City of Edina that are related to or implemented in part through Living Streets.

Mini Fact

Expect cyclists on the road. Watch for cyclists on the road. Treat them as you would any slow-moving vehicle.

POLICY

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

LIVING STREETS VISION

Edina is a place where ...

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

LIVING STREETS PRINCIPLES

Fifteen principles guide implementation of the Living Streets Policy in the areas of all users and all modes, connectivity, context sensitivity and sustainability. The City will incorporate these principles when planning for and designing the local transportation network and when making public and private land use decisions.

All Users and All Modes

Principle 1: Living Streets are high-quality transportation facilities that meet the needs of the most vulnerable users such as pedestrians, cyclists, children, seniors and the disabled; and

Principle 2: Living Streets provide access and mobility for all transportation modes while enhancing safety and convenience for all users.

Connectivity

Principle 3: The City designs, operates and maintains a transportation system that provides a highly connected network of streets that accommodate all modes of travel;

Principle 4: The City seeks opportunities to overcome barriers to active transportation by preserving and repurposing existing rights-of-way and adding new rights-of-way to enhance connectivity for pedestrians, bicyclists and transit;

Principle 5: The City prioritizes improvements to non-motorized connections to key destinations such as public facilities, public transit, the regional transportation network and commercial areas;

Principle 6: The City will require new developments to provide interconnected street and sidewalk networks that connect to existing or planned streets or sidewalks on the perimeter of the development; and

Principle 7: Projects will include consideration of the logical termini by mode. For example, the logical termini for a bike lane or sidewalk may extend beyond the traditional limits of a street construction or reconstruction project, in order to ensure multimodal connectivity and continuity.

Context Sensitivity

Principle 8: Living Streets are developed with input from stakeholders and designed to consider neighborhood character and promote a strong sense of place;

Principle 9: Living Streets preserve and protect natural features such as waterways, urban forest, sensitive slopes and soils;

Principle 10: Living Streets are designed and built with coordination between business and property owners along commercial corridors to develop vibrant commercial districts;

Principle 11: Living Streets coordinate with regional transit networks and regional authorities; and

Principle 12: The City will consider the fiscal context of projects and potential financial impacts when implementing Living Streets at the project level.

Sustainability

Principle 13: Living Streets will improve the current and future quality of life of the public,

Principle 14: Living Streets will reduce environmental impacts associated with the construction and operation of roadways; and

Principle 15: The City will increase the life span and resilience of its infrastructure and will build infrastructure with consideration for lifecycle costs and ease of maintenance.

LIVING STREETS IMPLEMENTATION

The City of Edina will develop Living Streets in the regular course of business of maintaining, expanding or redeveloping the road network and will be guided by the Vision and Principles established above. Implementation will happen predominantly through the neighborhood street reconstruction program, but also though specific stand-alone stormwater utility, pedestrian, bicycle or safety projects.

Project prioritization is not specifically part of the Living Streets Plan. Prioritization of projects takes place in the City's Capital Improvement Program and Budget and is determined by the City Council with guidance from the Living Streets Vision and Principles.

The City will actively promote and apply the Living Streets Policy and Plan by:

- Applying the Living Streets Policy and Plan to all street projects, including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation or changes in the allocation of pavement space on an existing roadway. This also includes privately built roads, sidewalks, paths and trails.
- Drawing on all sources of transportation funding and actively pursuing grants, cost-sharing opportunities and other new or special funding sources as applicable.
- Through all City departments supporting the vision and principles outlined in this Plan in their work.
- By acting as an advocate for Living Streets principles when a local transportation or land use decision is under the jurisdiction of another agency.

Projects that implement Living Streets will be guided by pedestrian and cyclist network plans and roadway classifications and will consider the physical, social, ecologic, regulatory and economic context in a given project area.

The project delivery system used to build Living Streets will:

- Systematically engage Edina residents and project stakeholders to better inform project-level recommendations.
- Keep Edina residents and project stakeholders informed about Living Streets and the range of services they help provide.
- Follow minimum Living Streets design requirements and standards.
- Manage construction impacts to residents and users of streets.

Network

The creation of a Living Streets network of road, pedestrian and bicycle facilities provides mobility, accessibility and access to people, places and spaces. The resulting interconnection of neighborhoods links people to goods and services and to one another, and increases quality of life for those who live in, work in, or visit the city.

Existing and planned transportation networks are identified in the City of Edina Comprehensive Plan and other approved/adopted plans. Network plans include:

- Roadway Network (Functional Classification, Jurisdictional Classification)
- Sidewalk Facilities
- Bicycle Facilities (Comprehensive Bicycle Transportation Plan)
- Active Routes to School Comprehensive Plan
- Transit Service

Network plans are approved by the City Council. In most cases, modification requires an amendment of the Comprehensive Plan.

The expansion, creation and improvement of pedestrian and bicycle networks will be well planned and prioritized:

- Expansion of existing networks and providing connections to key traffic generators or destinations provide immediate benefit to all network users and is a top priority.
- Network connections serving vulnerable users such as children, seniors and the disabled are a top priority.
- Network connections serving high-volume uses such as schools, retail destinations or regional public transit are a top priority.

Context

Contextual variety can either constrain or create opportunity in roadway and other infrastructure projects. The following are contexts that will be considered and will influence the planning, design and implementation of Living Streets.

CONTEXTS OF LIVING STREETS		
Ecological	Water resource, ponds, wetlands, lakes, streams	
	Natural resouces, trees, and urban forest	
	Air quality	
	Climate	
	Sun and shade	
	Materials, waste, energy, sustainability	
Regulatory	State Aid roadway	
	Watershed rules	
Operational	Maintenance operations	
	Traffic control or functional constraints	
Project Type	Public	Neighborhood street reconstruction
		Neighborhood street reconstruction with major associated utility work
		State Aid street reconstruction
		Stand-alone sidewalk, bicycle or utility project
	Public partner lead	State
		County
		Transit agency
		Parks district
	Private development	Will remain private
		Future public

Exceptions

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

- A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair or pothole filling, or when interim measures are implemented on a temporary detour. Such maintenance activities, however, shall consider and meet the needs of bicyclists and pedestrians.

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

Engagement

Members of the public have an interest in understanding and providing input for public projects. Project recommendations will be developed with a transparent and defined level of public engagement. The public will have access to the decision-making process and decision makers via public meetings and other correspondence and will be provided the opportunity to give input throughout the process. Project reports will discuss how their input helped to influence recommendations and decisions. The City of Edina's Living Streets will continue to engage and solicit public input as a vital component of the project implementation process. See Chapter 5 for a more detailed discussion regarding the purpose of and opportunities for public engagement.

Design

The guidelines contained in the Living Streets Plan will be used to direct the planning, funding, design, construction, operation and maintenance of new and modified streets, sidewalks, paths and trails. The guidelines allow for context-sensitive designs.

The Design Guidelines (see Chapter 6):

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

The Design Guidelines in this Plan will be incorporated into other City plans, manuals, rules, regulations and programs as appropriate. As new and better practices evolve, the City will update this Living Streets Plan. Minimum standards will guide how vehicular, pedestrian and bicycle networks interact and share public right of way.

Benchmarks and Performance Measures
The ability to measure the performance of a plan, as well as knowing that it is functioning as it is intended, is vitally important to overall success and the ability to sustain it. With this in mind, the City will monitor and measure its performance relative to the Living Streets Policy. Benchmarks that will demonstrate success include:

Every street and neighborhood is a comfortable place for walking and bicycling.
This does not mean that every street in the city will have walking and biking facilities. It means that each neighborhood will provide a network of these facilities such that walking and biking to and through neighborhoods is a comfortable experience.

Every child can walk or bike to school or a park safely.
It is essential that alternatives to driving to school or parks be provided to children and their caregivers. These alternatives – walking or bicycling – will be both safe and convenient modes of transportation. See the Edina Active Routes to School Plan for more information.

Seniors, children, and disabled people can cross all streets safely and comfortably.
Opportunities to cross all streets in Edina, including local, collectors and arterial streets, will be provided. These crossings will be safe and comfortable for all users, regardless of age or ability.

An active way of life is available to all.
Opportunities for active living should be made available to all members of the Edina community by connecting centers of activity via active, multimodal transportation. Each resident of and visitor to Edina will have the ability to lead an active way of life.

There are zero traffic fatalities or serious injuries.
Perhaps the ultimate safety benchmark is zero traffic fatalities or serious injuries. Modeled from the Vision Zero Initiative (www.visionzeroinitiative.com), an aspirational yet primary goal of Living Streets is to achieve this high level of safety on the City's roadways.

Reduce untreated street water flows into local waterways and reduce storm water volume.
Cost-effective stormwater best management practices (BMPs) are strategically selected to go above and beyond regulatory requirements to provide for flood protection and clean water services through the use of infrastructure that retains, settles, filters, infiltrates, diverts or reduces the volume of stormwater that flows to local surface waters.

Retail streets stay or become popular regional destinations.
Part of Edina's Living Streets vision is that "streets support vibrant commerce." While most of the city's streets are residential, Edina's business districts are a vital part of the community. The benefits of Living Streets extend to retail streets as well, making them more attractive to businesses and consumers alike.

The City will draw on the following data to measure performance:

- Number of crashes or transportation-related injuries reported to the Police Department.
- Number and type of traffic safety complaints or requests.
- Resident responses to transportation related questions in resident surveys.
- Resident responses to post-project surveys.
- The number of trips by walking, bicycling and transit (if applicable) as measured before and after the project.
- Envision ratings from the Institute for Sustainable Infrastructure.
- Additional performance measures may be identified as this Policy is implemented.

Mini Fact

Motorists must stop behind all crosswalks.

APPENDIX G

Edina Transportation Commission
Meeting Minutes

Draft Minutes☐
Approved Minutes☒
Approved Date: November 21, 2024

Minutes
City Of Edina, Minnesota
Transportation Commission
City Hall Community Room
October 24, 2024

1. **Call to Order**
   Chair Lewis called the meeting to order at 6:02 p.m.

2. **Roll Call**
   Answering roll call: Commissioners Bildsten, McCarthy, Rubenstein, Wright, Lassig, Lewis
   Absent: Commissioners Brown, Olson, Plumb-Smith, Rosen
   Staff present: Transportation Planner Andrew Scipioni, Senior Project Engineer Ben Jore, Assistant City Engineer Aaron Ditzler

3. **Approval of Meeting Agenda**
   Motion was made by Commissioner Wright and seconded by Commissioner McCarthy to amend the agenda as follows:
   - ***Move Item 6.3 to 6.2***
   - ***Move Item 6.2 to 6.3***

   All voted aye. Motion carried.

   Motion was made by Commissioner McCarthy and seconded by Commissioner Rubenstein to approve the amended agenda. All voted aye. Motion carried.

4. **Approval of Meeting Minutes**
   Motion was made by Commissioner Rubenstein and seconded by Commissioner McCarthy to approve the September 19, 2024 meeting minutes. All voted aye. Motion carried.

5. **Community Comment**
   None.

6. **Reports/Recommendations**
   6.1. Presidents A/B Roadway Reconstruction Project
   Senior Project Engineer Jore and Assistant City Engineer Ditzler presented the draft engineering study for review and comment. Comments from Commissioners included:
   - Would the City consider a shared-use path on Monroe Ave instead of a sidewalk?
   - Consider asking about shared-use paths on future preconstruction surveys.
   - Consider using yard signs in the neighborhood to increase rate of response to the preconstruction survey.
   - Would the City consider turning one of these streets into a one-way?
   - Recommend updating typical section graphics to show user on a bicycle.
   - Does the City Forester offer residents street trees as part of the project?

- Could the City provide a property tax break for residents with a multi-modal facility adjacent to their property?
- Support sticking with the recommendations in the Pedestrian and Bicycle Master Plan out of concern that City Council will downgrade proposed shared-use paths into sidewalks. Telling bicyclists to ride in the street isn't safe.
- Commission supports protected bikeways and protected facilities for pedestrians.
- Consider communicating to residents that only 5' of shared-use paths need to be maintained in winter.
- Support the proposed shared-use path on Belmore to promote bike ridership and safety.

Motion was made by Chair Lewis and seconded by Commissioner McCarthy to support the proposed shared-use path on Belmore Ln and the proposed sidewalk on Monroe Ave, and to recommend that staff consider separated pedestrian and bicycle facilities on Washington Ave noting that this might result in the loss of on-street parking. All voted aye. Motion carried.

6.2. Pedestrian and Bicycle Master Plan Review Draft Report

The Commission reviewed and commented on the draft report.

6.3. Traffic Safety Infrastructure Research Draft Report

The Commission reviewed and commented on the draft report.

***6.4.* Metro Transit Network Now Concept Plan**

Staff Liaison Scipioni presented the draft concept plan for review and comment.

***6.5.* Traffic Safety Report of September 24, 2024**

The Commission reviewed and commented on the report.

6.6. 2024 Work Plan Updates

1. **Traffic Safety Infrastructure Research and Recommendations** – Commission reviewed and commented on the draft report.
2. **Pedestrian and Bicycle Master Plan** – Commission reviewed and commented on the draft report.
3. **Parking** – No update.
4. **20th Anniversary Proclamation** – Completed.

6.7. 2025 Work Plan Update

Staff Liaison Scipioni provided an update on the 2025 work plan development process.

7. **Chair and Member Comments** – Received.

8. **Staff Comments** – Received.

9. **Adjournment**

Motion was made by Commissioner Rubenstein and seconded by Commissioner Bildsten to adjourn the October 24, 2024 regular meeting at 9:09 p.m. All voted aye. Motion carried.

Draft Minutes ☐
Approved Minutes ☒
Approved Date: November 21, 2024

TRANSPORTATION COMMISSION ATTENDANCE															
		J	F	M	A	M	J	J	A	S	O	N	D	# of Mtgs	Attendance %
Meetings		1	1	1	1	1	1	1	1	1	1			10	
SEAT	NAME														
1	Wright, Grant	1	1		1	1	1	1	1	1	1			9	90%
2	Rubenstein, Tricia	1	1	1	1	1		1		1	1			8	80%
3	Bildsten, Roger	1	1	1		1	1	1	1	1	1			9	90%
4	Lewis, Andy	1	1		1	1	1	1	1	1	1			9	90%
5	Rosen, Adam			1	1	1	1		1	1				6	75%
6	Brown, Chris	1	1	1	1	1		1		1				7	70%
7	Olson, Bethany	1	1	1	1	1	1		1	1				8	80%
8	McCarthy, Bruce	1	1	1	1	1		1		1	1			8	80%
9	Plumb-Smith, Jill	1	1	1		1	1	1	1	1				8	80%
10	Lassig, Augie (s)									1	1			2	100%

APPENDIX H

Edina Transportation Commission
Advisory Communication

The CITY of EDINA

CITY GOALS: Strong Foundation | Reliable Service | Livable City | Better Together

Commission Advisory Communication

Date: November 21, 2024

To: Mayor & City Council

From: Transportation Commission

Subject: Presidents A/B Multi-Modal Facilities

Approved Work Plan Item:
- [ ] Yes
- [x] No

Council Charge:
- [ ] 1: Study & Report
- [ ] 2: Review & Comment
- [ ] 3: Review & Recommend
- [ ] 4: Review & Decide

Items not on the approved work plan: Council action is rarely taken mid-year for items not on the current approved work plan. Action is only taken if Council chooses to discuss the Advisory Communication at the Council meeting and provides specific direction through a Council vote. Commissions are encouraged to submit new initiative proposals through the annual work plan process.

Action Requested:

The Transportation Commission strongly advocates for separated bicycle and pedestrian facilities – separated and protected from motorized traffic for bicyclists, sidewalk for pedestrians - in street reconstruction projects, as outlined in the City's Pedestrian and Bike Master Plan.

Situation:

Past decisions have often favored shared-use paths over fully separated infrastructure due to cost and snow removal concerns, which has compromised safety and weakened the City's stated goals.

Assessment:

Shared-use paths are not the best solution for Edina. Residents and the Council have expressed safety and aesthetic concerns about these paths, often leading to compromises like sidewalk-only options or their complete removal. Such decisions weaken the master plan and our Strong Foundation and Livable City goals. While the Commission has approved shared-use paths in the past, it acknowledges they are rarely the best choice for balancing safety, aesthetics, and functionality. In some cases, the City has opted for shared-use paths instead of separate, buffered options for pedestrians and cyclists—solutions more consistent with the PBMP and MnDOT's Bicycle Facility Design Manual. To ensure fairness and equity for everyone, clear guidelines are needed for making and implementing these decisions.

Recommendation:

For the Presidents A & B project, we specifically recommend separated bike and pedestrian facilities on Washington Avenue, *not* a shared-use path. This street has high traffic and speeds, making separation essential for safety. Removing on-street parking for these two blocks would allow for this infrastructure, enhancing safety and aligning with city priorities to support non-motorized transit.

APPENDIX I

Neighborhood Informational Meeting Materials

The CITY of EDINA

2025 Neighborhood Roadway Reconstruction

Informational Meeting

EdinaMN.gov

Agenda

- Introductions
- Why Reconstruct
- Project Scopes
- What You Can Expect
- Funding Sources
- Timeline
- Communication
- How to Prepare
- Questions
- Sidewalks



The CITY of EDINA

Engineering - Design & Construction Division



Chad Millner
Director of Engineering



Aaron Ditzler
Assistant City Engineer



Chris Moore
Graduate Engineer



Brandon Freeman
Engineering Technician



Liz Moore
Engineering Coordinator



Ben Jore
Sr. Project Engineer



Tom Haataja
Sr. Engineering Technician

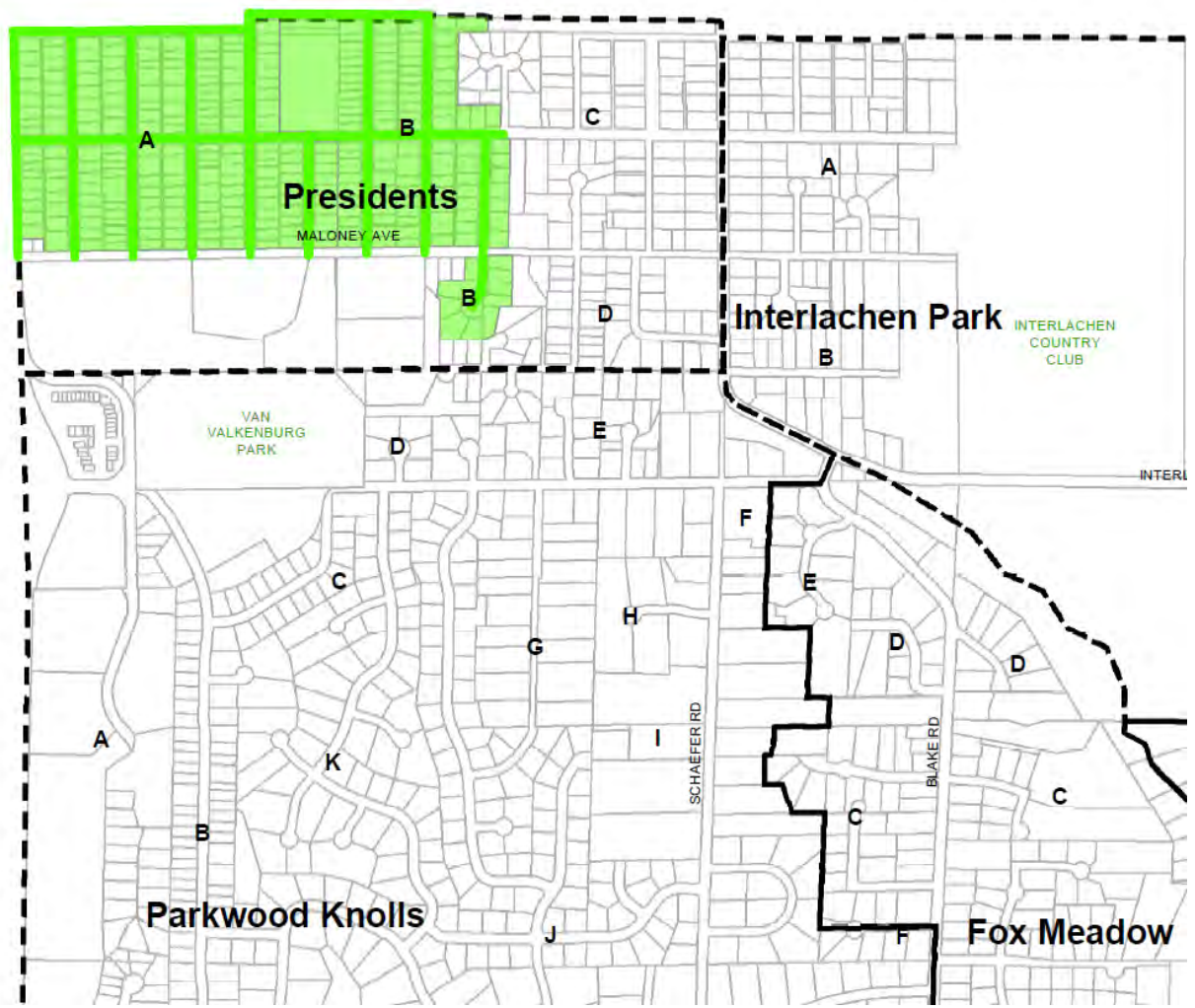


Jon Moore
Sr. Engineering Technician

The CITY of EDINA

2025 Project Area

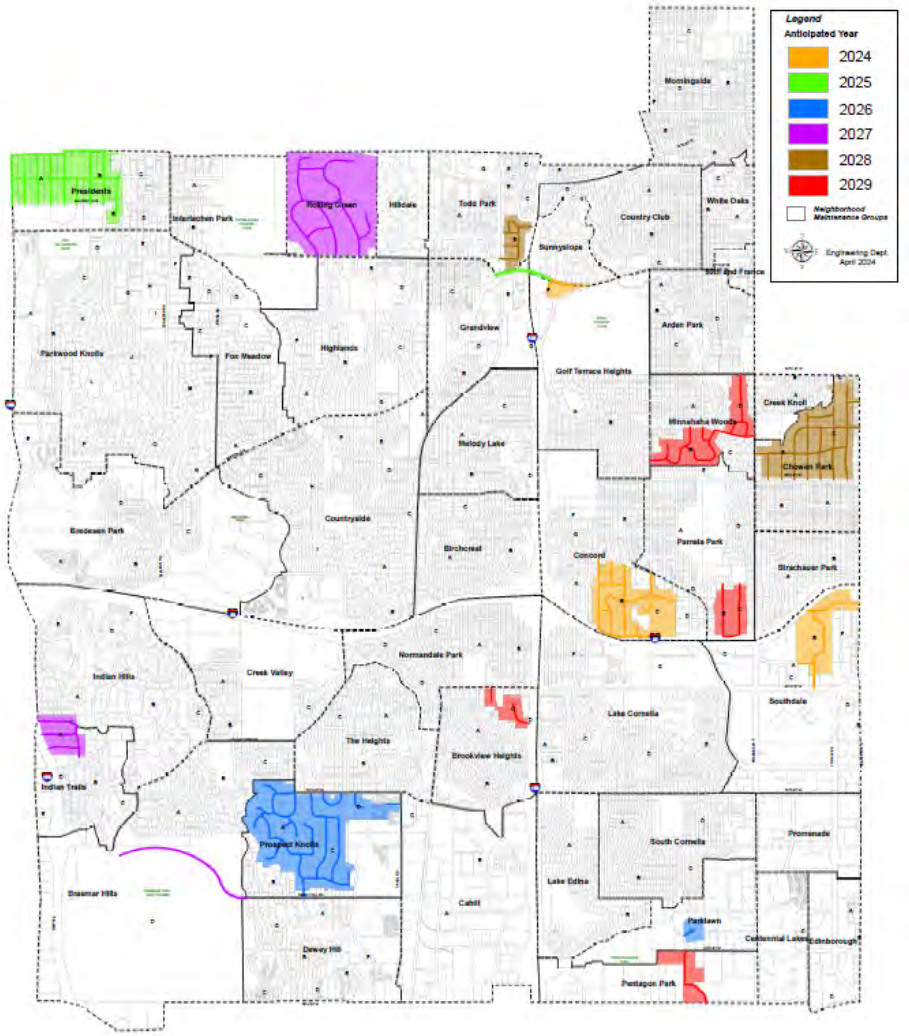
- Presidents A/B
  - 301 Properties



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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 issues



The CITY of EDINA

Why Reconstruct?

- Roadway originally constructed with gravel in the 1950's, followed by utilities and paving in the 1960's
- Utility issues to address beneath roadway
- More cost-effective than other maintenance strategies (mill & overlay, seal coat)



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Existing Conditions - Roadways

- Pavement reaching end of useful life
- Streets have curb and gutter
- Some properties already have concrete driveway aprons, some do not



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Existing Conditions – Gravel Alley

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



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Existing Conditions – Asphalt Alley

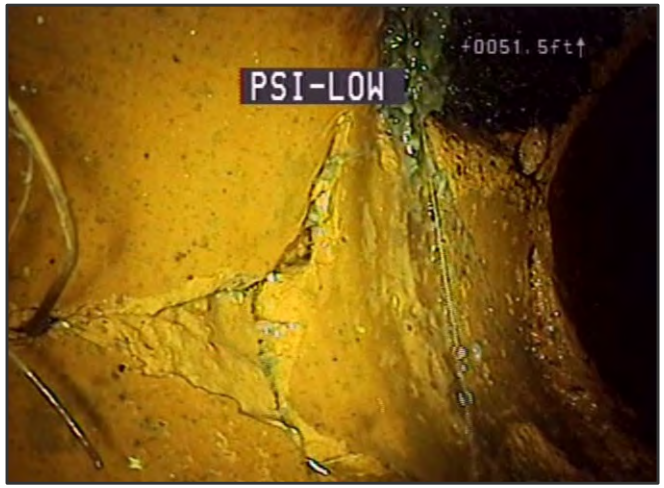
- 580 feet of asphalt alley between Jefferson and Madison Avenues
- Poor pavement condition, rutting
- Portion has storm sewer and curb and gutter
- Concerns about required maintenance (snow plowing operations)





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Existing Conditions - Utilities







- Sanitary Sewer
  - Cracks, breaks, sags, etc.
  - Inflow and infiltration
- Watermain
  - Loss in pipe wall thickness
  - Main and service breaks
  - Undersized mains
- Storm Sewer
  - Structure deficiencies
  - Undersized pipes
  - Curb and gutter failing

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Existing Conditions – Right-of-Way

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



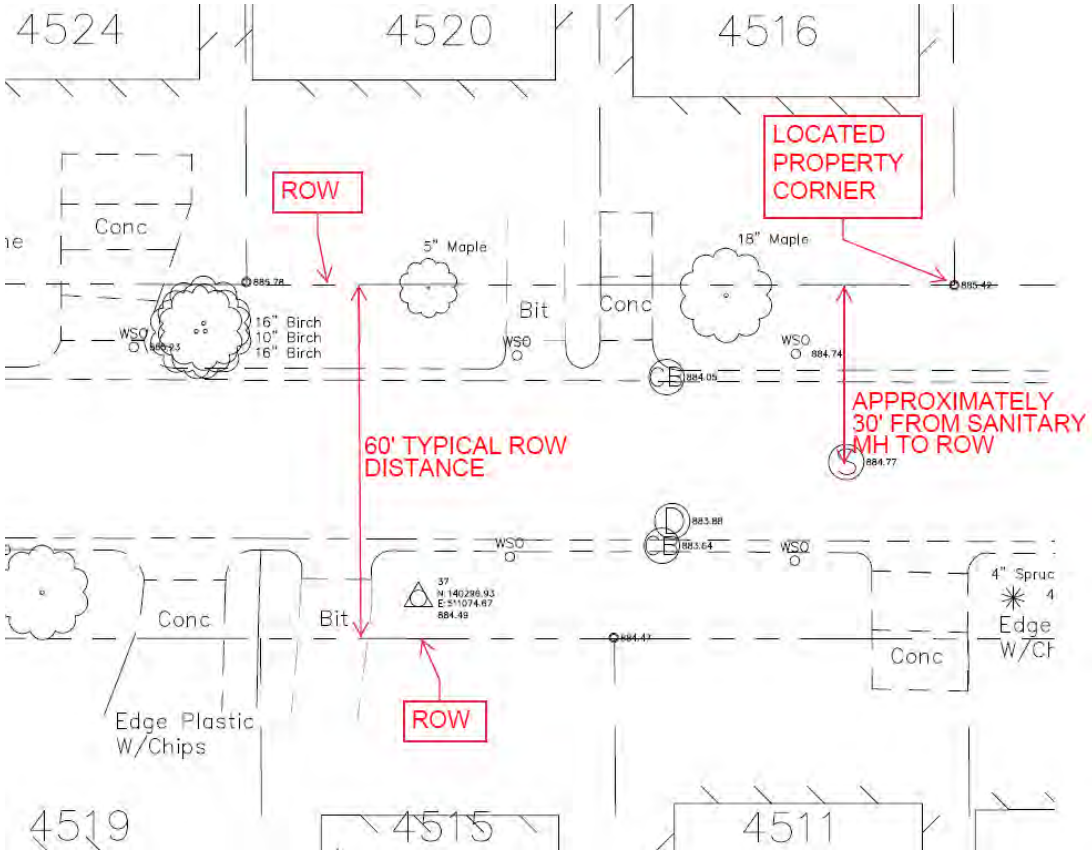




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What / Where is the ROW?

- Surface and space above and below public roadways used for travel purposes and utilities
- Typically, 60’ width
  - (MSA Streets 66’)
- Property corners located during survey



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Proposed Improvements – Roadways and 2 Alleys

- Replacement of curb & gutter (roadways)
- Subgrade corrections as needed
- New roadbed and asphalt pavement surface



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Living Streets Plan

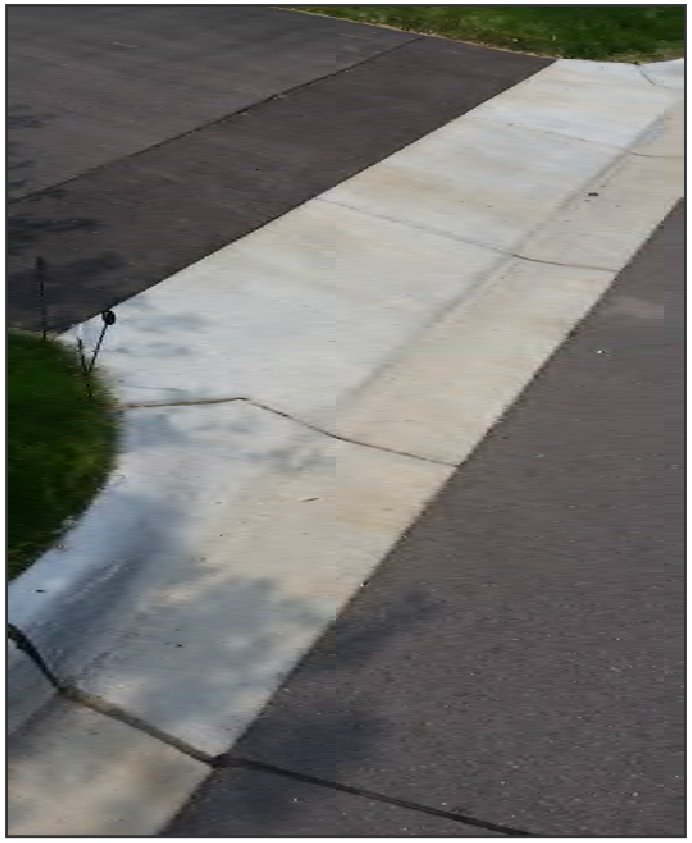
- Approved by City Council in 2015
- Balances needs of motorists, bicyclists, pedestrians and transit riders
- Incorporates;
  - Minimum roadway design elements
    - See Exhibits
  - Pedestrian and Bicycle Master Plan



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Proposed Improvements - Driveways

- Aprons will be replaced / installed to comply with City standards
- Special driveway materials
- Reimbursement Policy



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Proposed Improvements - Utilities

- Includes new watermain and service replacements
- New fire hydrants and gate valves
- May include localized sanitary sewer repairs and rehabilitation
- Lining of sanitary sewer
- Storm sewer upgrades





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Proposed Improvements – Sump Drain

- Installed when feasible and warranted
- Homeowners encouraged to connect to City Sump Drain
- Notification will be given when connecting is available
- Sump connection permit available thru City website



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Utility Ownership

City Owned Utilities

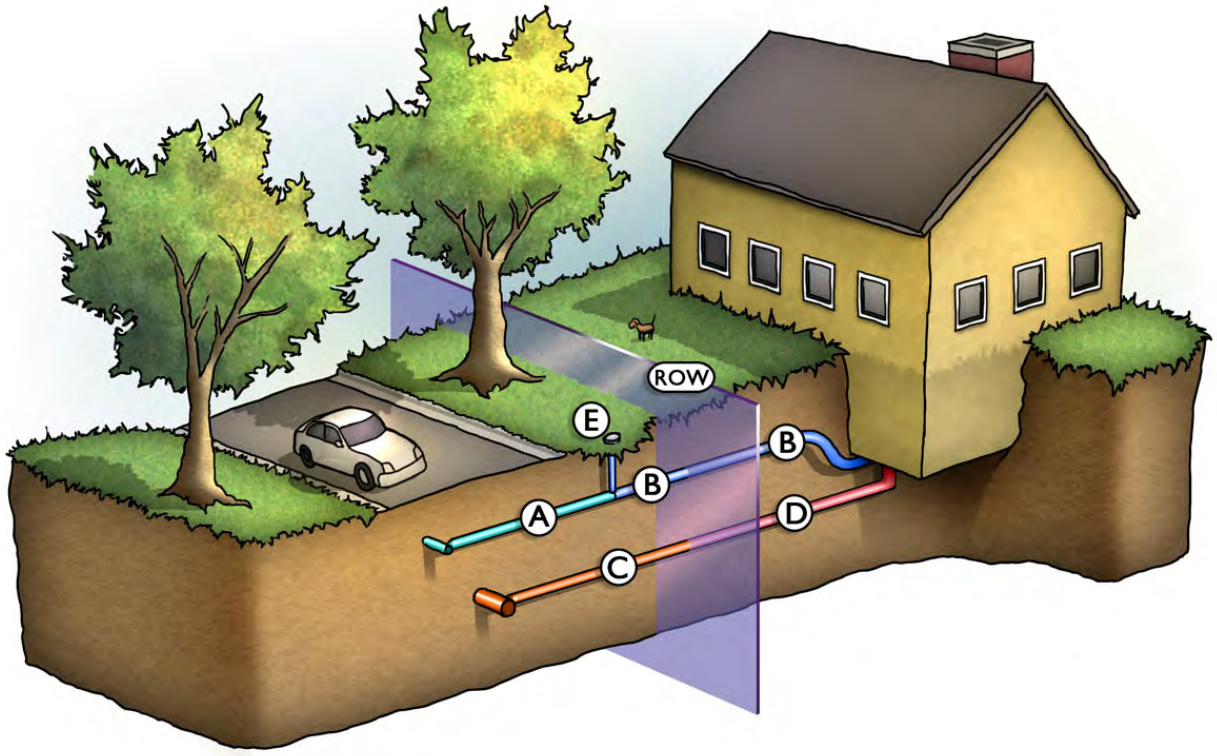
A – Water Service

E – Water Service Shutoff

Resident Owned Utilities

B – Water Service

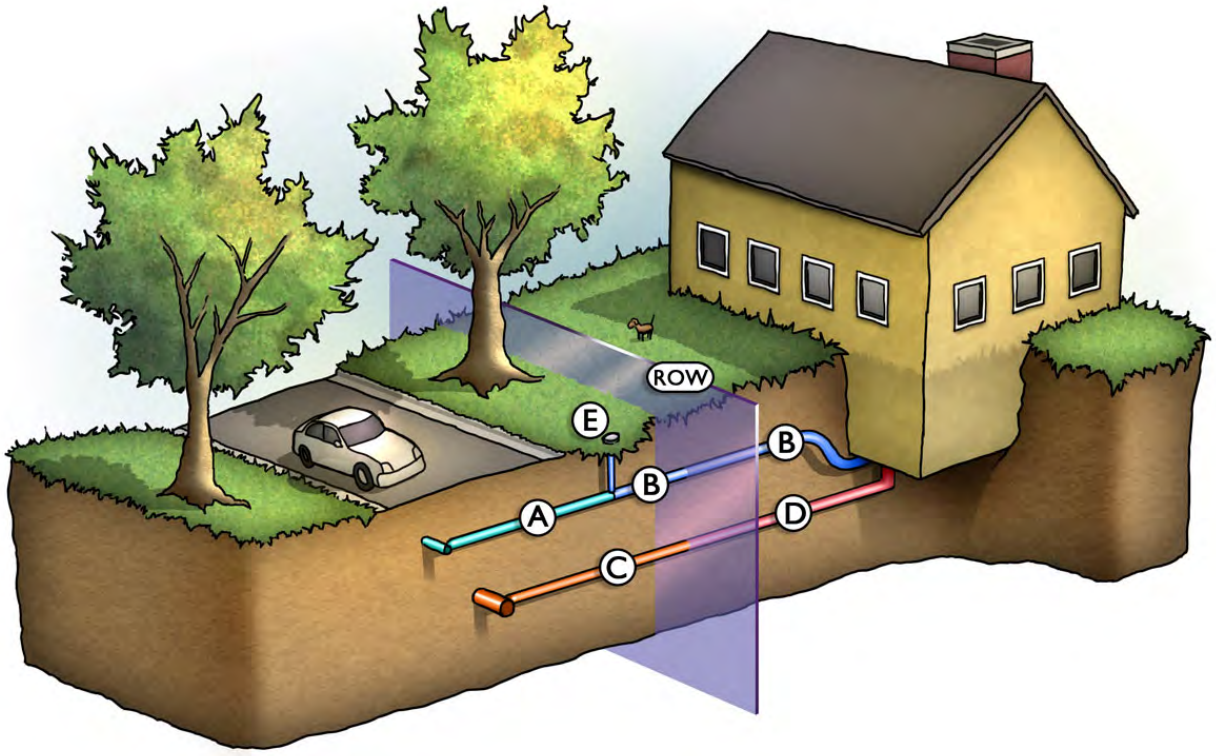
C & D – Sanitary Service



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Utility Ownership

- Recommend inspecting private services prior to construction
- Repairs/upgrades can be coordinated with street work
- Associated costs can be added to special assessment



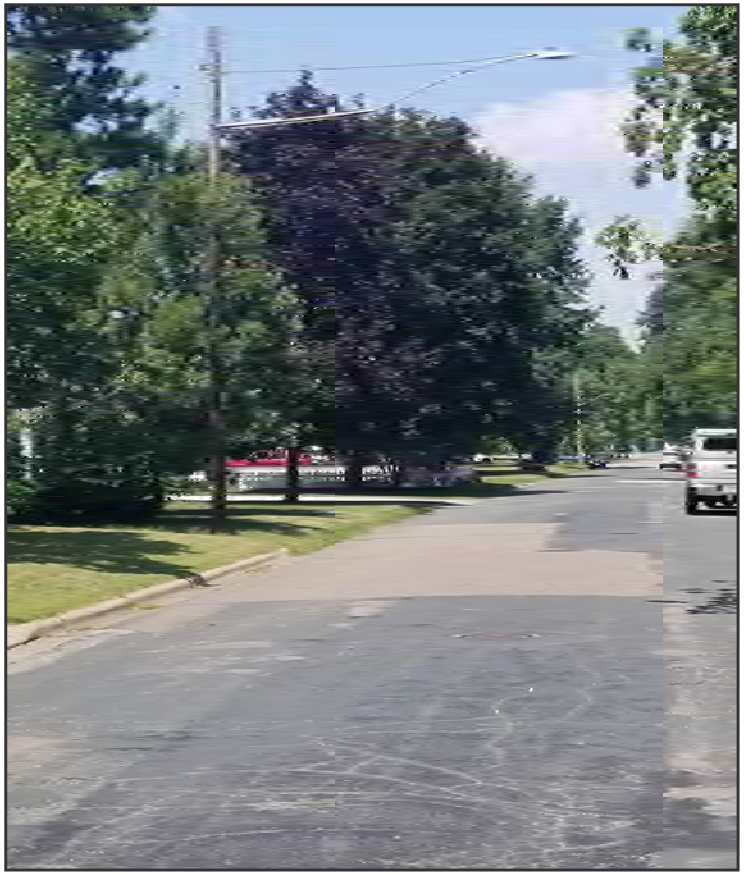
<u>Resident Owned Utilities</u>
B – Water Service
C & D – Sanitary Service

<u>City Owned Utilities</u>
A – Water Service
E – Water Service Shutoff

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Private Utilities

- Gas, Electric, Telephone, Cable may upgrade or repair their utilities before construction begins
- Fiber optic internet installation during construction
- Potential City-required relocations
- Goal: streamline projects and minimize neighborhood disturbance
- Streetlight upgrades typically not included with project



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What You Can Expect

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



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What You Can Expect

- Construction materials stored temporarily in ROW
- 5-10 feet of disturbance behind back of curb
- Construction equipment stored on streets
- Tree removals as necessary (property owners notified)



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What You Can Expect

- Driveways and roads will be periodically inaccessible
- Driveways will be inaccessible for 7 days to allow driveways to cure



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What You Can Expect

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



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What You Can Expect

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



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City Utility Funds

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



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Pedestrian and Cyclist Safety (PACS) Fund

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

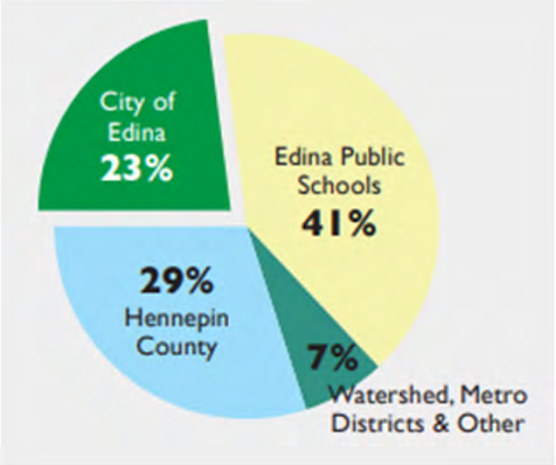


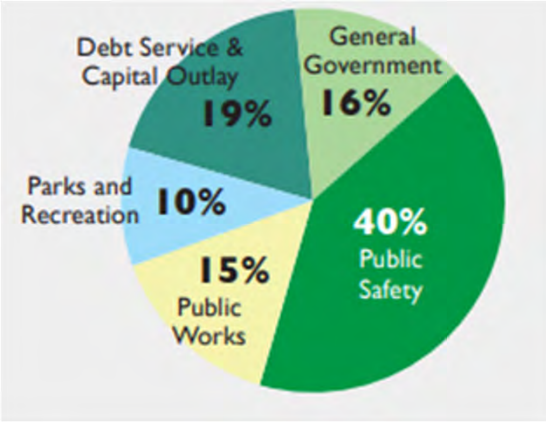
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Do Taxes Cover Street Projects?

- ~23% of property taxes go to the City for expenses including Police, Fire, Parks, and Public Works
- ~3.5% go to Public Works
  - Snowplowing
  - Pothole repairs
  - Other street maintenance

    (sealcoating, overlays, patch repairs)
- In 2022 taxes began paying for a portion of street reconstruction





Figures per proposed 2024 Edina Tax Levy (not final)

The CITY of EDINA

Special Assessments

- Assigned to benefitting properties of public improvements
- Covers portion of roadway costs
  - Roadway and driveway removals
  - Asphalt pavement
  - Restoration
  - Indirect Costs – engineering, finance, soil investigations, mailings



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Residential Equivalent Units

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

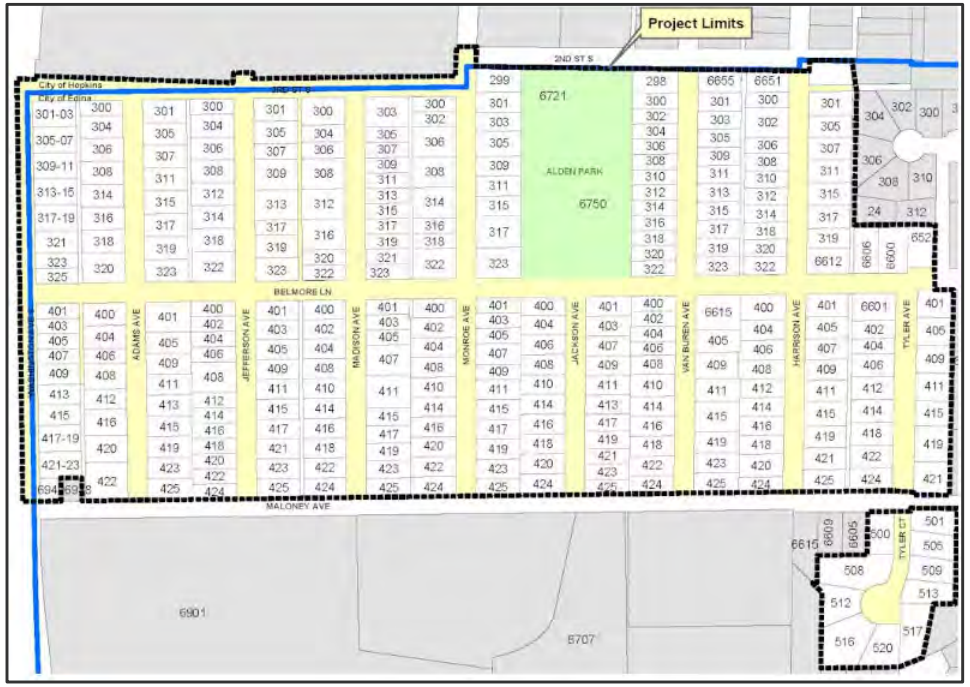
Scenario	Land Use Class	REU Factor
A	Single-Family Residential	1.0
B	Multi-Family Residential – Duplex	0.8

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

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Project Details – Presidents A and B

- 301 properties (291.60 REUs)
- 2.75 miles of road
- Full removal and replacement of curb & gutter
- Full watermain, water services replacement
- Sanitary Lining and local replacement
- Storm sewer improvements
- 24’ street width:
  - Incl. 5’ concrete walk on Monroe Ave
  - Incl. 8’ shared use path on Washington and Belmore Aves
  - 3rd St S
- 27’ street width remaining streets



The CITY of EDINA

Project Details – Presidents A and B Alleys

- 230 feet of gravel alley between Washington and Adams Avenues
- New 10' wide asphalt pavement on existing gravel alley

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



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Revised Roadway Cost Assessment - Local

		Sample Assessment During Transition		
Construction Year	**% of Local Roadway Costs Assessed**	**$10,000**	**$15,000**	**$20,000**
2020	100%	$10,000	$15,000	$20,000
2021-2024	78.90%-63.12%	$7,890-$6,312	$11,835-$9,468	$15,780-$12,624
2025	57.86%	$5,786	$8,679	$11,572
2026-2035	52.60%-5.26%	$5,260-$526	$7,890-$789	$10,520-$1,052
2036	0%	$0	$0	$0

The CITY of EDINA

Preliminary Assessments – Presidents A/B Roadway

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

Neighborhood	% of Roadway Costs Assessed	Estimated Assessment Range per REU*	# of REUs	Square Yards of Paving	Square Yards of Paving per REU
Presidents (2025)	57.86%	$7,500 - $11,500	291.60	35,250	121.7
Concord B/C (2024)	63.12%	$11,900 - $17,100	174.49	30,568	175.2
Morningside C (2023)	68.38%	$8,500 - $14,000	133.11	19,273	144.8

The CITY of EDINA

Preliminary Assessments – Presidents A/B Gravel Alley

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

Neighborhood	% of Alley Costs Assessed	Estimated Assessment Range per REU*	# of REUs	Square Yards of Paving	Square Yards of Paving per REU
Presidents (2025)	57.86%	$1,000 - $1,600	9.0	260	28.9
Presidents (2006)	100%	$1,871	16.0	650	40.6
Presidents (2025)	*100%*	*$1,700 - $2,800*	*9.0*	*260*	*28.9*

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Typical Project Timeline

Date	Milestone
July – September 2024	**Engineering studies/estimates provided**
December 2024	Public hearings
January – March 2025	Plan preparation and bidding
April – May 2025	Construction begins
October – November 2025	Construction concludes
Spring 2026	Warranty work
Fall 2026	Final assessment hearing

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Assessment Timing

Date	Milestone
December 2024	Initial Public Hearings
Summer 2025	Project Constructed
October 2026	Final Assessment Hearing
November 2026	Assessment Filed with County
January 2027	Assessment on Tax Statement

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Payment Options

- Pay entire amount upon receiving bill to avoid 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%
  - Finance charges are 1% over City's borrowing interest rate
- Defer payment if 65 years of age or older and meet specific income requirements
  - Assessing Department – 952-826-0365

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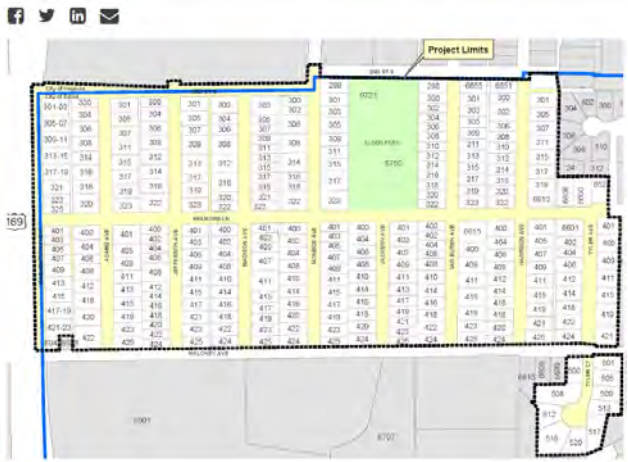
Communication

- Regular Mail
  - All meetings, public hearings, and questionnaires
  - Final assessment notices (one year after construction)
- Door hangers and flyers
  - Time-sensitive information (water shut-offs, concrete, temporary inaccessibility)
- Better Together Edina – City Website Project Page

The CITY of EDINA

Better Together Edina

- Best way to stay informed
- www.bettertogetheredina.org
- Free, access to periodic updates on project progress and schedules



Presidents A & B Neighborhood Roadway Reconstruction updates will be hosted on this project page. Sign up for email updates!

This project, scheduled for construction in 2025, includes:

- Complete reconstruction of the roadway asphalt pavement,
- Full installation or replacement of concrete curb and gutter,
- Complete reconstruction of some alleys,
- Complete replacement of the watermain and water services,
- Improvements to the sanitary sewer and storm sewer systems, and
- Construction of concrete sidewalks or bicycle facilities (locations to be determined)
- The project is proposed to be funded by a combination of special assessments, property taxes, respective utility funds and the Pedestrian and Cyclist Safety (PACS) fund

The CITY of EDINA

Providing Input

- Questionnaires mailed to your home, weigh in on;
  - Traffic/pedestrian issues
  - Street drainage issues
  - Streetlight upgrades

- Public hearing in December 2024
  - Opportunity for residents to voice comments and concerns

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Questionnaire Results

Neighborhood	Responses Received to Date
Presidents A/B	15% (46 / 301)

The CITY of EDINA

How To Prepare

- Complete project questionnaire
- Begin financial planning
- Coordinate home and yard improvement projects around street reconstruction schedule
- Review Better Together Edina updates
- Ask questions, stay informed



The CITY of EDINA

Contact Us

Engineering Department

7450 Metro Boulevard

Hours: 7:00 a.m. – 3:30 p.m.

952-826-0371



The CITY of EDINA



Aaron Ditzler
Assistant City Engineer
952-826-0443
ADitzler@edinamn.gov



Liz Moore
Engineering Coordinator
952-826-0449
LMoore@edinamn.gov

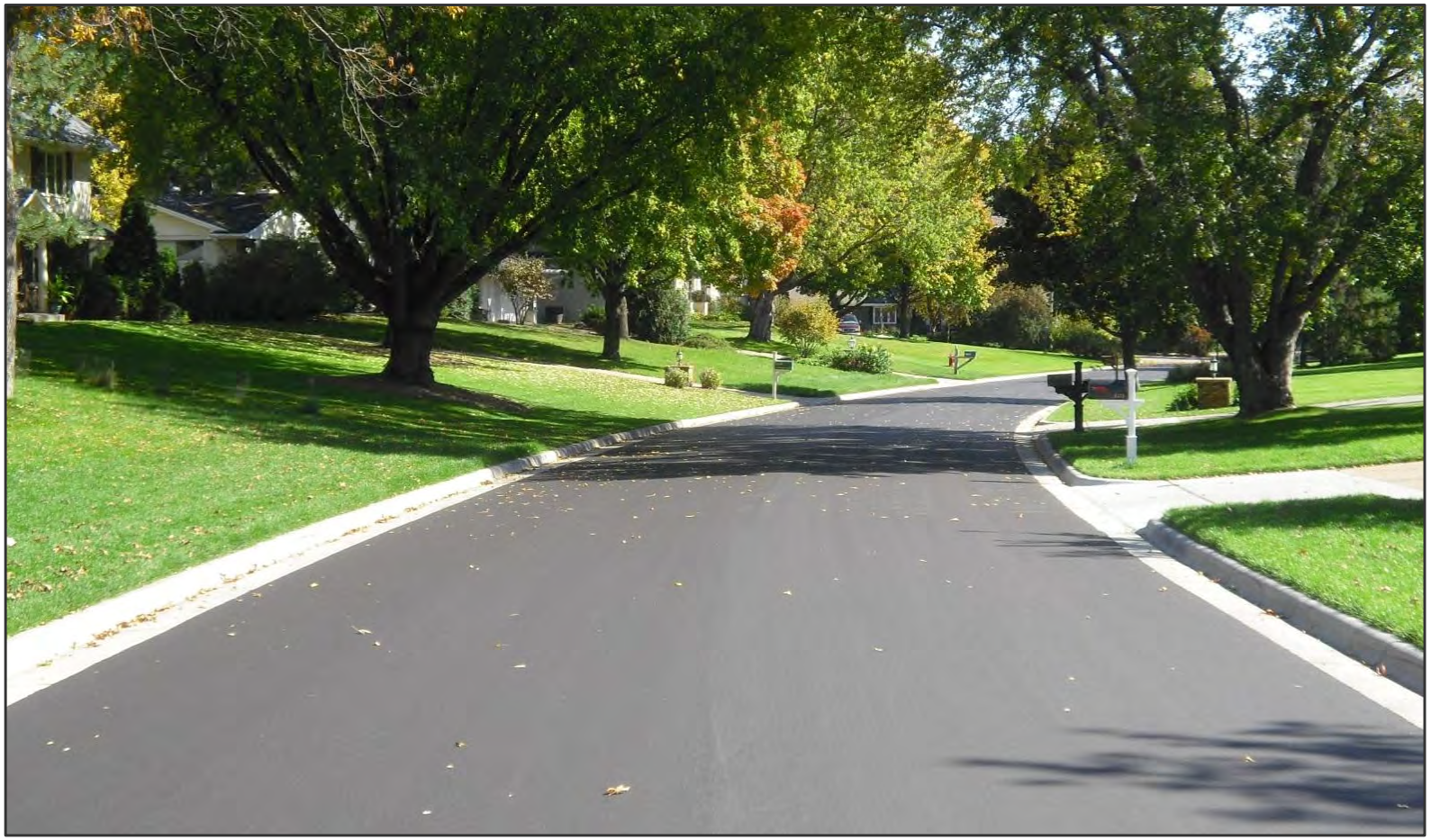
Questions?

- Ask questions on Better Together Edina Q&A page
  - https://www.bettertogetheredina.org/presidents-ab
- Call or email



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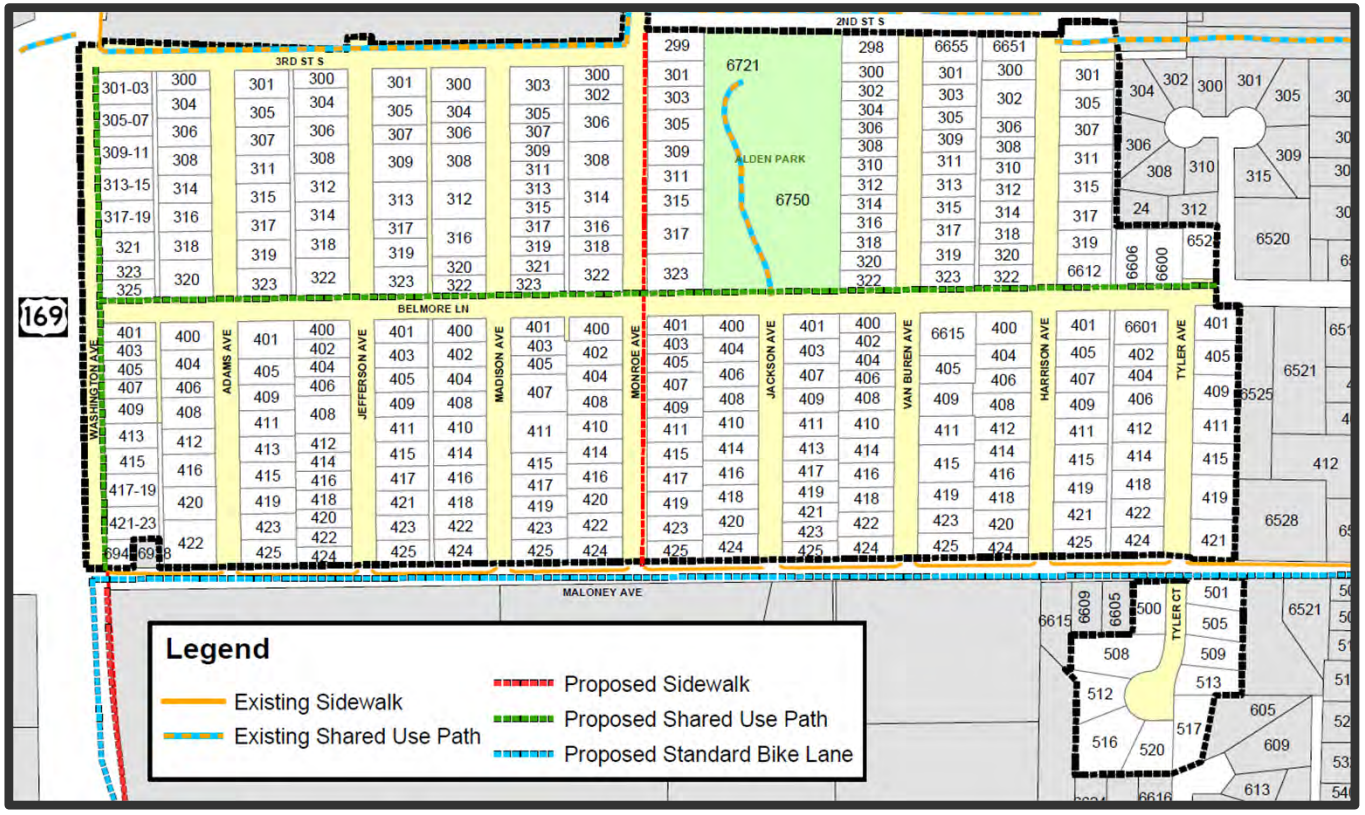
Thank you for your time!



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Proposed Multi-Modal Facilities

- Guided by Pedestrian and Bicycle Master Plan, Living Streets Plan, Climate Action Plan
- Improve access and mobility
- Provide connections to parks, school, transit service

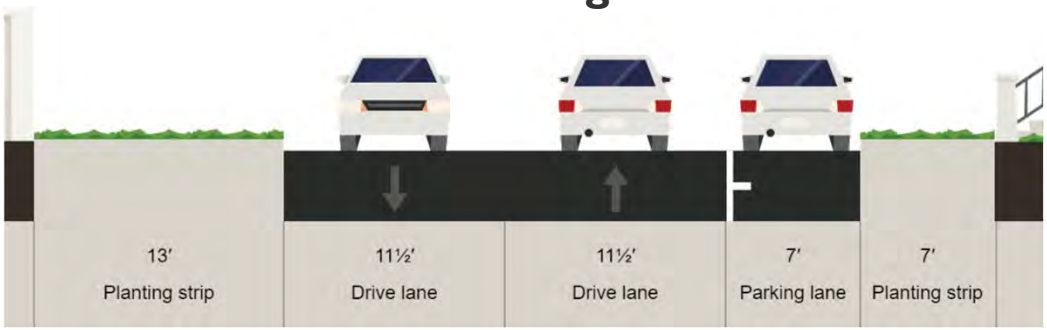


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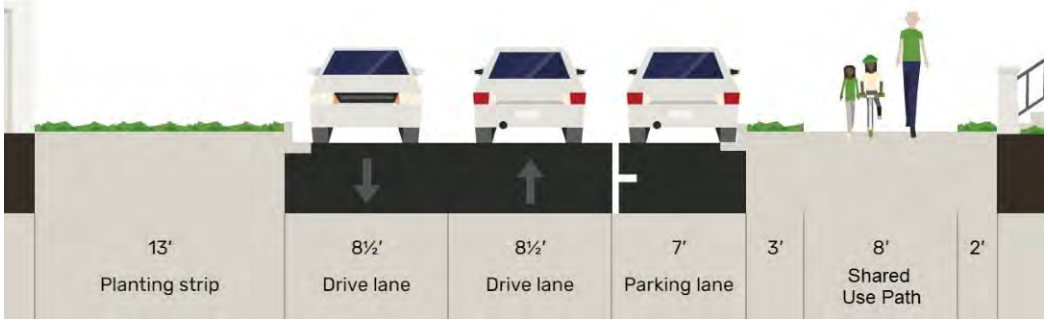
Washington Ave

- 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



Proposed

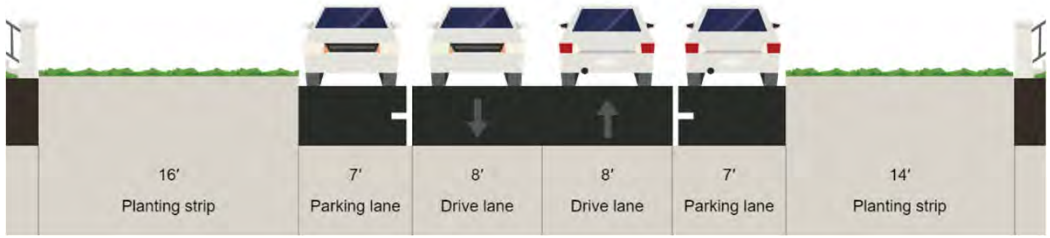


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Monroe Ave

- 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



Proposed

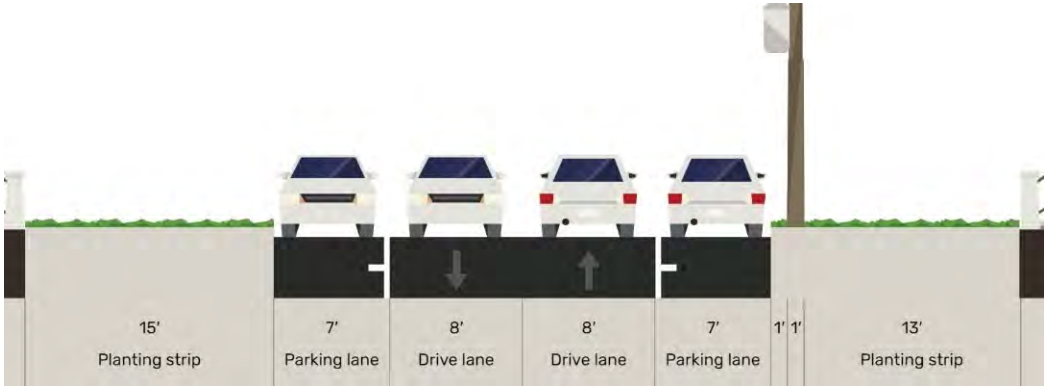


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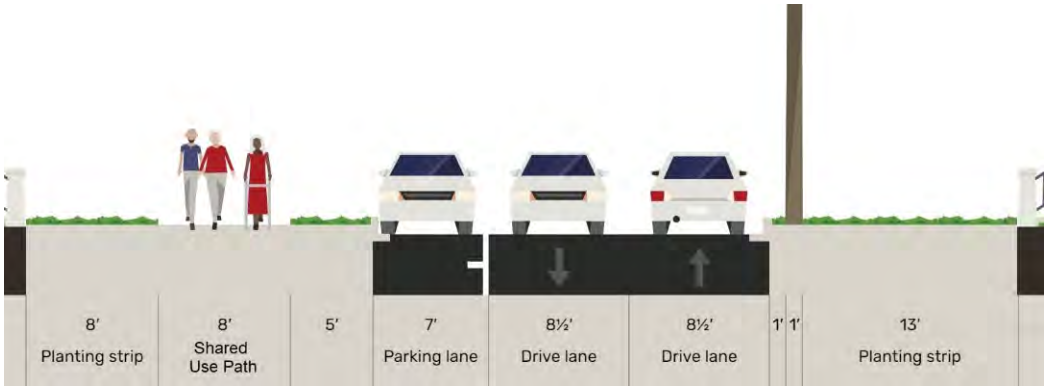
Belmore Ln

- 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



Proposed

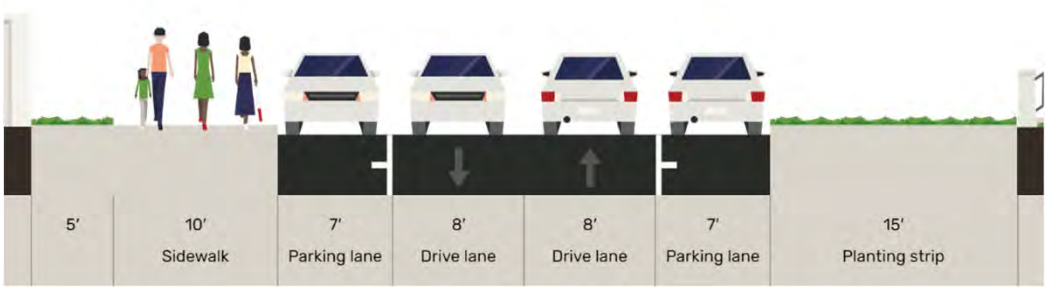


The CITY of EDINA

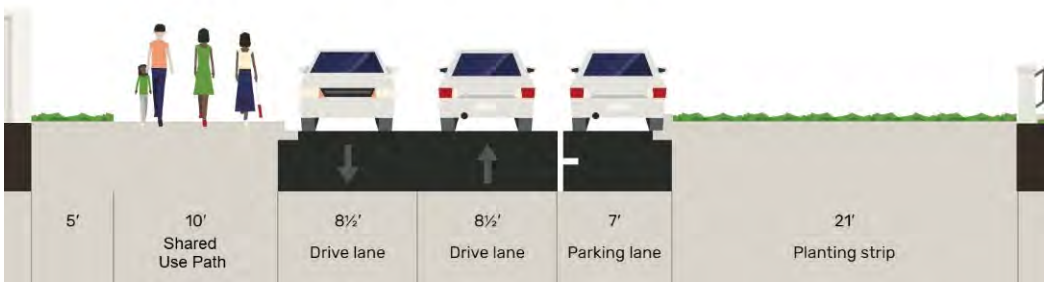
3rd St

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

Existing



Proposed



The CITY of EDINA

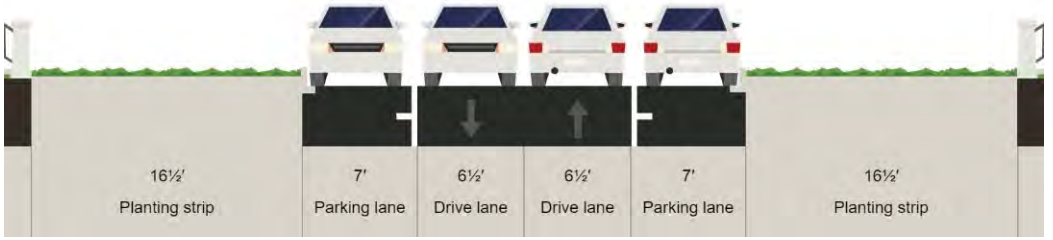
Other Local Streets

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

Existing



Proposed



The CITY of EDINA

2025 NEIGHBORHOOD ROADWAY RECONSTRUCTION
INFORMATIONAL MEETING
EDINA PUBLIC WORKS
September 24, 2024

	NAME	ADDRESS
1	Dan Poppie / Jeanie Poppie	412 Tyler Ave S.
2	Chuck + Judy Melse	420 Adams Ave So
3	Janet Kitui	301 Adams Ave
4	PAUL + JUDY ANDERSON	6612 Belmore LN
5	RICHARD HARRIS	407 HARRISON AVE
6	Jen Egan	404 Jackson Ave So.
7	Bruce & Marlys Just	305 Monroe Ave So.
8	Bill Houlton	307 Jefferson Ave S.
9	Michelle Braun	411 Jackson Ave S
10	RUTH Just	314 MONROE AV. S.
11	Bill Just	314 Monroe Ave S
12	Jane BRABEC	407 Madison Ave S
13	Linda Walch	415 Madison Ave S.
14	Katie Sperri	424 Monroe Ave S
15	Cathy Johnson	403 Jackson Ave S.
16	 Marla Lurie 406 Jackson Ave. S. Hopkins, MN 55343	
17		
18		
19	Julie Frey	306 Jefferson Ave. S.
20	DON WIENGEROTH	322 MONROE AV S
21	John Nightingale	306 Monroe Av. S.
22	Sara Tagger	409 Monroe Ave S.
23	Nathan Glancken	417 Monroe Ave S
24	Jason Walden	306 Madison Ave S
25	Brooke Bartholomew	306 Van Buren Ave S.
26	Sean McChesney	306 Van Buren Ave S.
27	Kay Smith	408 Van Buren Ave So
28	Patricia Nelson	411 Van Buren Ave S
29	James Condon	417 Jackson Ave S
30		
31		

APPENDIX J

Resident Questionnaires

Neighborhood Reconstruction Survey

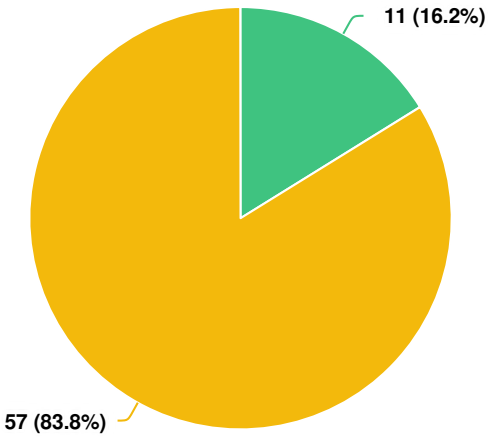
SURVEY RESPONSE REPORT
01 July 2024 - 26 November 2024

PROJECT NAME:
Presidents A & B Neighborhood Roadway Reconstruction

GRANICUS

SURVEY QUESTIONS

Q1 Does your property have drainage issues the City should know about?Examples: History of flooding/standing water, grading, b...



Question options

Yes No

Mandatory Question (68 response(s))
Question type: Radio Button Question

Q2 Please comment on the location and types of problems you have.

Screen Name Redacted 7/18/2024 02:08 PM	We have a very active sump pump in the spring or after heavy rains. There are two storm sewer drains at the property line on my neighbor's side. One in front of the garage and one in the back yard. The drains are very active draining both properties during a fast thaw or heavy rain.
Screen Name Redacted 7/21/2024 10:22 AM	Our alley drains excessively directly into our garage.
Screen Name Redacted 7/22/2024 10:17 AM	We have a drain running from the driveway under the garage into the back yard. If it becomes clogged water backs up in the garage.
Screen Name Redacted 7/29/2024 05:59 PM	Water in basement that drips in from basement ceiling into old well room. weird grading in back and along north side of house, and around garage
Screen Name Redacted 7/30/2024 04:30 PM	our driveway is at the bottom of a hill. When snow melts or rains hard the water runs right over the lip on the end of the driveway. The water runs down our driveway and pools or goes into the garage.
Screen Name Redacted 10/18/2024 06:03 PM	City water drains were added to my property before I purchased it and sub pump is in constant use in spring
Screen Name Redacted 10/19/2024 11:38 AM	We live on the corner of Monroe and Maloney. Our main line has backed up a couple times this year (this was even after we had tree roots cleared out). Each time a sewer company came out they said it was simply a soft blockage. We did get water damage in our basement because of this, and had a descaling of our sewer line in September. We are considering potentially doing a re-lining of our sewer next summer, during the road construction.
Screen Name Redacted 10/21/2024 05:50 AM	I have a large driveway that slopes away from road towards garage. Rainwater runs around garage on South side, into backyard, and pools near foundation. A sump pump sends this water further into backyard away from foundation.
Screen Name Redacted	from my location all water drains to the north down the hill

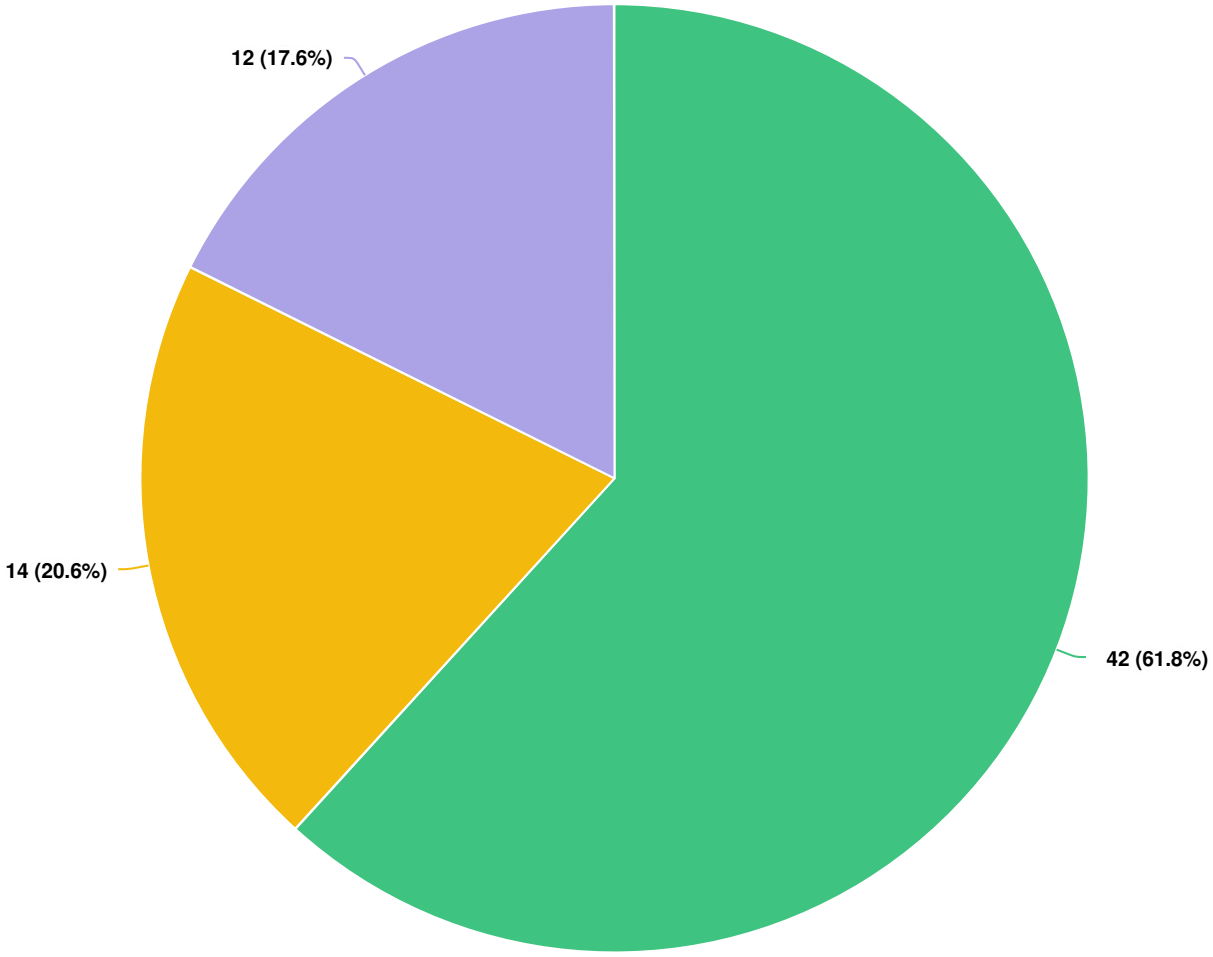
10/24/2024 01:58 PM

Screen Name Redacted
11/06/2024 01:16 PM

between properties in the backyards between Jefferson and Adam's, water floods a little in the spring because the ground is low there. Hasn't been an issue damaging any structures, but doesn't have a drain back there.

Optional question (10 response(s), 58 skipped)
Question type: Essay Question

Q3 How concerned are you with the speed of traffic in your neighborhood or on your street?



Question options

Not Concerned Concerned Very Concerned

Optional question (68 response(s), 0 skipped)
Question type: Radio Button Question

Q4 If concerned or very concerned, please enter the location(s) of concern and why you feel that way.

Screen Name Redacted 7/18/2024 11:11 AM	Harrison Ave south. it is being used as a through street because of excelsior Ave access. cars speed and run stop sighs
Screen Name Redacted 7/18/2024 02:10 PM	Harrison Ave S has a downslope heading north to south that results in cars regularly exceeding speed limint;.
Screen Name Redacted 7/18/2024 02:37 PM	Corner of Madison to cemetery- hard to see traffic
Screen Name Redacted 7/18/2024 04:45 PM	Belmore and Melony Ave both have a lot of cars that travel way too fast.
Screen Name Redacted 7/18/2024 07:21 PM	416 Van Buren Ave South. Concerned because people speed thru our area constantly.
Screen Name Redacted 7/19/2024 06:34 AM	3rd avenue and Washington Ave
Screen Name Redacted 7/19/2024 04:51 PM	Belmore and Maloney only
Screen Name Redacted 7/19/2024 06:01 PM	300 block of Harrison Ave S. cars are going very fast down the street at all hours of the day. Cars particularly are flying down or up the hill which is dangerous to pedestrians. Buses are also speeding down the neighborhood. Lack of street lights is dangerous to pedestrians.
Screen Name Redacted 7/20/2024 08:02 AM	Harrison is used as a route through the neighborhood, especially when there is construction on Excelsior or Blake. I've seen cars going more than 35 down this road, a road with many walkers, bikers and kids.
Screen Name Redacted 7/21/2024 10:22 AM	The alley between Madison and Jefferson
Screen Name Redacted 7/22/2024 10:17 AM	People speed and fail to stop at the stop signs at Harrison & Belmore generally heading East/West.

Screen Name Redacted 7/22/2024 11:23 AM	The hill that leads down Belmore Lane to Blake Ave (or reverse - coming up the hill to the top of Belmore) causes cars to increase their speed and sometimes not having full visibility
Screen Name Redacted 7/22/2024 06:00 PM	On Belmore Lane between Blake and Harrison cars drove too fast and there are no stop signs in that section.
Screen Name Redacted 7/22/2024 06:44 PM	From Harrison to Blake Road on Belmore Lane, there are no stop signs. Cars are using Belmore Lane to avoid Excelsior Blvd and speeding to get to/from Hwy 169. We currently have no sidewalks on Belmore Lane. Families with children, walking with strollers/bikes, and dogs routinely go to Alden Park on Belmore Lane. We would strongly recommend some stop signs, or other traffic slowing options, and sidewalks on Belmore Lane. Thanks.
Screen Name Redacted 7/24/2024 04:57 AM	Traffic volume on Monroe due to the school near by the speed in which people drive they are not concerned because it's not their neighborhood!
Screen Name Redacted 7/24/2024 07:20 PM	Maloney and Tyler down to 169
Screen Name Redacted 7/27/2024 06:47 AM	As it relates to putting in a sidewalk, I'd be very disappointed if that were to happen. I feel like we'd lose the aesthetic of the neighborhood. Many homeowners on Monroe maintain their lawns and driveways very well. People take pride in the way their lawns look. If we put sidewalks in, residents would likely lose some of their yard, losing some of the charm of the area. I've spoken with a few neighbors about this in my area and they've also expressed concern with the idea of sidewalks.
Screen Name Redacted 7/30/2024 09:14 AM	Jackson Avenue is 1 block long so it is a very pedestrian friendly street. There are however occasional instances of people accelerating quickly down the street which is the only point of concern.
Screen Name Redacted 7/30/2024 04:30 PM	Belmore has seen an increase in traffic over the last two or so years. The cars speed on our road and ignore stop signs. I see cars run the stop sign on my corner all day.

Screen Name Redacted
8/01/2024 10:55 AM

Belmore Avenue - this is a connector street and many cars drive well over 30 mph down it to get through the neighborhood - myself and many neighbors walk down Belmore (with no sidewalk) with our pets and/or children. There are hills that make it difficult to see pedestrians as a driver. A sidewalk and speed bumps would be useful on this road. Maloney - this is another connector street (thankfully it has a sidewalk) where cars drive well over 30 mph to get through the neighborhood. Speed bumps on this road would be useful as well. Van Buren Ave S - This street has one of the steepest hills in the neighborhood. Drivers accelerate coming up the hill and also approach the downhill too fast. The slope of the hill makes it difficult to see pedestrians who have to walk on the street because there is no sidewalk. Washington Ave S - this is another connector street, very often used by freight trucks traveling between the UNFI building (technically in Hopkins) and Highway 169. The speed limit is 25, but often cars and semis will drive around 40 mph. There is no sidewalk or bike lane here, making it dangerous for the people living on Washington to walk around, or for neighborhood residents to reach Van Valkenburg Park. That route is also often used by bikers who have no bike lane and have to contend with fast-driving cars and trucks. Blake Road - since construction was completed on Blake Road this year, many vehicles speed down the roadway as a connector between Hopkins and Edina. There is a new sidewalk and bike route along Blake Rd now, but many residents, including myself, cross Blake in both directions to reach various destinations. The speed of vehicles makes that dangerous. A couple simple solutions would be adding raised crosswalks that act as speed deterrents and also increase visual indications of pedestrians crossing.

Screen Name Redacted
8/04/2024 10:24 AM

Blake Road, Belmore Ave, Maloney Ave, Washington Ave

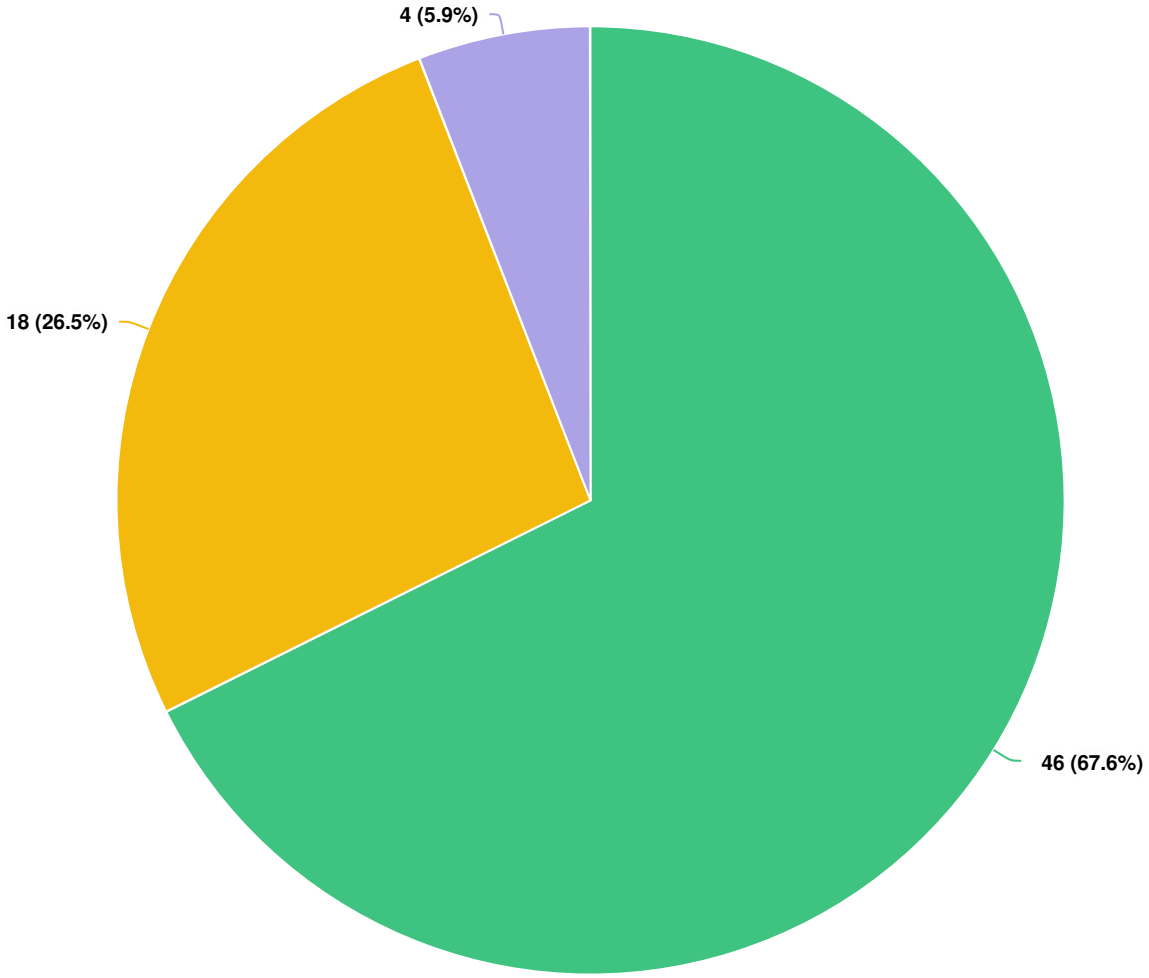
Screen Name Redacted
10/14/2024 02:35 PM

Cars and trucks zoom quite fast on all three streets near my house. Last year, a car rear-ended my parked truck in front of my house (Adams Ave). But Belmore is way worse. Cars speeding down the hill from the park are a real problem. Reducing the size of the road and adding more stop signs would all be very helpful. I'm also very excited about a shared-use path down Belmore. Washington is the most dangerous of the three, not just because of the speed but because of the size of the trucks. And there is no place for kids or families to walk or bike. Van Valkenburg is a destination where many families walk or bike (there's the dog park and baseball, flag football, etc). Adding a shared-use bike path along Washington to Van Valkenburg will be one of the most important upgrades of this entire project. As an aside, the LRT will come online next year, and foot and bike traffic will increase from Edina up Washington Ave to the LRT

	stop in Downtown Hopkins. (This should be considered as well.)
Screen Name Redacted 10/18/2024 06:03 PM	People fly from Maloney to Monroe. May need to add a stop sign
Screen Name Redacted 10/19/2024 11:38 AM	Being on the corner of Monroe and Maloney, sometimes cars to rev up and seem to be going very fast on Maloney.
Screen Name Redacted 10/21/2024 05:50 AM	Not at all. The streets are wide and plenty of people walk, run, and bike on the streets without issue. The traffic is always light and slow enough for no concerns.
Screen Name Redacted 10/24/2024 01:58 PM	Belmore Ave from Blake St to Washington Ave. Cars do drive by Alden Park at high speeds especially between Harrison & Monroe.
Screen Name Redacted 11/04/2024 08:25 AM	Washington Ave. The semi-trucks going to Unfi are a hazard if you are trying to pull foot traffic and cyclists to the area.
Screen Name Redacted 11/04/2024 08:46 AM	The Semi trucks coming down Washington are driving above exceeded limits. Proposing to narrow the streets here for a shared path is a concern.

Optional question (28 response(s), 40 skipped)
Question type: Essay Question

Q5 How concerned are you with the volume of traffic or number of vehicles in your neighborhood or on your street?



Question options

Not Concerned Concerned Very Concerned

Optional question (68 response(s), 0 skipped)
Question type: Radio Button Question

Q6 If concerned or very concerned, please enter the location(s) of concern and why you feel that way.

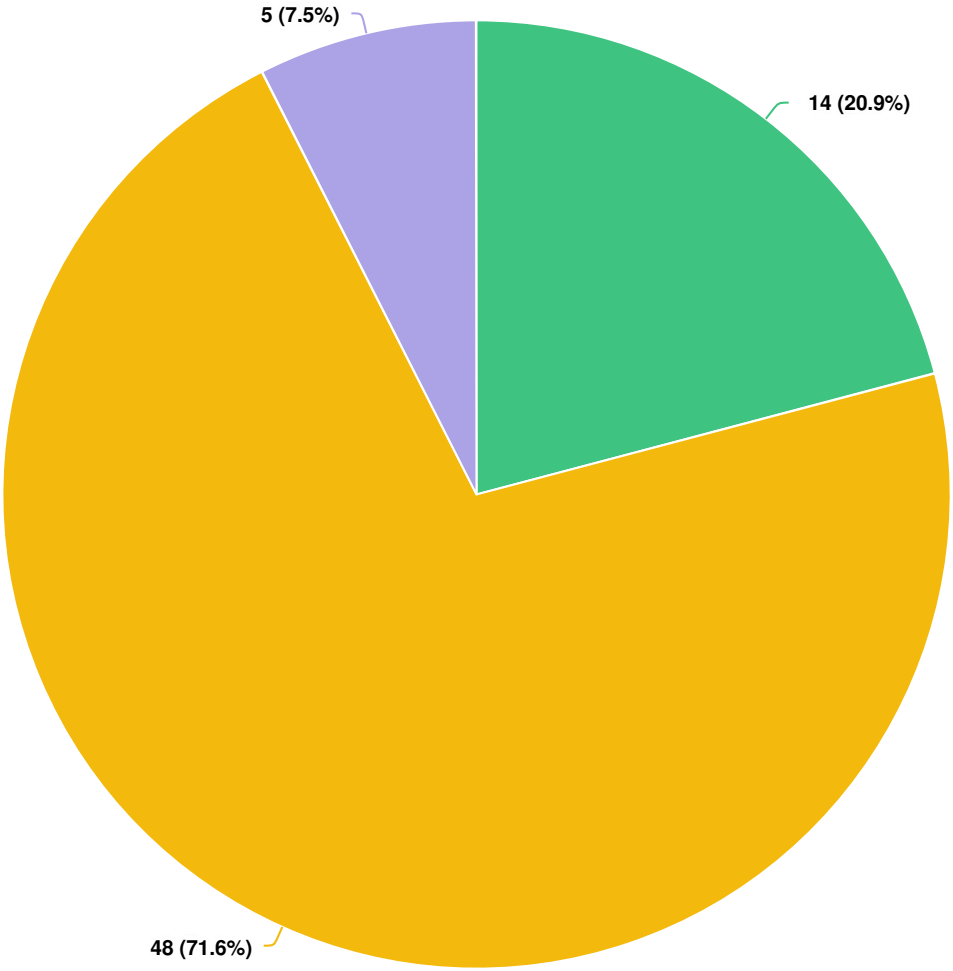
Screen Name Redacted 7/18/2024 11:11 AM	Harrison Ave south. it is being used as a through street because of excelsior Ave access. cars speed and run stop sighs
Screen Name Redacted 7/18/2024 02:08 PM	Belmore Lane and the north end of Jackson Ave can become congested with cars parking on both sides of the street when there is a soccer match in Alden Park. It often reduces the traffic to one lane.
Screen Name Redacted 7/18/2024 02:10 PM	Feels like above average levels of traffic come thru this area on Harrison Ave S
Screen Name Redacted 7/18/2024 04:45 PM	Belmore and Melony Ave both seem to have a lot of unnecessary traffic. They are using these roads as a shortcut to Blake Road.
Screen Name Redacted 7/18/2024 07:21 PM	416 Van Buren. Lots of speeding cars up and down our street.
Screen Name Redacted 7/19/2024 06:34 AM	3rd avenue gets a lot of traffic- would not want it to increase
Screen Name Redacted 7/19/2024 10:37 AM	Some homeowners have more vehicles than people in the house. Too many cars on the street even in winter.
Screen Name Redacted 7/20/2024 08:02 AM	Again, volume increases during construction projects in the area. It would help to have a temporary stop sign at 2nd St & Harrison in order to slow traffic. This can be a dangerous intersection as the walking/biking trail behind Blake School comes out here.
Screen Name Redacted 7/22/2024 09:05 AM	Only during construction on Excelsior was it a concern
Screen Name Redacted 7/22/2024 06:44 PM	See #4.
Screen Name Redacted 7/24/2024 04:57 AM	See above answer

Screen Name Redacted 7/24/2024 07:20 PM	Lots of traffic coming through to Interlachen and other destinations off of highway.
Screen Name Redacted 7/30/2024 09:14 AM	Alden Park is used for soccer and the people attending these games largely ignore the no parking signs and create pinch points at the park which become dangerous when people are crossing from the park to the neighborhood.
Screen Name Redacted 7/30/2024 04:30 PM	As mentioned above the traffic on our road Belmore has really increased. they speed and we have where to get off the road when walking.
Screen Name Redacted 8/01/2024 10:55 AM	The volume of cars on Washington Ave S are the most concerning, because many of them are freight trucks.
Screen Name Redacted 8/04/2024 10:24 AM	Washington Ave has constant freight traffic with very little clearance for walkers or bikers. Belmore and Maloney also have dangerously blind intersections with no physical speed deterents i.e. raised sidewalks, speed bumps, roundabouts.
Screen Name Redacted 10/14/2024 02:35 PM	See above -- Belmore is very busy and cars zoom. Washington is even busier (and frankly, pretty ridiculous. We let large semi-trucks drive through our neighborhood at zero cost to Unfi). I watched the video of the hearing and I understand the current plan is to increase the load capacity of Washington Ave. I think this is the wrong approach. It should not be the job/burden of the residents of Presidents Neighborhood to accommodate semi-traffic on our roads. If Unfi wants semi-trucks to access their location, they can petition Hopkins to create a Truck Route down Excelsior or another route.
Screen Name Redacted 10/18/2024 06:03 PM	Traffic moves quickly on Monroe it is the next full street between Maloney and excelsior. Might be good to bulb curbs on Maloney, bellmore, and third street to slow or deter traffic since there is a daycare/school and park located on Monroe
Screen Name Redacted 10/24/2024 01:58 PM	Harrison Ave to Monroe. Parking and traffic is a concern when there are soccer games at Alden Park. There are a lot children and pet walkers that walk out onto Belmore & Jackson

Screen Name Redacted 11/04/2024 08:46 AM	I am only concerned with the Semi trucks driving above designated speed limits.

Optional question (20 response(s), 48 skipped)
Question type: Essay Question

Q7 **How concerned are you with motorist behavior in your neighborhood? (Excludes speed and traffic volumes. Examples of poor motorist behavior include rolling through stop signs, failing to yield and driving aggressively)**



Question options

Concerned Not Concerned Very Concerned

Optional question (67 response(s), 1 skipped)
Question type: Radio Button Question

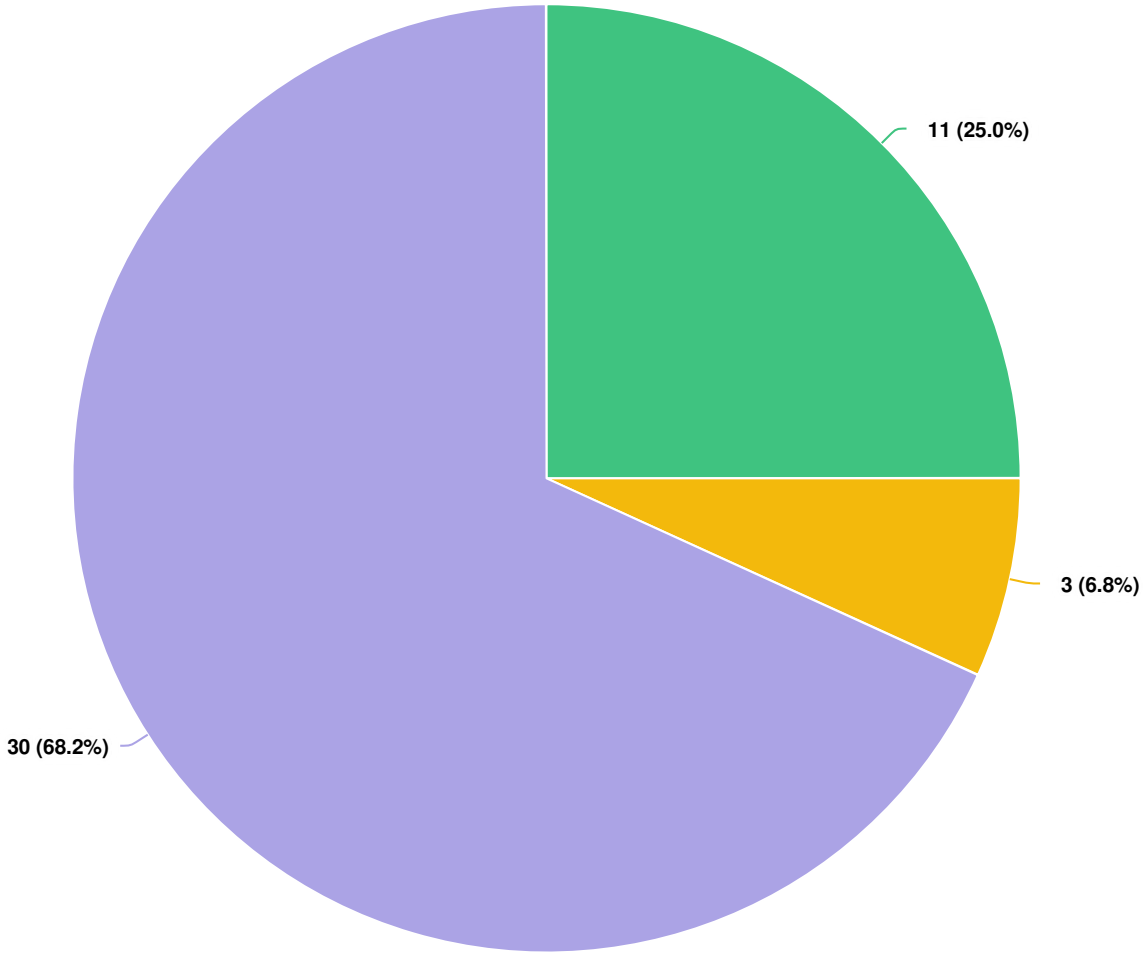
Q8 If concerned or very concerned, please enter the location(s) of concern and why you feel that way.

Screen Name Redacted 7/18/2024 11:11 AM	Harrison Ave south. it is being used as a through street because of excelsior Ave access. cars speed and run stop sighs
Screen Name Redacted 7/18/2024 01:41 PM	I walk my dog a couple times every day and I've witnessed people rolling through the stop signs by my house. I feel as though I have to be on high alert when nearing the intersection.
Screen Name Redacted 7/18/2024 02:08 PM	Motorists coming from the east down Belmore Lane tend to roll through the stop sign at Monroe Ave. This is likely due to the stop being at the bottom of the hill and a tree branch partially blocking the sign. Parents dropping their kids off at the Harley Hopkins Center often roll through the stop sign at 3rd St S/2nd St S and Monroe Ave. The offset makes crossing more dangerous. A sidewalk and crosswalk won't likely help.
Screen Name Redacted 7/18/2024 02:10 PM	See previous related answer
Screen Name Redacted 7/19/2024 04:51 PM	Belmore along the park pedestrians walk in the street and cars block the street, the cars go so fast. Cars don’t stop at the Monroe/Belmore stop sign.
Screen Name Redacted 7/22/2024 10:17 AM	Rolling through stop signs at Belmore/Harrison.
Screen Name Redacted 7/22/2024 11:23 AM	corner of Belmore and Harrison - always people running that stop sign / rolling through after speeding up Belmore Lane hill
Screen Name Redacted 7/22/2024 06:00 PM	See above
Screen Name Redacted 7/22/2024 06:44 PM	Rolling thru the stop signs on Belmore/Harrison.
Screen Name Redacted 7/24/2024 04:57 AM	300 block of Monroe Ave So. Driving way too fast and that crazy stop sign intersection at 3rd St and Monroe

Screen Name Redacted 7/24/2024 07:20 PM	One stop sign on maloney
Screen Name Redacted 7/30/2024 09:14 AM	We have noticed that there seem to be more aggressive driving overall, including ignoring stop signs, aggressive acceleration, etc. I doubt however if this is localized to just our neighborhood.
Screen Name Redacted 7/30/2024 04:30 PM	See cars running stop signs all day long.
Screen Name Redacted 8/04/2024 10:24 AM	Each intersection on Belmore and 2nd St. Each intersection on Blake.
Screen Name Redacted 10/14/2024 02:35 PM	Most of the behavior (I think) isn't mal-intent... It's mostly just people driving fast and not realizing it. The next question isn't fair because it affects my family the same if we are biking/walking/running/etc. There is no difference when my family goes on a bike ride or a walk. In fact, many times I'll walk, and the kids will bike.
Screen Name Redacted 10/24/2024 01:58 PM	Belmore Ave from Blake St to Washington Ave. Cars do drive by Alden Park at high speeds especially between Harrison & Monroe.

Optional question (16 response(s), 52 skipped)
Question type: Essay Question

Q9 In general, these behaviors impact you most when you are:

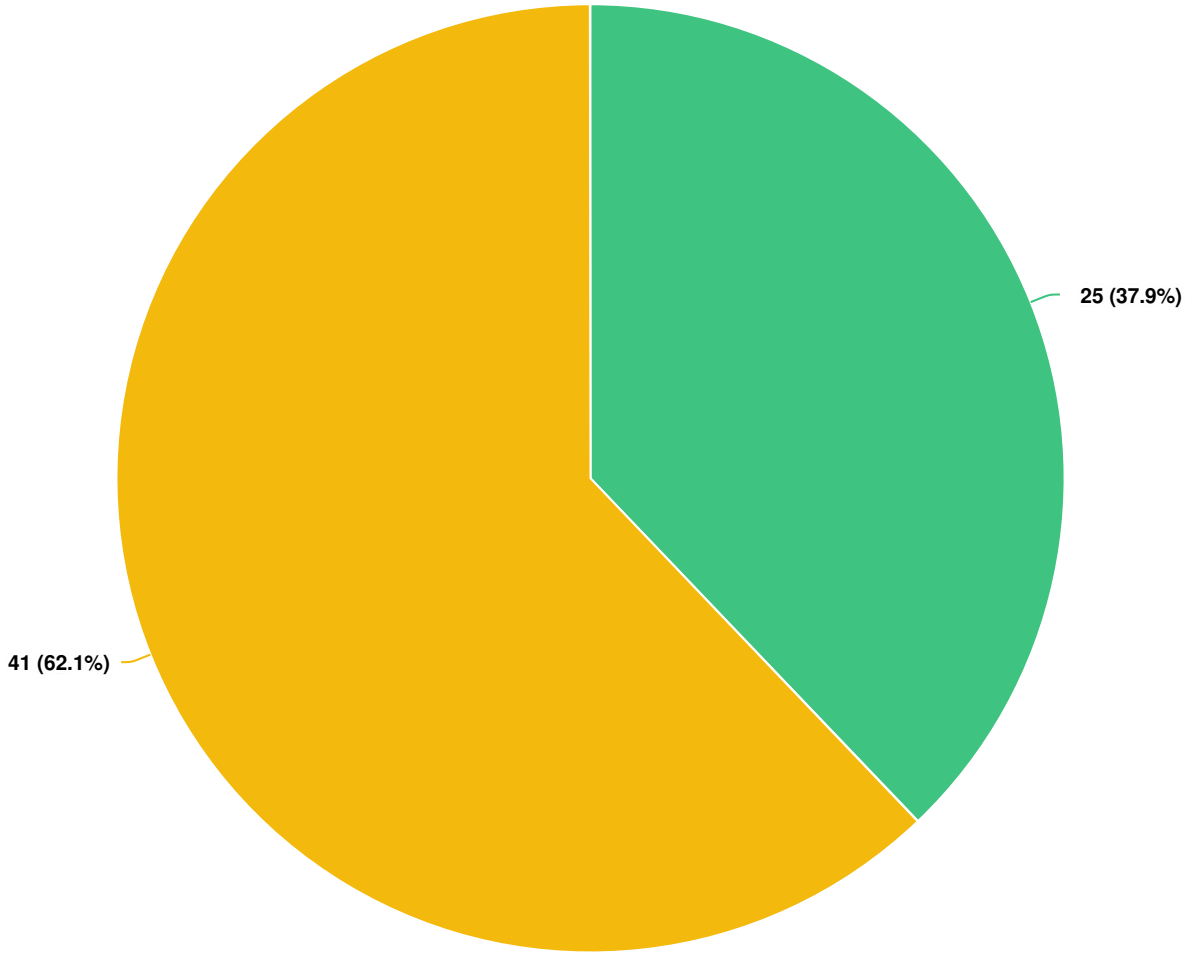


Question options

Driving Bicycling Walking, jogging, or running

Optional question (44 response(s), 24 skipped)
Question type: Radio Button Question

Q10 Do you feel any intersection in your neighborhood is unsafe?



Question options

Yes No

Optional question (66 response(s), 2 skipped)
Question type: Radio Button Question

Q11 Which intersection do you feel is unsafe?

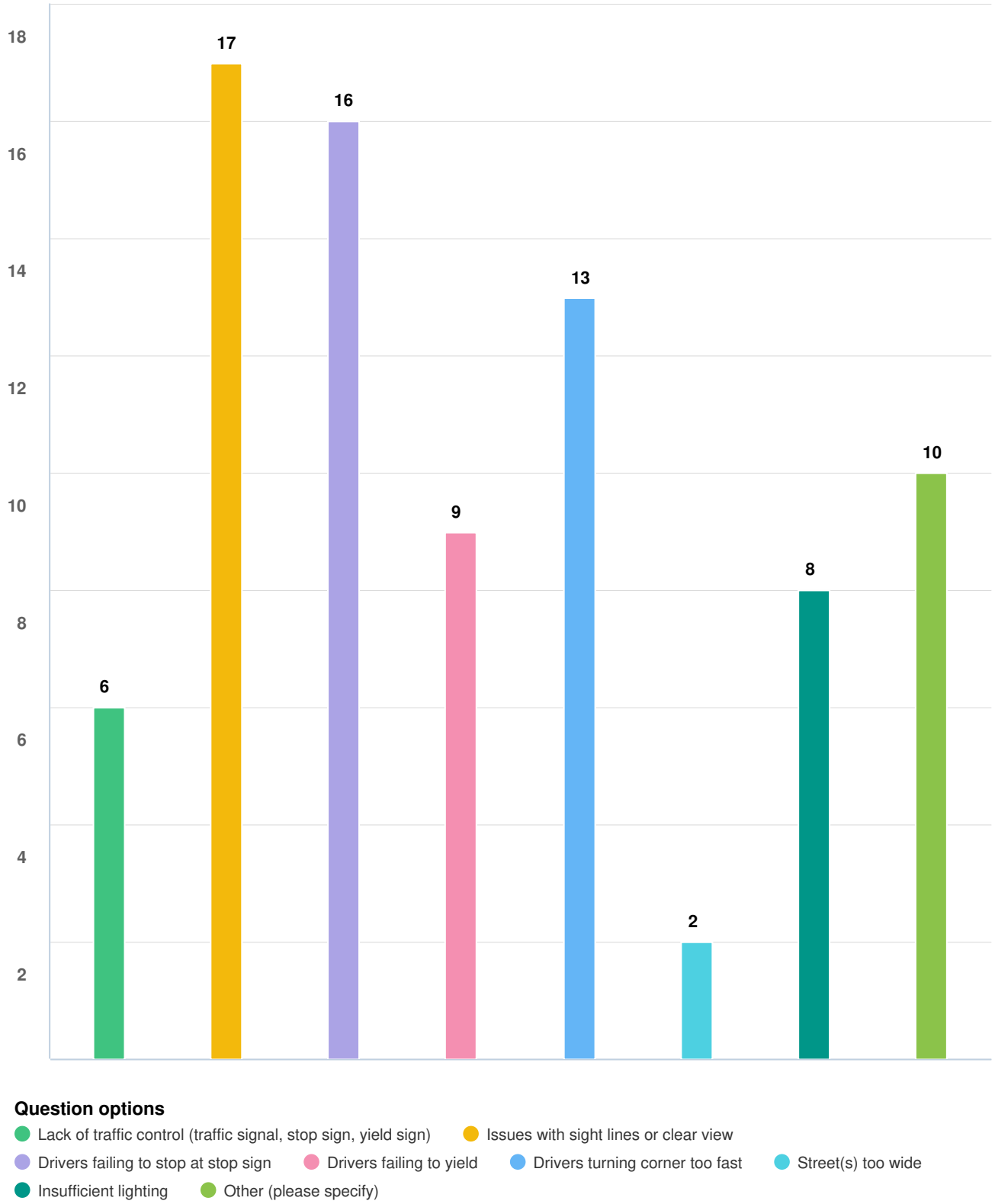
Screen Name Redacted 7/18/2024 11:11 AM	Harrison and Belmore and Harrison and Maloney
Screen Name Redacted 7/18/2024 01:41 PM	Monroe Ave and Belmore Lane
Screen Name Redacted 7/18/2024 02:08 PM	3rd St S/2nd St S and Monroe Ave The offset can make it a bit dangerous when cars are going east/west if people aren't paying attention, but i don't know if there is a simple solution.
Screen Name Redacted 7/18/2024 02:37 PM	The corner turn around cemetery by 169
Screen Name Redacted 7/18/2024 04:45 PM	Washington and Belmore and Washington and Melony.
Screen Name Redacted 7/19/2024 06:34 AM	3rd and Washington. It is the main business thoroughfare for UNFI and cars and gets quite congested. It makes it difficult hard for pedestrians to walk from Presidents to Hopkins under the Hwy 169 bridge.
Screen Name Redacted 7/19/2024 06:57 AM	The section of Belmore Ln between Monroe Ave S & Van Buren Ave S becomes very congested, and difficult/dangerous to navigate when cars are parked on both sides of the street for park events like summer soccer games. The no-parking signs are commonly ignored near the park entrance on Belmore Ln creating a narrow passage that must be shared by pedestrians and vehicles. Additionally, cars parked in the no-parking zone create visual impairment of oncoming traffic for pedestrian traffic coming out of the park with kids commonly running out onto the street after soccer games. this area could use improvements or more consistent parking enforcement.
Screen Name Redacted 7/19/2024 04:51 PM	Belmore/Monroe stop sign, cars do not stop
Screen Name Redacted 7/20/2024 08:02 AM	Harrison and 2nd St where the walking path comes out. Maybe a sign at the end of the path to remind walkers and bikers (esp kids) to look for traffic, rather than adding a stop or yield sign.

Screen Name Redacted 7/20/2024 10:46 AM	Some residential bushes and shrubs are not maintained very well on the intersections between the 300 and 400 blocks along Belmore. This makes it challenging to see if cars are coming.
Screen Name Redacted 7/22/2024 10:17 AM	Belmore/Harrison
Screen Name Redacted 7/22/2024 06:44 PM	See #8.
Screen Name Redacted 7/24/2024 04:57 AM	Answer above
Screen Name Redacted 7/28/2024 03:02 PM	Monroe & 2nd/3rd
Screen Name Redacted 7/30/2024 09:14 AM	Our neighborhood is largely pedestrian friendly, so no specific intersection consistently feels unsafe. The intersection at Alden park during a soccer game feels unsafe.
Screen Name Redacted 7/30/2024 04:30 PM	Belmore and Monroe
Screen Name Redacted 8/01/2024 10:55 AM	Van Buren Ave S and 2nd St. There is a 4-way stop, but the hill on Van Buren makes it difficult to see other cars, pedestrians, or bikers when traveling northward (coming down the hill). In winter, many cars are not able to fully stop when coming down the hill and roll through the stop sign. Washington Ave S and 3rd St. Myself and many residents cross under Highway 169 using this intersection in order to reach downtown Hopkins via 3rd St. There is no stop sign or yield sign for drivers on Washington Ave, and no crosswalk for pedestrians or bikers leaving or entering the neighborhood. I often have to dodge freight trucks coming from both UNFI warehouses (on Washington Ave and 3rd St) and cars driving down Washington Ave in order to cross.
Screen Name Redacted 8/04/2024 10:24 AM	Each intersection on Belmore and 2nd St. Each intersection on Blake.
Screen Name Redacted 10/14/2024 02:35 PM	See above, Washington Ave - Belmore/Maloney, etc (then around the corner to Van Velkenburg). The intersections by the Alden park are also unsafe.

Screen Name Redacted 10/18/2024 02:08 PM	Harrison Ave. S. and Maloney Ave.
Screen Name Redacted 10/18/2024 06:03 PM	Third street and Monroe Ave. Odd stop sign intersection
Screen Name Redacted 10/20/2024 07:58 AM	It is challenging to see west bound traffic when turning from Jackson at the Jackson/Maloney intersection.
Screen Name Redacted 10/21/2024 01:36 PM	Monroe/Maloney
Screen Name Redacted 10/24/2024 01:58 PM	Belmore & Jackson
Screen Name Redacted 10/30/2024 10:20 AM	Van Buren Ave and 2nd St. If you're headed north in the wintertime, good luck stopping at the stop sign at the bottom of the hill, like a 60-degree incline.
Screen Name Redacted 11/04/2024 08:25 AM	Washington and Belmore
Screen Name Redacted 11/06/2024 01:16 PM	Not an intersection, but the lack of sidewalks on Washington Ave/Lincoln Drive, especially if walking to Van Valkenburg park. There is no sidewalk/bike path and it's a blind corner that cars fly around. I worry a car will hit a walker or cyclist. a walk/bike path on Washington Ave/Lincoln Drive and to the Van Valkenburg park would be solve this.

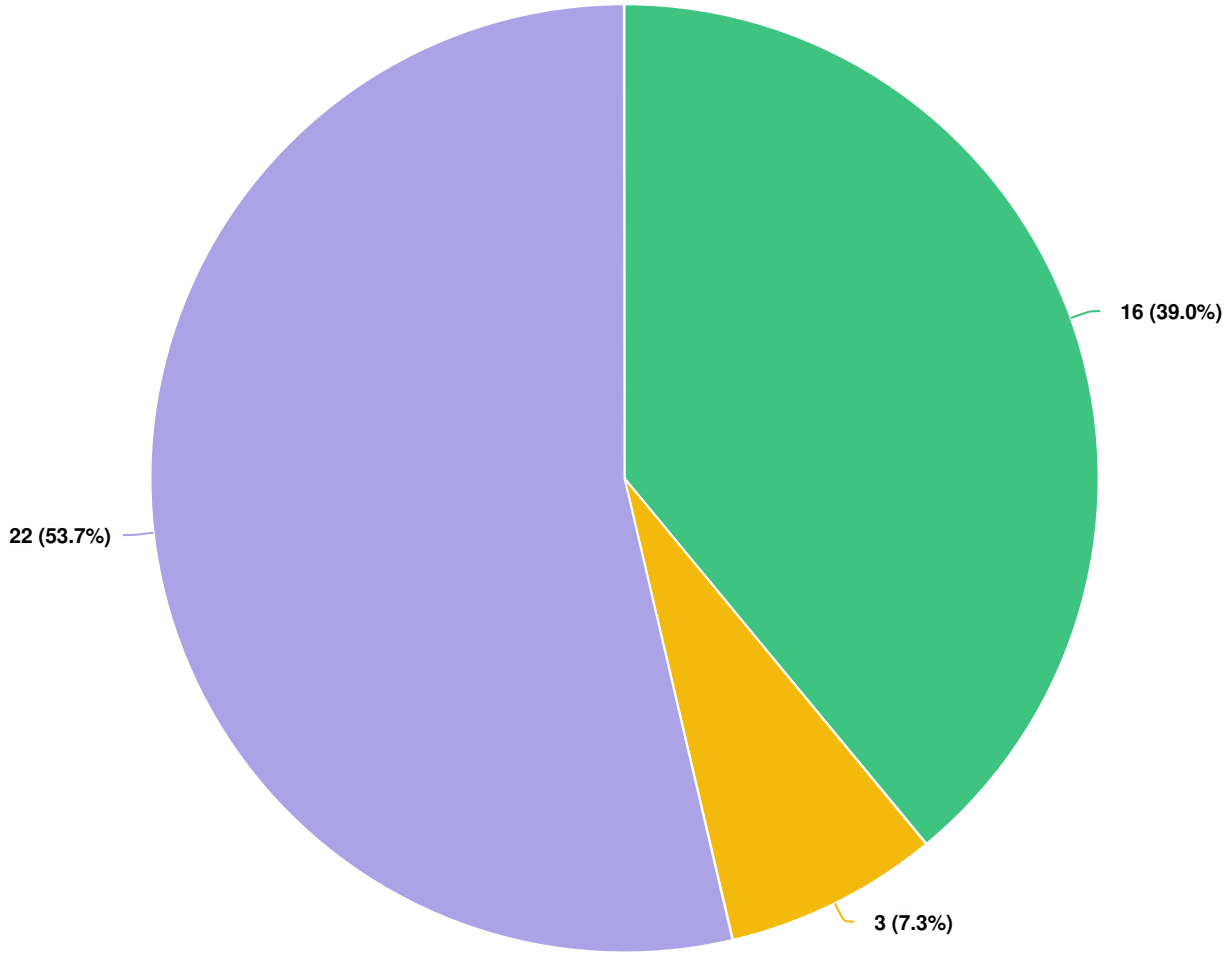
Optional question (27 response(s), 41 skipped)
Question type: Essay Question

Q12 Which, if any, of the following factors contribute to your feeling that the intersection is unsafe? (select all that apply)



Optional question (33 response(s), 35 skipped)
Question type: Checkbox Question

Q13 In general, the intersection feels most unsafe when you are:

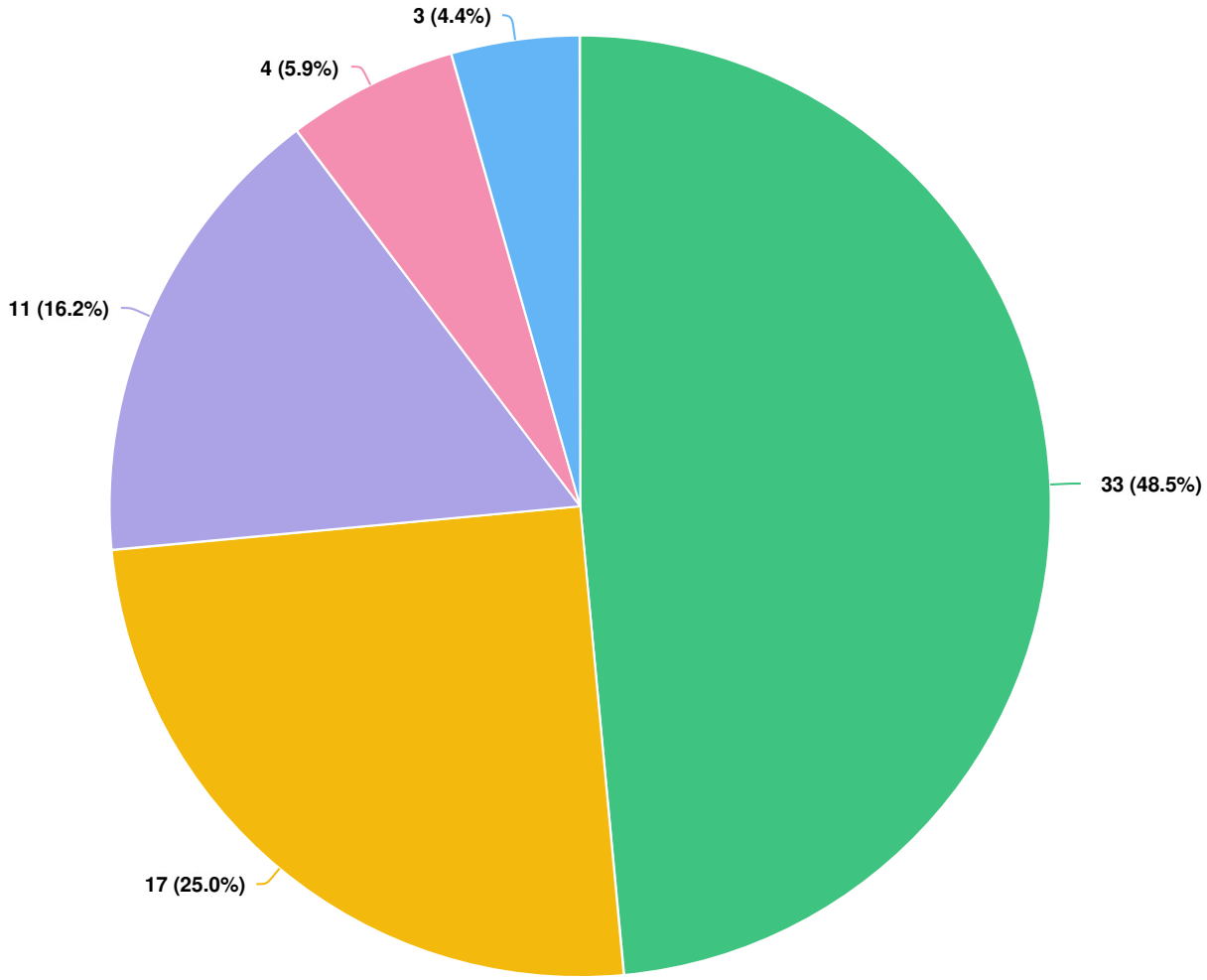


Question options

Driving Bicycling Walking, jogging, or running

Optional question (41 response(s), 27 skipped)
Question type: Radio Button Question

Q14 How frequently do you walk, jog, or run in your neighborhood?

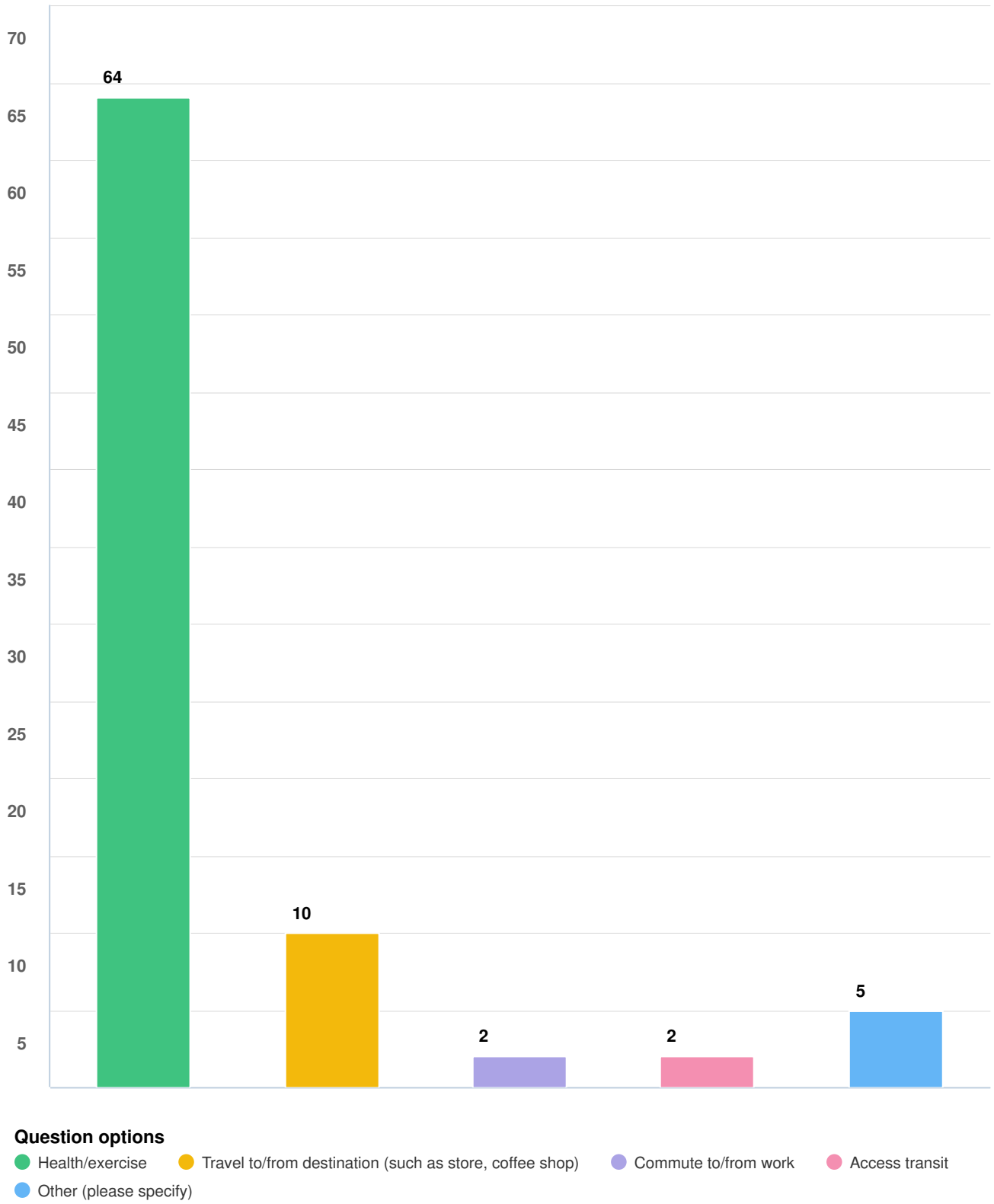


Question options

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

Optional question (68 response(s), 0 skipped)
Question type: Radio Button Question

Q15 If you walk, jog, or run in your neighborhood, what are your primary reasons for doing so? (select all that apply)



Optional question (64 response(s), 4 skipped)
Question type: Checkbox Question

Q16 **If you don't walk, jog, or run in your neighborhood as often as you would like, what reconstruction improvement might increase your walking, jogging, or running? Please list all that you can think of.**

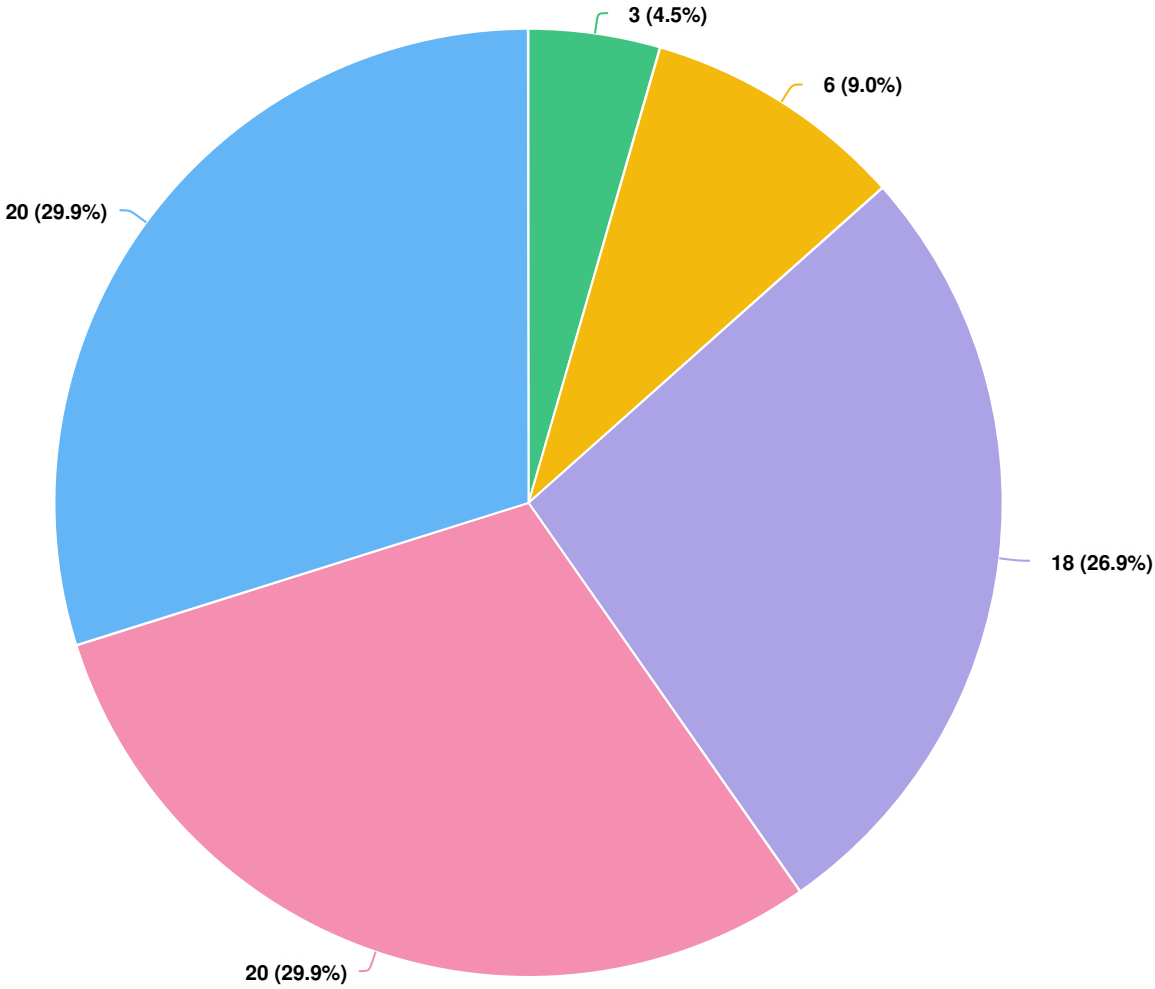
Screen Name Redacted 7/18/2024 02:10 PM	Sidewalks
Screen Name Redacted 7/18/2024 07:21 PM	None.
Screen Name Redacted 7/18/2024 08:29 PM	I mostly walk/bike on Maloney. I believe the sidewalk there is sufficient. No additional sidewalks are needed, especially not on the side streets (Van Buren and Jackson).
Screen Name Redacted 7/19/2024 06:29 AM	I think the neighborhood walkability is just fine and safe
Screen Name Redacted 7/19/2024 04:51 PM	Cars travel very fast on Belmore and Maloney, I won’t walk on them
Screen Name Redacted 7/21/2024 10:22 AM	More lighting for walking at night. Sidewalks on the busier streets, like Belmore, so we can access the park (Alden Park).
Screen Name Redacted 7/22/2024 06:44 PM	More sidewalks, which also builds community; neighbors stop to chat on sidewalks.
Screen Name Redacted 7/27/2024 06:47 AM	I do walk and jog around the neighborhood and I feel safe. I don’t think more sidewalks is worthwhile as there are ones on the main roads that people use. There’s also the short trail by the Blake School and the Alden park path. I’m able to follow a nice route with that. When I walk along Monroe to get to either route, I feel very safe. People drive slow and are respectful of those walking on the side of the street. Monroe is not busy enough where a sidewalk is necessary in my opinion.
Screen Name Redacted 7/29/2024 02:47 PM	None
Screen Name Redacted	Sidewalks, better lighting

7/29/2024 05:59 PM	
Screen Name Redacted 7/30/2024 09:14 AM	None that come to mind. As mentioned prior, our neighborhood is very pedestrian friendly.
Screen Name Redacted 8/01/2024 10:55 AM	Sidewalks. It is much more pleasant for me to walk in the Hopkins part of the neighborhood because they have sidewalks on every street. Speed bumps on connector streets (Belmore, Maloney) to reduce vehicle speed. Raised crosswalks (doubling as speed bumps) and signage across Blake Rd.
Screen Name Redacted 8/01/2024 11:43 AM	None
Screen Name Redacted 8/04/2024 10:24 AM	Raised cross-walks/side-walks on more popular connector roads. Sidewalks and crosswalks on at least one side of every street. Narrowing of every street.
Screen Name Redacted 10/14/2024 02:35 PM	Shared Bike/Walking paths so I dont have to walk/bike on the street.
Screen Name Redacted 10/21/2024 05:50 AM	Adding a sidewalk or path on Lincoln from Maloney to Malibu/7th intersection and connecting past the Van Valkenburg park to the 169 bridge sidewalk. This section is extremely dangerous for walkers, runners, and bikers. There is no visibility on Lincoln when you're driving and turning the two successive corners. The only safe option is to cut through the cemetery private road, but this doesn't remove all of the danger. This makes Van Valkenburg park inaccessible to pedestrians by all President's neighborhood. There are no other unsafe intersections in President's neighborhood in my opinion as an avid runner, walker, and biker. I realize this proposed section is outside of the mapped project area, but adding sidewalks and bike paths to Washington Ave, and any other street as proposed, would be inconsequential in comparison to the advantage gained with adding a sidewalk South of Maloney.
Screen Name Redacted 10/24/2024 01:42 PM	No reconstruction improvements needed.
Screen Name Redacted 10/24/2024 01:58 PM	sidewalk on north side Belmore Ave or both sides

Screen Name Redacted 10/30/2024 10:20 AM	Path to the dog park or Van Valkenburg fields
Screen Name Redacted 11/02/2024 11:26 AM	Sidewalk along Lincoln Ave to the Van Valkenburg Park. That stretch is so dangerous for pedestrians, especially those with dogs.
Screen Name Redacted 11/04/2024 08:46 AM	None needed. There are sufficient walking paths in my neighborhood, 3rd Street has a shared path from Washington Rd to Blake Rd and Maloney Rd has a sidewalk from Washington Rd to Blake Rd. All within the span of 3 blocks, we do not need a shared path way down every street between Blake Rd and Washington Rd. Unnecessary, not enough foot/bike traffic.
Screen Name Redacted 11/06/2024 01:16 PM	a dual purpose sidewalk/bike path on Washington Ave/Lincoln Drive that stretches all the way to Van Valkenburg Park.

Optional question (22 response(s), 46 skipped)
Question type: Essay Question

Q17 How frequently do you ride a bicycle in your neighborhood?

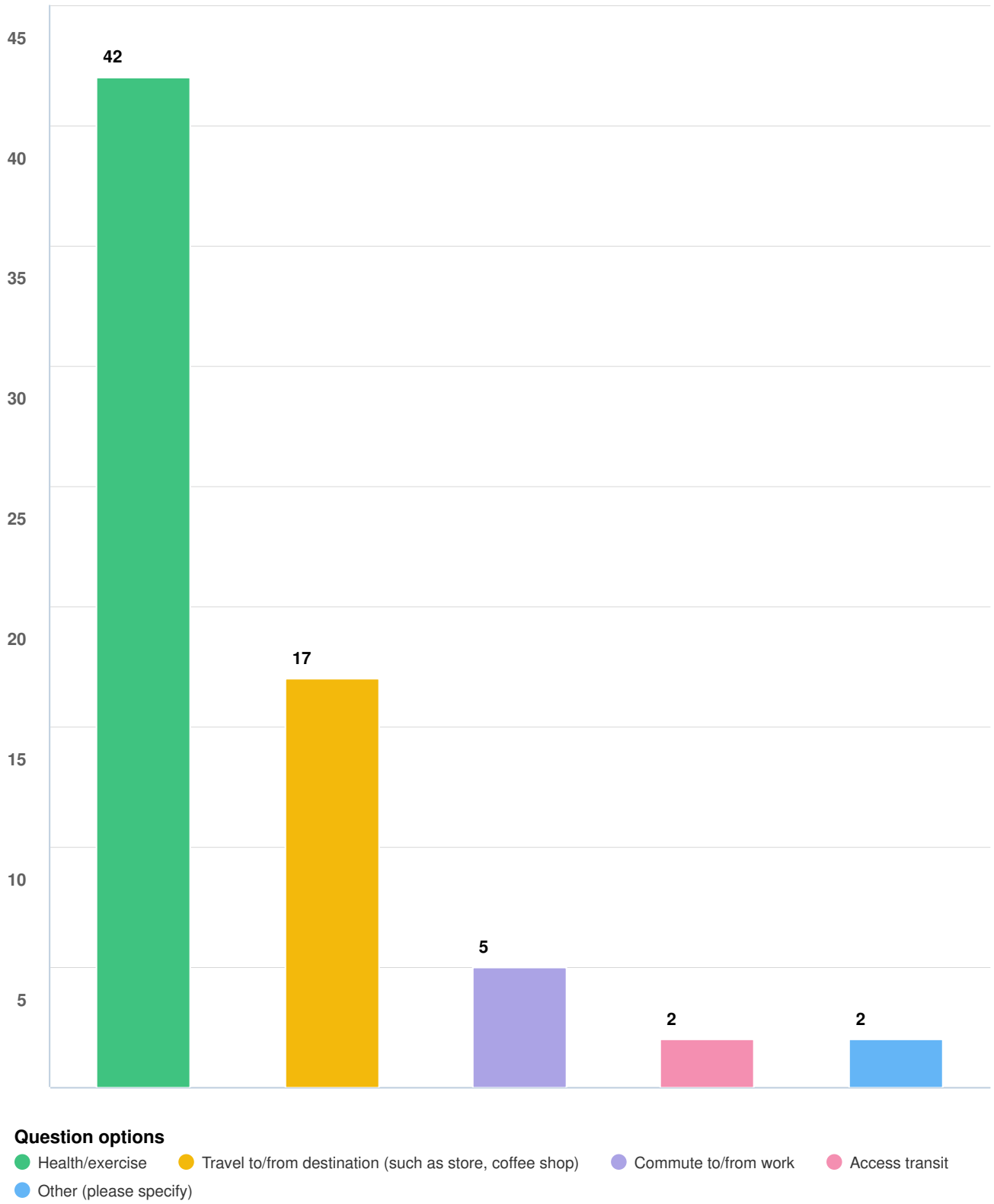


Question options

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

Optional question (67 response(s), 1 skipped)
Question type: Radio Button Question

Q18 If you ride a bicycle in your neighborhood, what are your primary reasons for doing so? (select all that apply)



Optional question (45 response(s), 23 skipped)
Question type: Checkbox Question

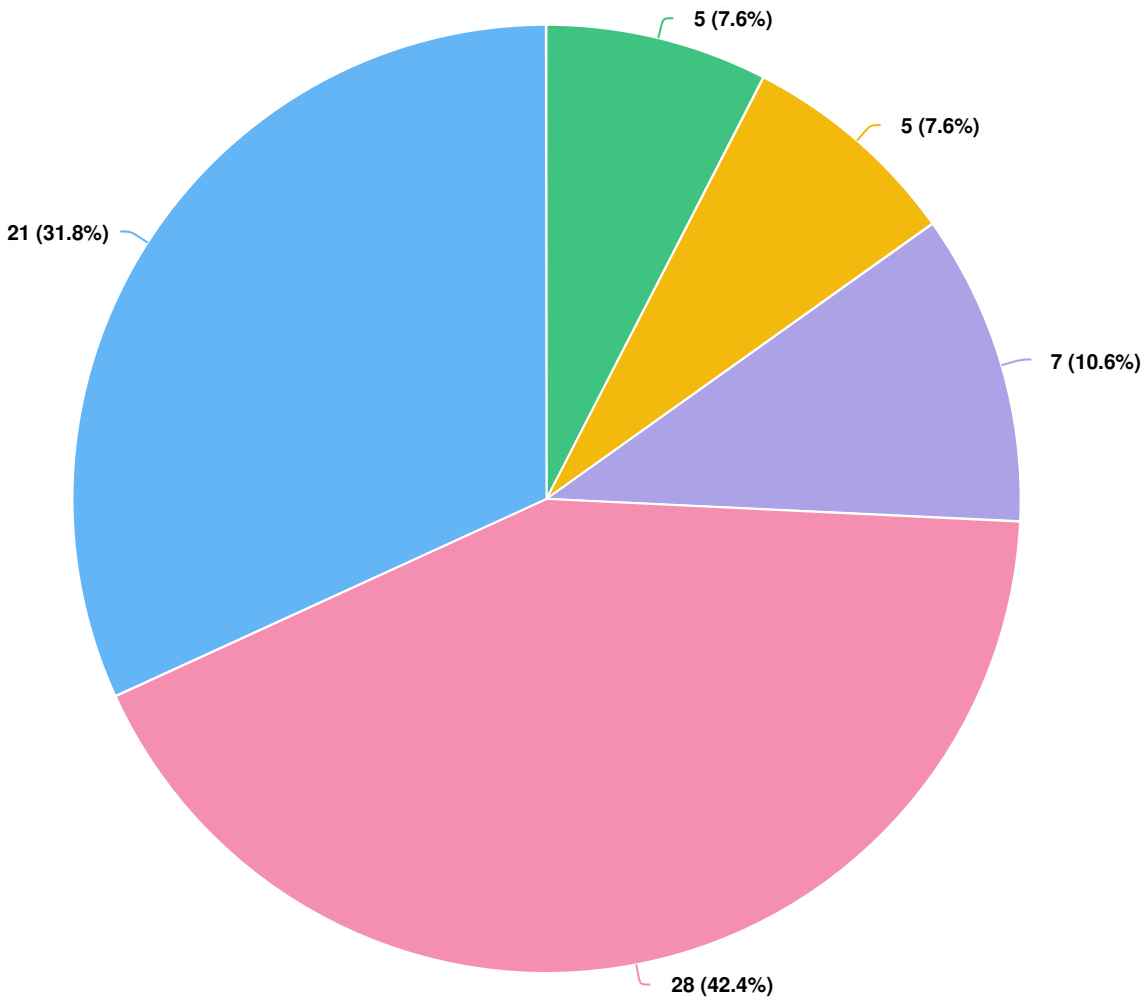
Q19 **If you don't ride a bicycle in your neighborhood as often as you would like, what reconstruction improvement might increase your bicycle riding frequency? Please list all that you can think of.**

Screen Name Redacted 7/18/2024 01:41 PM	Bike paths that are safe and easy to access
Screen Name Redacted 7/18/2024 02:08 PM	None, i feel safe riding my bicycle through the neighborhood.
Screen Name Redacted 7/18/2024 02:10 PM	Bike lanes
Screen Name Redacted 7/18/2024 04:45 PM	NONE
Screen Name Redacted 7/18/2024 07:21 PM	None
Screen Name Redacted 7/19/2024 06:57 AM	Bike path on Maloney Ave (option not available in list about bikeways - why?)
Screen Name Redacted 7/22/2024 09:05 AM	Bike lane
Screen Name Redacted 7/24/2024 07:20 PM	Bike path
Screen Name Redacted 7/27/2024 06:47 AM	When I bike in my neighborhood, I'm going to nearby bike path. It's easy to use the current sidewalks to get there. With shorter blocks and lots of intersections, our neighborhood in general is not really an area I would care to bike around. More sidewalks would not make a difference in biking.
Screen Name Redacted 7/28/2024 03:02 PM	Segregated travel
Screen Name Redacted 7/29/2024 02:47 PM	None. No bike lanes needed!

Screen Name Redacted 7/29/2024 05:59 PM	Easy access to bike trail
Screen Name Redacted 7/30/2024 09:14 AM	None, that is on me and my family to make it more of a priority.
Screen Name Redacted 8/01/2024 10:55 AM	Protected bike lanes on connector streets (Belmore, Maloney, Washington).
Screen Name Redacted 8/04/2024 10:24 AM	Bike lanes/bike boulevards on every street. Narrowing of all areas for car traffic. Raised/curbed protection for all bike lanes. Quality concrete bike lanes, not asphalt.
Screen Name Redacted 10/14/2024 02:35 PM	Same as walking, see above.
Screen Name Redacted 10/21/2024 05:50 AM	See #16
Screen Name Redacted 10/24/2024 01:42 PM	No reconstruction improvements needed.
Screen Name Redacted 10/24/2024 01:58 PM	sidewalk on north side Belmore Ave or both sides
Screen Name Redacted 10/30/2024 10:20 AM	a paved bike path to the main bike trails, maybe that goes under 169 and avoids having to go out to Excelsior.
Screen Name Redacted 11/04/2024 08:46 AM	None
Screen Name Redacted 11/06/2024 01:16 PM	a dual purpose sidewalk/bike path on Washington Ave/Lincoln Drive that stretches all the way to Van Valkenburg Park.

Optional question (22 response(s), 46 skipped)
Question type: Essay Question

Q20 How frequently do you or a member of your household park on the street?

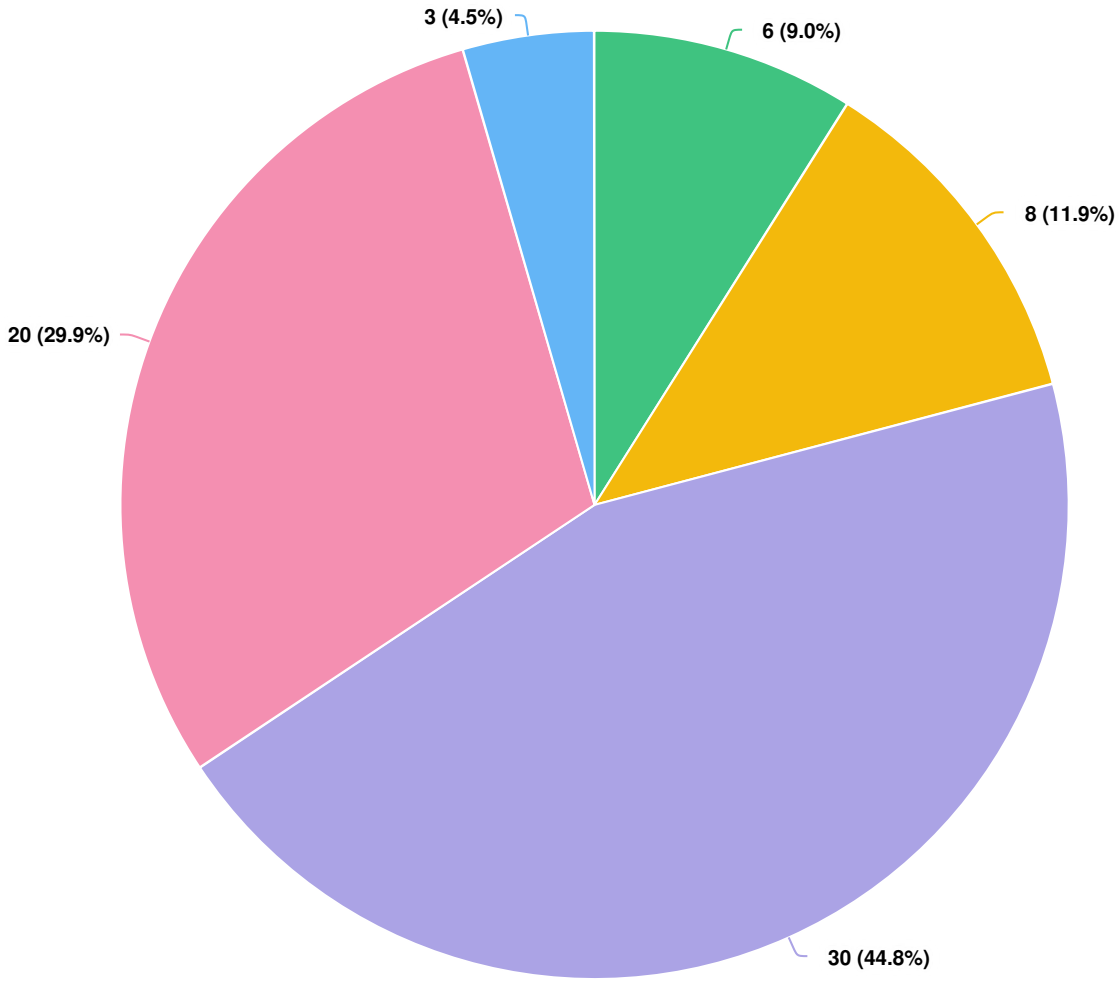


Question options

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

Optional question (66 response(s), 2 skipped)
Question type: Radio Button Question

Q21 How frequently do visitors to your household park on the street?

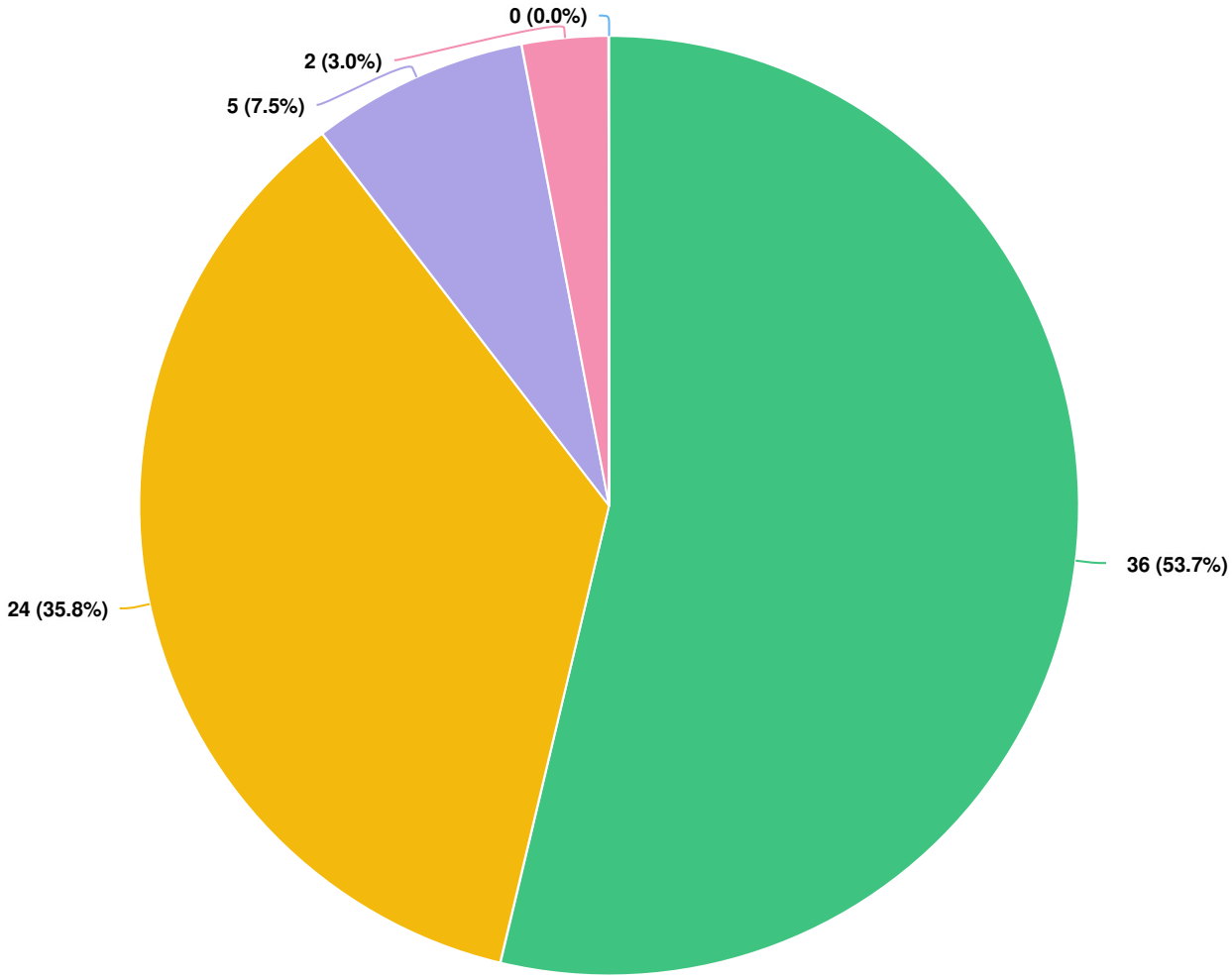


Question options

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

Optional question (67 response(s), 1 skipped)
Question type: Radio Button Question

Q22 How satisfied are you with the availability of on-street parking in your neighborhood?



Optional question (67 response(s), 1 skipped)
Question type: Radio Button Question

Q23 Any additional comments about parking?

Screen Name Redacted 7/18/2024 02:08 PM	There are a number of houses on my street that use street parking daily. Reducing the street to parking on only one side may increase congestion and reduce the availability of parking.
Screen Name Redacted 7/18/2024 04:45 PM	The winter parking restrictions need to be addressed. We should be allowed to park on the streets overnight as long as the are no snow events.
Screen Name Redacted 7/19/2024 06:57 AM	Parking for Alden Park is limited - could revise the paved surface near pumphouse on the north end of park and provide better parking signage. Seems like most of the soccer activities are Edina residents from other neighborhoods requiring car travel to park for activities vs walking.
Screen Name Redacted 7/19/2024 02:15 PM	People should not be able to park behind a driveway making it hard to back out
Screen Name Redacted 7/20/2024 08:02 AM	One of the best ordinances on the books in Edina is the no-parking overnight during the winter. The result is less street-parking, overall. It makes a big difference for walkers and bikers, as well as drivers navigating the streets. Living close to Hopkins border, it is stark difference driving down the same street when entering Hopkins as it's difficult for two cars to pass. They have a sidewalk for walking, and bikers often use it as the street is dangerous with all the parked cars.
Screen Name Redacted 7/20/2024 10:46 AM	Wishing the “winter parking restrictions” were lifted and only during inclement weather rather than Nov-April and after 10 pm. Tickets get issued to neighbors and with mild winters, seems a little pointless and inconvenient for those who don’t have as much room to park in driveways.
Screen Name Redacted 7/22/2024 09:05 AM	Parking on a single side of the street would be ideal for traffic flow, but not necessary
Screen Name Redacted 7/22/2024 12:35 PM	Winter parking is very difficult given ban on street parking. We have limited driveway/ garage space. I understand staying off the streets when there has been snow & plows need to come through, but I would like to park in the street on other days.

Screen Name Redacted 7/24/2024 07:20 PM	Unable to overnight park during winter.
Screen Name Redacted 7/27/2024 06:47 AM	This relates to sidewalks- I really don't like the idea of sidewalks on my street, that would likely reduce the opportunity to park on the street as well as shorten my driveway. Having a single car driveway means when I have visitors or we need to move our cars around to get a car out of the garage, we use street parking. We are respectful of street parking and don't leave our cars there, so I would like to keep both the length of my driveway and the option to park on the street as needed. I would be really disappointed if we had sidewalks or bike paths put in.
Screen Name Redacted 7/28/2024 03:02 PM	I thought on-street parking was prohibited
Screen Name Redacted 7/29/2024 02:47 PM	Bike lanes reduce parking availability and are not wanted or needed.
Screen Name Redacted 7/30/2024 09:14 AM	I like the ordinance requiring people to only park in the street for a limited time. This is a cornerstone of a pedestrian friendly neighborhood. i.e. with limited cars parked on the street, it is easier to see and avoid pedestrians.
Screen Name Redacted 8/01/2024 10:55 AM	Most of us have long driveways so there is ample space for parking in our driveways, let alone the streets.
Screen Name Redacted 8/04/2024 10:24 AM	Every house has a driveway. Street parking is rarely needed. The urban planning should be focused on designing the neighborhood to have driveway or parking lot parking and less street parking.
Screen Name Redacted 10/14/2024 02:35 PM	I think there is plenty of parking ... Most houses have garages and driveways.
Screen Name Redacted 10/18/2024 06:03 PM	If there is no snow on the ground street parking should be ok overnight. Bad city parking rule
Screen Name Redacted 10/19/2024 11:02 AM	The street by the Alden Park soccer field is filled with cars lined up along belmore. This often clogs the street.

Screen Name Redacted
10/19/2024 12:09 PM

I live across from Alden Park. When there are youth soccer games held the parents Park on both sides of Belmore even though there are no parking signs posted on the north side of the street. If you narrow Belmore it will be difficult for traffic to get through. The no parking rules are not enforced.

Screen Name Redacted
10/21/2024 05:50 AM

Keeping the street (Van Buren) wide as is, helps. I don't believe that narrowing the streets will cause any noticeable impact, other than become a nuisance in the winter when snow accumulates and narrows the street further.

Screen Name Redacted
10/24/2024 01:42 PM

The current roads are already narrow. If cars/trucks/suvs park on both sides of the street, the current road effectively becomes a one-way. The images in the Sep 24 presentation do not accurate reflect the width of modern cars/trucks/suvs. A ford F150 with standard mirrors is ~96in wide mirror to mirror (8ft) and ~84" wide with mirrors folded in (7ft). That leaves zero clearance in the drive and parking lanes, unlike the cars is shown in the presentation. Cars need clearance to pass parked cars safely. In winter the street will be even more narrow, since snow plows do not clear snow all the way to the curb. We will lose another foot of available road width on both sides of the street.

Screen Name Redacted
10/30/2024 10:20 AM

I've got a few neighbors that park too close to my driveway. One that parks in their yard sometimes. And another that parks their car facing the wrong direction on the street.

Optional question (22 response(s), 46 skipped)
Question type: Essay Question

Q24 Please tell us anything else you would like us to know about existing traffic or street conditions in your neighborhood.

Screen Name Redacted
7/18/2024 01:05 PM

317 Adams Ave

Screen Name Redacted
7/18/2024 02:08 PM

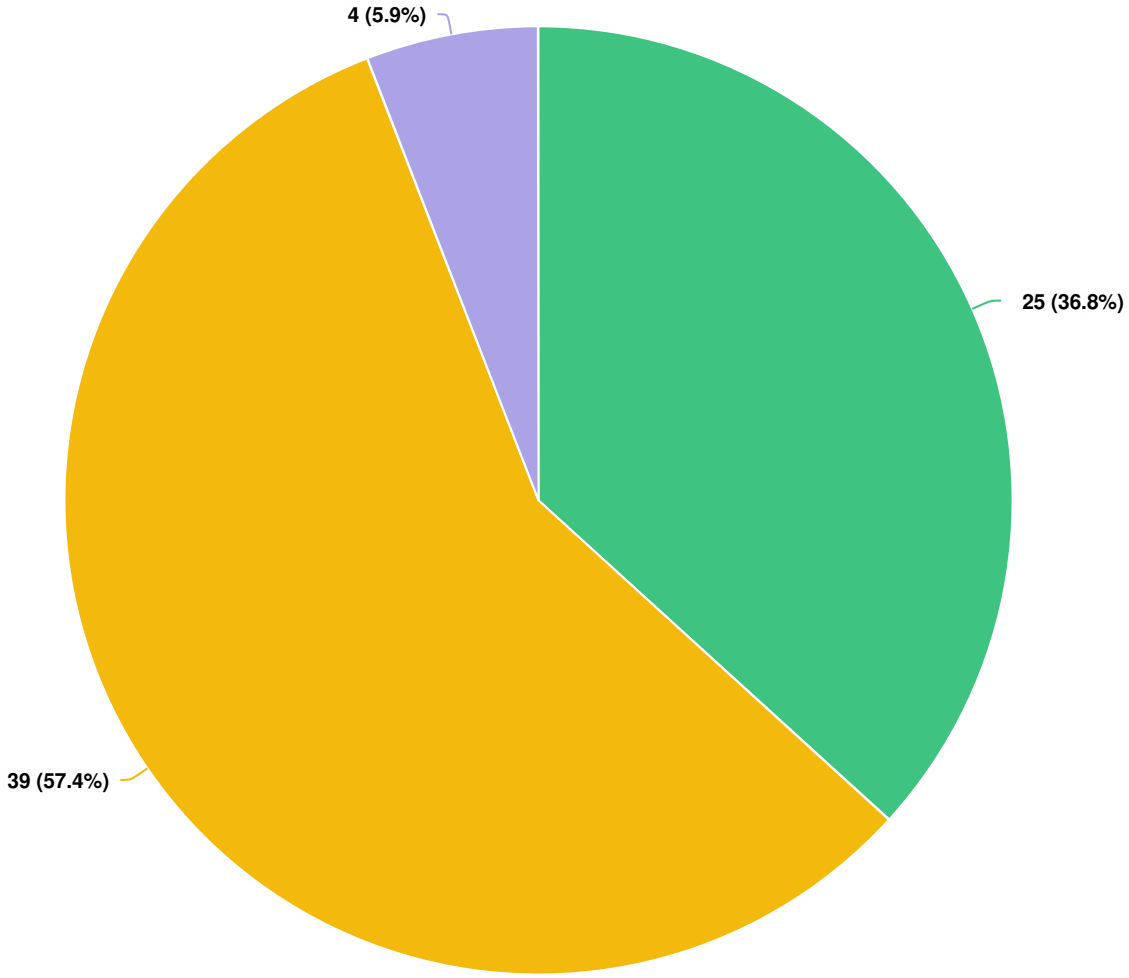
Overall i feel that the neighborhood is safe and very walking friendly. Belmore Lane seems to have more traffic than the interior north/south streets.

Screen Name Redacted 7/18/2024 02:10 PM	Streets are pretty worn down, potholes are regular.
Screen Name Redacted 7/18/2024 04:45 PM	We like our street just the way it is. We do not want sidewalks or bike lanes. The bike riders do not follow the laws or respect the lane they have to ride in.
Screen Name Redacted 7/18/2024 07:21 PM	How about a wild Turkey crossing sign since we have a huge Turkey population in our neighborhood
Screen Name Redacted 7/19/2024 06:01 PM	More street lights would make the neighborhood safer for walking in the fall and winter.
Screen Name Redacted 7/20/2024 10:46 AM	It is very dark at night in our neighborhood.
Screen Name Redacted 7/21/2024 10:22 AM	The alleys DESPERATELY need renovations and maintenance.
Screen Name Redacted 7/22/2024 09:05 AM	Street conditions seem to be poor every spring with potholes. Can’t wait to get new streets. Will really enjoy having driveway aprons too
Screen Name Redacted 7/22/2024 06:44 PM	Our alley, west of 6606 Belmore Lane, needs repair.
Screen Name Redacted 7/26/2024 11:24 AM	6612 Belmore lane
Screen Name Redacted 7/28/2024 03:02 PM	323 Monroe Ave S
Screen Name Redacted 7/29/2024 02:47 PM	No sidewalks, no bike lanes! Bikes do just fine without them.
Screen Name Redacted 7/29/2024 05:59 PM	319 Madison Ave S
Screen Name Redacted 7/30/2024 09:14 AM	Overall, the neighborhood has a very comfortable feel, as it is quiet, low traffic (for the most part) and very pedestrian friendly. Little improvement to what is already here is needed, save the game time

	traffic at Alden Park. Not certain what the answer is there but it should be explored.
Screen Name Redacted 8/04/2024 10:24 AM	The hills on many streets, specifically Van Buren create dangerous conditions with blind intersections, high speeds, and rolling stops.
Screen Name Redacted 10/14/2024 02:35 PM	As mentioned above, increasing safety of pedestrian and bike traffic on Washington would be the most beneficial. Semi-trucks pose a real danger to the kids and families in this neighborhood. I'd be happy to answer more questions if you an interested. Just holler!
Screen Name Redacted 10/18/2024 06:03 PM	419 Monroe Avenue South
Screen Name Redacted 10/19/2024 11:38 AM	The neighborhood overall, including the street traffic, is pretty calm and quiet. The only times vehicles can be loud or seem to be speeding is down Maloney.
Screen Name Redacted 10/30/2024 10:20 AM	streets are getting kind of beat up, lot more potholes recently.
Screen Name Redacted 11/02/2024 11:26 AM	416 Adams Ave
Screen Name Redacted 11/06/2024 01:16 PM	I would love a dual purpose sidewalk/bike path on Washington Ave/Lincoln Drive that stretches all the way to Van Valkenburg Park. There bend around Lincoln Drive feels very unsafe for walkers/bikers.

Optional question (22 response(s), 46 skipped)
Question type: Essay Question

Q25 Do you favor improving streetlights in your neighborhood? (residential streetlights are 100% funded by special assessment)

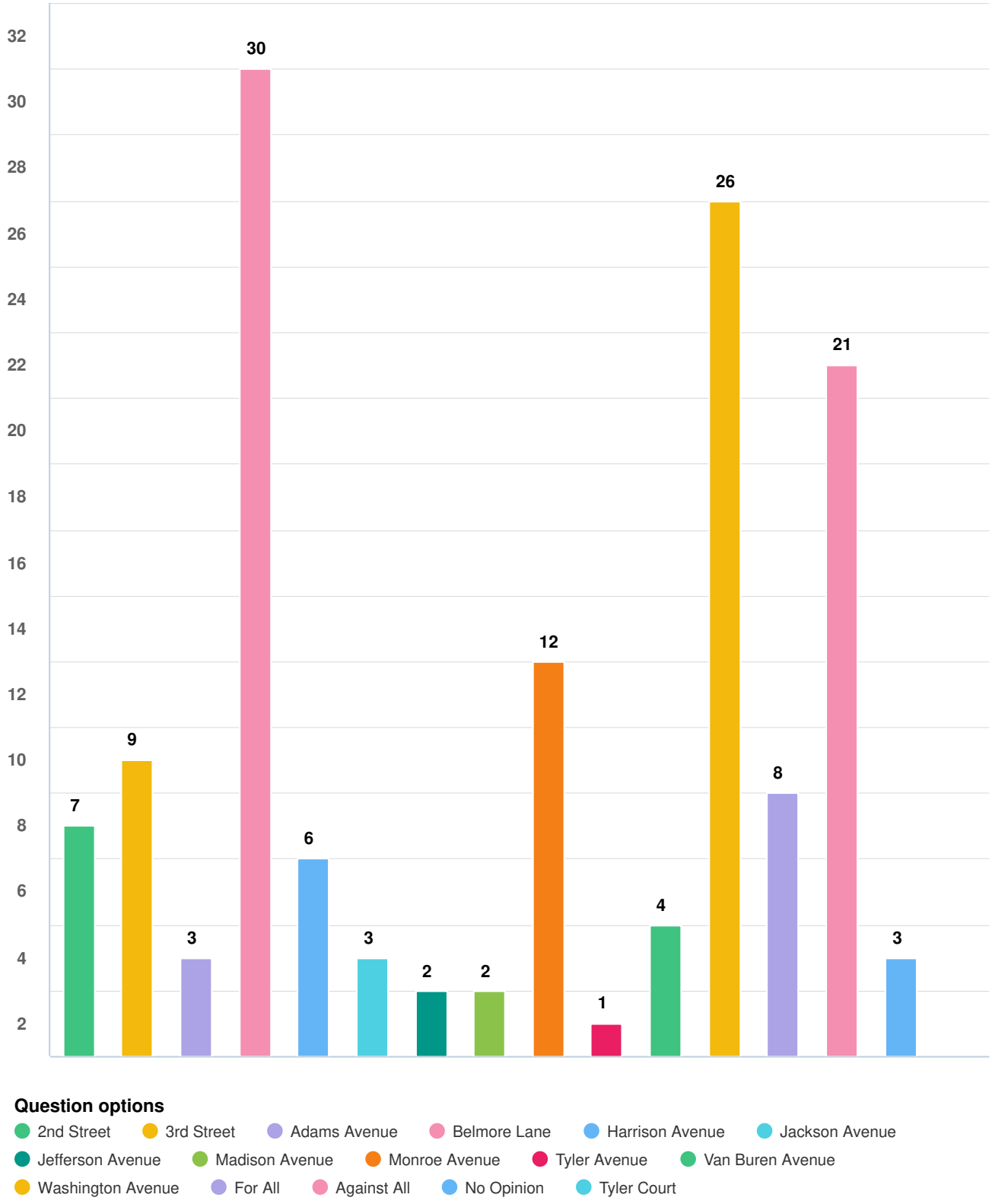


Question options

Yes No Other (please specify)

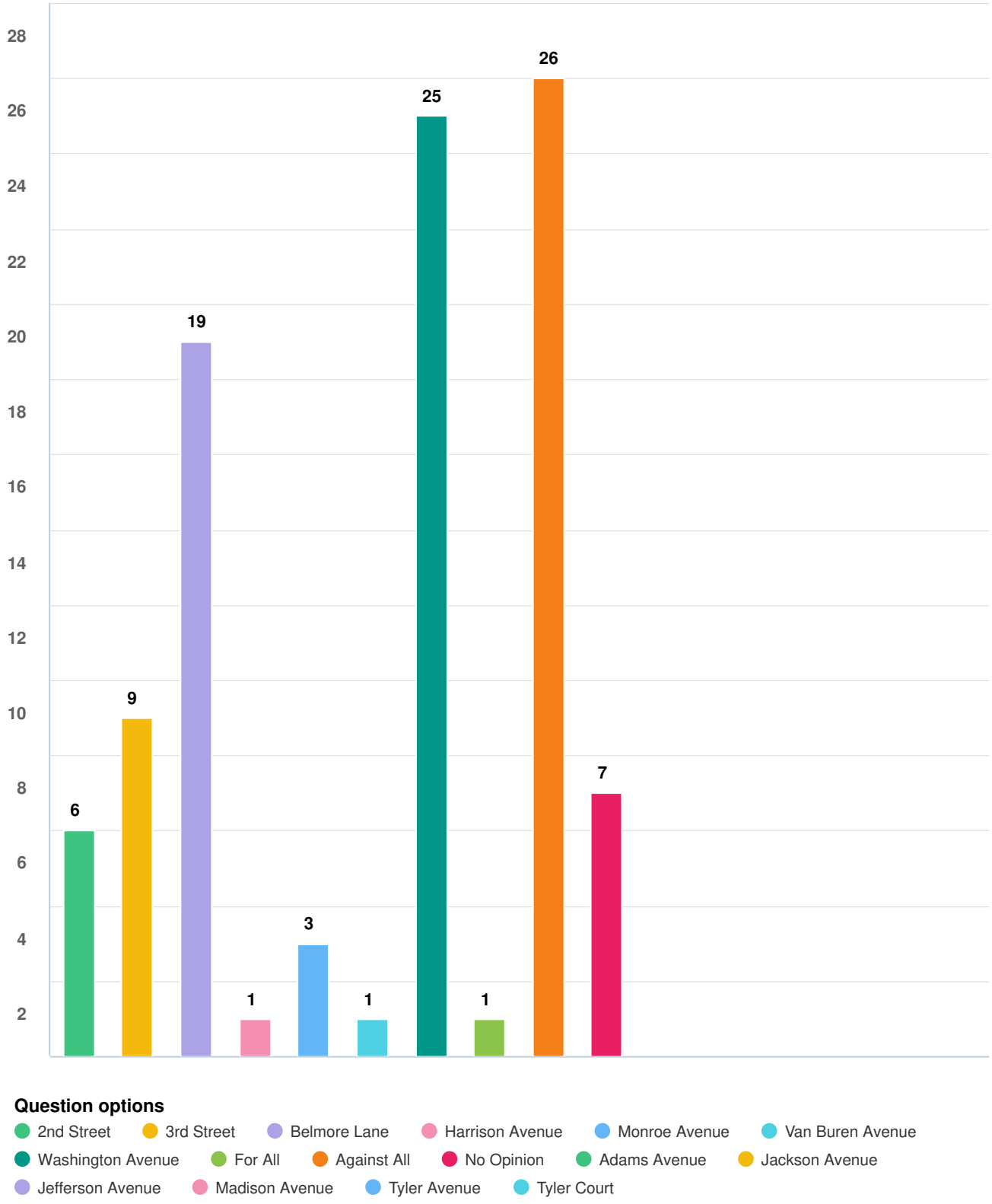
Optional question (68 response(s), 0 skipped)
Question type: Radio Button Question

Q26 **Which of the following streets are you supportive of sidewalks on? Please note before answering:The street width will be 24 feet wide from the face of curb to the face of curb. (Existing width ranges from 28-30'.)Parking will be available only on ...**



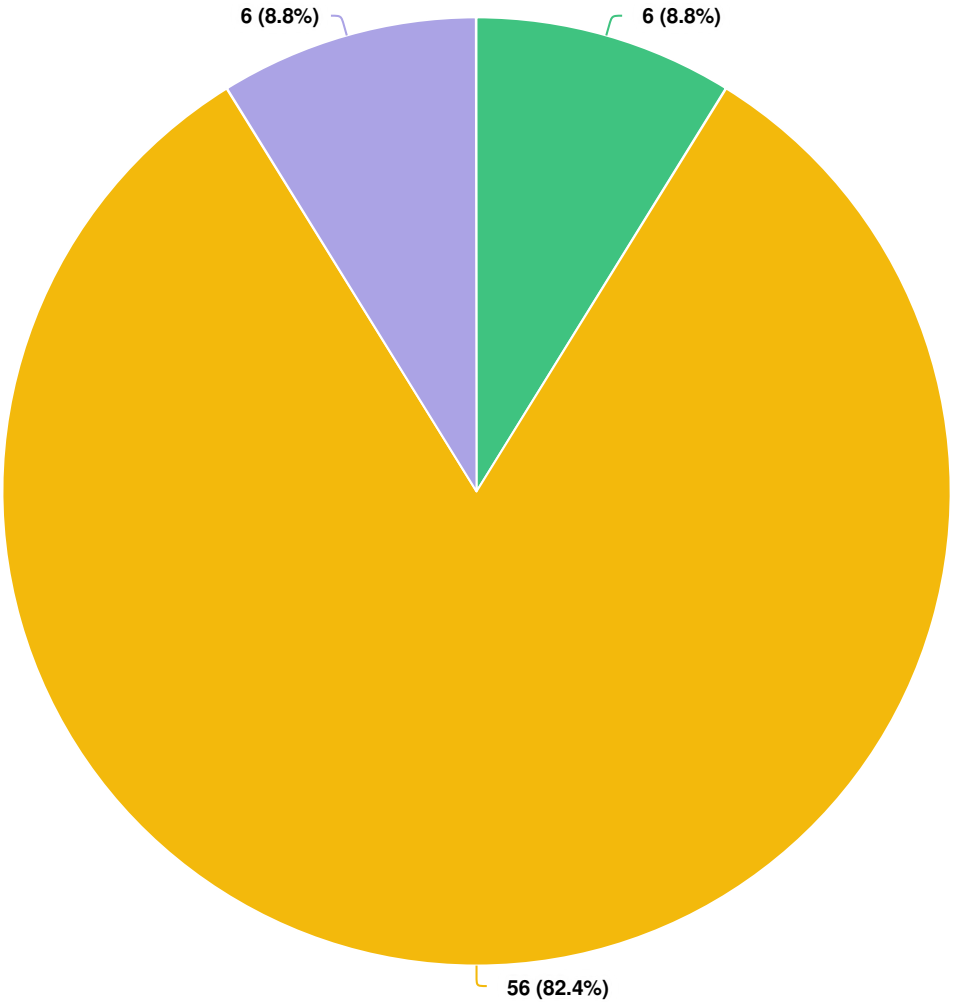
Mandatory Question (68 response(s))
Question type: Checkbox Question

Q27 **Which of the following streets are your supportive of bikeways on? Please note before answering:The street width will likely be 24 feet wide from the face of curb to the face of curb. (Existing width ranges from 28-30'.)Staff's recommendations for ...**



Mandatory Question (68 response(s))
Question type: Checkbox Question

Q28 **Are you supportive of sidewalks on your side of the street? Please note before answering:Maintenance of sidewalks will be the responsibility of the adjacent property owners. Maintenance includes removal of snow and ice within 48 hours and repair of...**



Question options

Yes No No Opinion

Mandatory Question (68 response(s))
Question type: Radio Button Question

Q29 What is your address?

Screen Name Redacted 7/18/2024 09:08 AM	402 Tyler Ave S
Screen Name Redacted 7/18/2024 11:11 AM	408 harrison
Screen Name Redacted 7/18/2024 01:05 PM	317 Adams Ave
Screen Name Redacted 7/18/2024 01:41 PM	404 Harrison Ave S
Screen Name Redacted 7/18/2024 01:41 PM	409 Monroe Ave S
Screen Name Redacted 7/18/2024 01:47 PM	407 Madison Ave S
Screen Name Redacted 7/18/2024 02:08 PM	417 Monroe Ave
Screen Name Redacted 7/18/2024 02:10 PM	416 Harrison Ave S Edina 55343
Screen Name Redacted 7/18/2024 02:37 PM	311 Madison Ave S
Screen Name Redacted 7/18/2024 04:45 PM	414 Van Buren Ave S
Screen Name Redacted 7/18/2024 07:21 PM	416 Van Buren Ave S., Edina, Mn 55343
Screen Name Redacted 7/18/2024 08:29 PM	418 Jackson Ave
Screen Name Redacted 7/19/2024 06:29 AM	403 Jackson Ave S/Edina, MN 55343

Screen Name Redacted 7/19/2024 06:34 AM	301 Jefferson Ave S
Screen Name Redacted 7/19/2024 06:57 AM	409 Van Buren Ave S
Screen Name Redacted 7/19/2024 07:00 AM	414 Monroe Ave So.
Screen Name Redacted 7/19/2024 09:17 AM	Van Buren Ave S
Screen Name Redacted 7/19/2024 10:37 AM	314 Jefferson Ave S
Screen Name Redacted 7/19/2024 02:15 PM	415 Monroe Avenue South
Screen Name Redacted 7/19/2024 04:51 PM	302 van buren ave s
Screen Name Redacted 7/19/2024 06:01 PM	315 Harrison Ave S
Screen Name Redacted 7/20/2024 08:02 AM	305 Harrison Ave S
Screen Name Redacted 7/20/2024 10:46 AM	309 Jefferson. Four of of us (four homes) are on incline or hill and sidewalks would greatly affect our stairs, approaches and driveways. Jefferson is not on the proposed list anyway.
Screen Name Redacted 7/21/2024 10:22 AM	306 Madison Ave S
Screen Name Redacted 7/22/2024 09:05 AM	308 Van Buren Ave S
Screen Name Redacted 7/22/2024 10:17 AM	405 Harrison Ave S

Screen Name Redacted 7/22/2024 10:47 AM	318 Jefferson Ave S
Screen Name Redacted 7/22/2024 11:23 AM	6600 Belmore Lane
Screen Name Redacted 7/22/2024 12:35 PM	410 Monroe Ave S
Screen Name Redacted 7/22/2024 01:27 PM	322 Moroe Ave S
Screen Name Redacted 7/22/2024 06:00 PM	6600 Belmore Lane
Screen Name Redacted 7/22/2024 06:44 PM	6606 Belmore Lane
Screen Name Redacted 7/23/2024 07:26 PM	414 Jefferson Ave S
Screen Name Redacted 7/24/2024 04:57 AM	305 Monroe Ave So
Screen Name Redacted 7/24/2024 07:20 PM	421 Tyler Ave S
Screen Name Redacted 7/26/2024 11:24 AM	6612 Belmore lane
Screen Name Redacted 7/27/2024 06:47 AM	311 Monroe Ave S
Screen Name Redacted 7/28/2024 10:49 AM	417 Jefferson Ave S
Screen Name Redacted 7/28/2024 03:02 PM	323 Monroe Ave S
Screen Name Redacted 7/29/2024 02:47 PM	306 Monroe Av. S.

Screen Name Redacted 7/29/2024 05:59 PM	319 Madison Ave S
Screen Name Redacted 7/30/2024 09:14 AM	419 Jackson Avenue South
Screen Name Redacted 7/30/2024 04:30 PM	401 Monroe Ave So.
Screen Name Redacted 8/01/2024 10:55 AM	306 Van Buren Ave S
Screen Name Redacted 8/01/2024 11:43 AM	410 Van Buren Ave S, Hopkins, MN 55343-8462
Screen Name Redacted 8/04/2024 10:24 AM	306 Van Buren Ave S
Screen Name Redacted 10/14/2024 02:35 PM	320 Adams Ave
Screen Name Redacted 10/18/2024 10:47 AM	410 Van Buren S
Screen Name Redacted 10/18/2024 02:08 PM	419 Harrison Ave. S., Edina
Screen Name Redacted 10/18/2024 02:29 PM	413 Washington Ave South
Screen Name Redacted 10/18/2024 06:03 PM	419 Monroe Avenue
Screen Name Redacted 10/19/2024 11:02 AM	400 Madison Ave S
Screen Name Redacted 10/19/2024 11:38 AM	424 Monroe Ave S, Edina MN 55343
Screen Name Redacted 10/19/2024 12:09 PM	400 Jackson Avenue South

Screen Name Redacted 10/20/2024 07:58 AM	414 Jackson Ave S
Screen Name Redacted 10/21/2024 05:50 AM	415 Van Buren Ave S
Screen Name Redacted 10/21/2024 07:23 AM	423 Monroe Avenue
Screen Name Redacted 10/21/2024 01:36 PM	422 Monroe Avenue South
Screen Name Redacted 10/24/2024 01:42 PM	302 Monroe Ave South
Screen Name Redacted 10/24/2024 01:58 PM	320 van buren ave south
Screen Name Redacted 10/30/2024 10:20 AM	303 Van Buren Ave, Edina 55343
Screen Name Redacted 11/02/2024 11:26 AM	416 Adams Ave
Screen Name Redacted 11/04/2024 08:25 AM	325 Washington Ave S
Screen Name Redacted 11/04/2024 08:46 AM	325 Washington Ave S.
Screen Name Redacted 11/04/2024 12:30 PM	405 Adams Ave
Screen Name Redacted 11/04/2024 08:16 PM	406 Jefferson Ave S
Screen Name Redacted 11/05/2024 04:40 PM	307 Jefferson Ave S
Screen Name Redacted	406 Jefferson Ave S

Mandatory Question (68 response(s))
Question type: Single Line Question

APPENDIX K

Correspondence from Residents

Aaron Ditzler

From: Aaron Ditzler
Sent: Wednesday, December 13, 2023 2:39 PM
To: 'Greg Shank'
Subject: RE: Street Project

Greg,

Sure, what can I help with? Tyler Court is scheduled for reconstruction in 2025.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

-----Original Message-----
From: Greg Shank [redacted]
Sent: Wednesday, December 13, 2023 10:03 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Street Project

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Aaron - reaching out regarding impending road reconstruction in our neighborhood at 501 Tyler Ct. We connected some time ago regarding this issue and was wondering if you are still with the city and if you are available to work with me regarding my questions or if you could refer me to someone that might be more appropriate to speak with. Thanks, Greg Shank

Aaron Ditzler

From: Better Together Edina <notifications@engagementhq.com>
Sent: Thursday, July 18, 2024 6:53 PM
To: Aaron Ditzler; Liz Moore; Chad Millner; eacosta@edinamn.gov
Subject: A new question has been added to Ask a Question

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,

Just a quick heads up to let you know that a new question has been asked at Presidents A & B Neighborhood Roadway Reconstruction by Keith Page.

The question that was asked is:

We have had issues with our main sewer line getting plug due to tree roots for over 28 years. We have even had the section closest to the house replaced because it collapsed. Is there any type of sleeve or other repair that can be done during construction that would help prevent this issue? If so, who would be responsible?

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Aaron Ditzler

From: Aaron Ditzler
Sent: Monday, July 22, 2024 11:54 AM
To: Liz Moore
Subject: Presidents Survey - 318 Jefferson Ave
Attachments: VoiceMessage.wav

Liz,

Can you mail a copy of the questionnaire to 318 Jefferson Ave?

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.

From: Ben Jore <BJore@EdinaMN.gov>
Sent: Monday, July 22, 2024 9:28 AM
To: Chris Moore <CMoore@EdinaMN.gov>
Cc: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: FW: Message from HENNEN ROBERT H [redacted]

Hi Chris,

Can you please send out the form to the individual per his request?

Thanks
Ben

Ben Jore, Senior Project Engineer
952-903-5728
7450 Metro Blvd. | Edina, MN 55439
BJore@EdinaMN.gov | EdinaMN.gov

Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.

From: Cisco Unity Connection Messaging System <unityconnection@vm-mail.org>
Sent: Friday, July 19, 2024 3:10 PM
To: Ben Jore <bjore@vm-mail.org>
Subject: Message from HENNEN ROBERT H ([redacted])

Aaron Ditzler

From: Better Together Edina <notifications@engagementhq.com>
Sent: Monday, July 22, 2024 2:38 PM
To: Aaron Ditzler; Liz Moore; Chad Millner; eacosta@edinamn.gov
Subject: A new question has been added to Ask a Question

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,

Just a quick heads up to let you know that a new question has been asked at Presidents A & B Neighborhood Roadway Reconstruction by Liza.

The question that was asked is:

We have a very large pine tree in our front yard that is somewhat close to the street. Will you be removing trees due to the scope of the project? If you remove a tree, will you replace it?

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Aaron Ditzler

From: Better Together Edina <notifications@engagementhq.com>
Sent: Thursday, August 8, 2024 2:34 PM
To: Aaron Ditzler; Liz Moore; Chad Millner; eacosta@edinamn.gov
Subject: A new question has been added to Ask a Question

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,

Just a quick heads up to let you know that a new question has been asked at Presidents A & B Neighborhood Roadway Reconstruction by T.

The question that was asked is:

It looks like I missed the deadline for the survey and wanted to say I'm opposed to the addition of sidewalks and bike lanes. Will their be another survey in the future? Most roads in this neighborhood are already very narrow. For the roads that a bike lane is being considered, will this city be increasing the width of those road? Will cars still be able to park on those roads? or will there be significant reduction in available street parking as a result?

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Aaron Ditzler

From: Kelly [redacted]
Sent: Wednesday, August 14, 2024 10:43 AM
To: Aaron Ditzler
Subject: List of Concrete Contractors

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Aaron,

Thank you for taking the time this morning to talk with me about the presidents street reconstruction project.

You mentioned you have a list of concrete contractors, can you please send me this list.

Thank you,

Kelly Bottenberg

Aaron Ditzler

From: Aaron Ditzler
Sent: Wednesday, September 11, 2024 2:04 PM
To: 'Tim Jones'
Subject: RE: Presidents Neighborhood Road Construction 2025
Attachments: Plumbers_Sump List Jan 2024.pdf

Tim,

Thank you for reaching out. We recommend getting at least two quotes from the attached contractor list, or other contractors if you wish. If you move forward with a contractor, let us know so we can coordinate with construction in 2025.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

-----Original Message-----
From: Tim Jones [redacted]
Sent: Wednesday, September 11, 2024 12:43 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Presidents Neighborhood Road Construction 2025

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am a resident of the Presidents neighborhood and would like to get a list of recommended contractors to replace water and sewer lines to the house during the road construction next year. Is this a list that's on your website, or can it be emailed to me? Thank you for your time.
Tim Jones
Van Buren Ave S.

Sent from my iPad

Aaron Ditzler

From: Aaron Ditzler
Sent: Monday, September 16, 2024 12:06 PM
To: 'Debra Christgau'
Cc: Katie; [redacted]
Subject: RE: Sewer line contractors for Presidents A&B
Attachments: Plumbers_Sump List Jan 2024.pdf; Utility Upgrade Letter Example.pdf

Debra,

Sorry to hear about your sewer troubles. See the attached list of contractors. Additional notes:

- We recommend getting at least two quotes.
- If you move forward with a contract, please coordinate with us and roadway project.
- As shown in the attached example letter, you may add the 2025 sewer improvements to your assessment and pay over 15 years, with interest.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.

From: Debra Christgau [redacted]
Sent: Sunday, September 15, 2024 8:45 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Cc: Katie [redacted]
Subject: Sewer line contractors for Presidents A&B

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We have had significant clogging with our sewer line this year necessitating sewer line cleaning 3 times (Monroe Ave and Maloney). We have been advised from one sewer/plumbing company, after another clog a month after cleaning, and water damage, to decalcify the line, or at a greater cost, line or replace the sewer line. Who is the contractor the city is using that we might contact for estimates for further sewer work on our line, if we choose, while the city is doing this work?

Aaron Ditzler

From: Aaron Ditzler
Sent: Tuesday, September 17, 2024 12:25 PM
To: 'Chapin Stitt'
Subject: RE: Presidents Neighborhood Question

Chapin,

At this point no sidewalks are proposed on Jackson Ave with the 2025 project. The street is proposed at 27' wide with parking on both sides of the street.

I would recommend staying involved because things can change before the public hearing in December. For example, we've had resident petitions to add sidewalks on previous projects.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.

From: Chapin Stitt [redacted]
Sent: Monday, September 16, 2024 9:46 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Presidents Neighborhood Question

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, I received a notice in the mail informing me of upcoming roadway construction in the Presidents neighborhood, but after looking at the website it is unclear to me what the plans are for my specific street. Can you tell me if this includes plans to add a sidewalk on my street? I hope that's not the case as it is one of the reasons I chose this house. Any specific information you can give me for plans involving Jackson Ave S would be greatly appreciated.

Thank you, Chapin Stitt
409 Jackson Ave S

Aaron Ditzler

From: Aaron Ditzler
Sent: Thursday, September 19, 2024 8:43 AM
To: 'Debra Christgau'
Subject: RE: Sewer line contractors for Presidents A&B
Attachments: Postcard.JPG

Debra,

For reference, there is a meeting on 9/24 where we plan to go over the project improvements and discuss the assessments. See the attached postcard for reference.

The estimated assessment range is $7,500 - $11,500 per single family property, unless you live on a corner lot with one side street outside the project area. If so, then divide that range by 2. We'll narrow down the estimated assessment to one value in December. The final assessment amount will be determined in fall 2026.

Sidewalks and utility improvements are not assessed. The only improvements included in the assessment value are roadway improvements.

For example, if you have an $11,500 assessment at an estimated 4.5% interest, you will pay a level annual assessment of approximately $1,070 per year for 15 years, beginning in 2027 and concluding in 2041, through your property taxes. Add $10k of sewer repair and the amount changes to an estimated $2,002 per year.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.

From: Debra Christgau [redacted]
Sent: Thursday, September 19, 2024 8:14 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Re: Sewer line contractors for Presidents A&B

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you very much for the information regarding options for improvement of homeowner's sewer line. As we consider this option (current estimates from sewer companies are over $10,000), we would like additional information to estimate our total special assessment costs. The special assessment information on the city website is confusing as there appears to be a transition period. Our home currently has a tax assessment value of $400,000. Our property taxes are $4500. What would be approximately our additional special assessment for the next few years for the road/sewer reconstruction? Would a sidewalk be additional assessment cost for a homeowner? Would the special assessment remain the same for the next 10 years?

Aaron Ditzler

From: Aaron Ditzler
Sent: Wednesday, September 25, 2024 1:58 PM
To: 'Ruth Just'
Subject: RE: Presidents A & B roadway, reconstruction

Ruth,

The short answer is yes, the same assessment amount.

Single family homes are assessed 1 residential equivalent unit (REU), regardless of lot size or front footage. The only exception to this is homes with one side street outside the project limits, those homes are assessed 0.5 REU.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

-----Original Message-----
From: Ruth Just [redacted]
Sent: Wednesday, September 25, 2024 11:52 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Presidents A & B roadway, reconstruction

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Property lots vary from 46 feet to 69 feet to 92 feet. Will all properties be assessed the same dollar amount? Thank you, Ruth Just
Sent from my iPad

Aaron Ditzler

From: Ruth Just [redacted]
Sent: Wednesday, September 25, 2024 4:35 PM
To: Aaron Ditzler
Subject: Re: Presidents A & B roadway, reconstruction

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your quick response. I thought I heard that in the meeting last night, but I just wanted to clarify for sure. Sent from my iPad

> On Sep 25, 2024, at 4:30 PM, Aaron Ditzler <ADitzler@edinamn.gov> wrote:
>
> Ruth,
>
> The short answer is yes, the same assessment amount.
>
> Single family homes are assessed 1 residential equivalent unit (REU), regardless of lot size or front footage. The only exception to this is homes with one side street outside the project limits, those homes are assessed 0.5 REU.
>
> Thank you.
>
> Aaron Ditzler, Assistant City Engineer
> 952-826-0443 | Fax 952-826-0392
> 7450 Metro Blvd. | Edina, MN 55439
> ADitzler@EdinaMN.gov | EdinaMN.gov
>
>
> -----Original Message-----
> From: Ruth Just [redacted]
> Sent: Wednesday, September 25, 2024 11:52 AM
> To: Aaron Ditzler <ADitzler@EdinaMN.gov>
> Subject: Presidents A & B roadway, reconstruction
>
> EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.
>
>
> Property lots vary from 46 feet to 69 feet to 92 feet. Will all properties be assessed the same dollar amount? Thank you, Ruth Just
> Sent from my iPad

Aaron Ditzler

From: Aaron Ditzler
Sent: Friday, September 27, 2024 9:06 AM
To: 'NADINE BROHOLM'
Subject: RE: List of sewer & water line contractors
Attachments: Plumbers_Sump List Jan 2024.pdf

Nadine,

Sure can. See attached list of contractors. We recommend getting at least two quotes.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

-----Original Message-----
From: NADINE BROHOLM [redacted]
Sent: Thursday, September 26, 2024 9:59 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: List of sewer & water line contractors

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello!

I live in the Presidents area and will be affected by next years road construction project. Will you please send me the list of city approved contractors for replacing my sewer and water lines.

Thank you,

Nadine Broholm
413 Jackson Ave So
[redacted]
Sent from my iPhone

Aaron Ditzler

From: Better Together Edina <notifications@engagementhq.com>
Sent: Tuesday, October 1, 2024 11:27 AM
To: Aaron Ditzler; Liz Moore; Chad Millner; eacosta@edinamn.gov
Subject: A new question has been added to Ask a Question

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,

Just a quick heads up to let you know that a new question has been asked at Presidents A & B Neighborhood Roadway Reconstruction by Old Fuss n Feathers.

The question that was asked is:

During the 9/24 meeting a city official informed a neighbor that our neighborhood is fortunate this project is happening sooner rather than later, such as in 5 years, because the costs to homeowners would be greater in 5 years. I wasn't able to attend this meeting, but the Special Assessment Policy on Edina's website shows percentage reductions in assessment costs to homeowners each year, from 63.12% in 2024 to 36.82% in 2029 for example. Can this possible miscommunication be clarified?

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Aaron Ditzler

From: Better Together Edina <notifications@engagementhq.com>
Sent: Sunday, October 6, 2024 1:18 AM
To: Aaron Ditzler; Liz Moore; Chad Millner; eacosta@edinamn.gov
Subject: A new question has been added to Ask a Question

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,

Just a quick heads up to let you know that a new question has been asked at Presidents A & B Neighborhood Roadway Reconstruction by Virginia Vonhof.

The question that was asked is:

How will each resident meet assessment costs? Additional taxes? A specific bill? With a twelve month payment option? Etc. Please advise.

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Aaron Ditzler

From: Better Together Edina <notifications@engagementhq.com>
Sent: Monday, October 14, 2024 4:48 PM
To: Aaron Ditzler; Liz Moore; Chad Millner; eacosta@edinamn.gov
Subject: A new question has been added to Ask a Question

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,

Just a quick heads up to let you know that a new question has been asked at Presidents A & B Neighborhood Roadway Reconstruction by Casey Helbling.

The question that was asked is:

Has Washington Ave been designated a Truck Route, and if not, what can we do to discourage semi-trucks from not driving on it? If it has been designated a truck route, will the project team seek compensation from Unfi to offset the project development costs? I don't think we should let semis drive through our neighborhood... And I certainly don't think residents should pay to increase the durability of our roads to support the weight of those trucks.

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Aaron Ditzler

From: Tim Jones [redacted]
Sent: Tuesday, October 15, 2024 1:17 PM
To: Aaron Ditzler
Subject: Re: Presidents Neighborhood Road Construction 2025

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I was curious how far out you need to know about a contractor. Is it something that has to be done this year, or is the beginning of 2025 enough time? Thanks, Tim Jones

Sent from my iPad

> On Sep 11, 2024, at 5:01 PM, Aaron Ditzler <ADitzler@edinamn.gov> wrote:
>
> Tim,
>
> Thank you for reaching out. We recommend getting at least two quotes from the attached contractor list, or other contractors if you wish. If you move forward with a contractor, let us know so we can coordinate with construction in 2025.
>
>
> Aaron Ditzler, Assistant City Engineer
> 952-826-0443 | Fax 952-826-0392
> 7450 Metro Blvd. | Edina, MN 55439
> ADitzler@EdinaMN.gov | EdinaMN.gov
>
>
> -----Original Message-----
> From: Tim Jones [redacted]
> Sent: Wednesday, September 11, 2024 12:43 PM
> To: Aaron Ditzler <ADitzler@EdinaMN.gov>
> Subject: Presidents Neighborhood Road Construction 2025
>
> EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.
>
>
> I am a resident of the Presidents neighborhood and would like to get a list of recommended contractors to replace water and sewer lines to the house during the road construction next year. Is this a list that's on your website, or can it be emailed to me? Thank you for your time.
> Tim Jones
> Van Buren Ave S.
>
> Sent from my iPad
> <Plumbers_Sump List Jan 2024.pdf>

Aaron Ditzler

From: Aaron Ditzler
Sent: Tuesday, October 15, 2024 1:38 PM
To: 'Chuck Morse'
Subject: RE: contractor information
Attachments: Plumbers_Sump List Jan 2024.pdf

Chuck,

Thank you for reaching out. See the attached list. I'd recommend getting at least two quotes.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.

From: Chuck Morse [redacted]
Sent: Monday, October 14, 2024 1:03 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: contractor information

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Aaron,
I am going to be part of the president project in 2025 and I was at the meeting on 9/24/2024. I am interested in having a sleeve put on my sewer line pending on the price. You mentioned at the meeting that you have a list of contractors that the city of Edina likes to use. Would you please send me their name and numbers so I can reach out to them and have them give me a price. You can email me or you can send it to me at 420 Adams Ave.Hopkins MN 55343

Sincerely,
Chuck Morse

Aaron Ditzler

From: Aaron Ditzler
Sent: Tuesday, October 15, 2024 1:57 PM
To: 'Tim Jones'
Subject: RE: Presidents Neighborhood Road Construction 2025

Tim,

It's not necessary in 2024. By June 2025 is preferred.

Thank you,
Aaron

-----Original Message-----
From: Tim Jones [redacted]
Sent: Tuesday, October 15, 2024 1:17 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Re: Presidents Neighborhood Road Construction 2025

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I was curious how far out you need to know about a contractor. Is it something that has to be done this year, or is the beginning of 2025 enough time? Thanks, Tim Jones

Sent from my iPad

> On Sep 11, 2024, at 5:01 PM, Aaron Ditzler <ADitzler@edinamn.gov> wrote:
>
> Tim,
>
> Thank you for reaching out. We recommend getting at least two quotes from the attached contractor list, or other contractors if you wish. If you move forward with a contractor, let us know so we can coordinate with construction in 2025.
>
>
> Aaron Ditzler, Assistant City Engineer
> 952-826-0443 | Fax 952-826-0392
> 7450 Metro Blvd. | Edina, MN 55439
> ADitzler@EdinaMN.gov | EdinaMN.gov
>
>
> -----Original Message-----
> From: Tim Jones [redacted]
> Sent: Wednesday, September 11, 2024 12:43 PM
> To: Aaron Ditzler <ADitzler@EdinaMN.gov>
> Subject: Presidents Neighborhood Road Construction 2025
>

> EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.
>
>
> I am a resident of the Presidents neighborhood and would like to get a list of recommended contractors to replace water and sewer lines to the house during the road construction next year. Is this a list that's on your website, or can it be emailed to me? Thank you for your time.
> Tim Jones
> Van Buren Ave S.
>
> Sent from my iPad
> <Plumbers_Sump List Jan 2024.pdf>

Aaron Ditzler

From: Aaron Ditzler
Sent: Friday, October 18, 2024 5:10 PM
To: [redacted]
Subject: Survey - Privacy Concerns

Yas,

I requested our Communications staff contact you regarding your privacy / sharing concerns. If they haven't reached out to you by Thu. 10/24 let me know.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.

Aaron Ditzler

From: Gayle Hanson [redacted]
Sent: Tuesday, October 22, 2024 3:46 PM
To: Aaron Ditzler
Subject: Sidewalks

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from my iPhone really don’t want u to put in sidewalks.
Gayle hanson
323jefferson Ave so

Aaron Ditzler

From: Better Together Edina <notifications@engagementhq.com>
Sent: Thursday, October 24, 2024 4:11 PM
To: Aaron Ditzler; Liz Moore; Chad Millner
Subject: A new question has been added to Ask a Question

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,

Just a quick heads up to let you know that a new question has been asked at Presidents A & B Neighborhood Roadway Reconstruction by T.

The question that was asked is:

Can you update the "Existing" and "Proposed" street views in your "proposed roadway widths" document with more accurately-scaled cars/trucks/suv's? Most modern vehicles are not that narrow and have mirrors that stick out past the body of the car. A ford F150 with standard mirrors is ~96in wide mirror to mirror (8ft). That leaves zero clearance in the drive & parking lanes, unlike the cars that are shown in the presentation. Cars/trucks/suv's need clearance to pass parked and oncoming cars safely. In winter the street will be even more narrow, since snow plows do not clear snow all the way to the curb and snow does not always stay stationary (ie falls back into the street). We will lose another ~1ft of available road width on both sides of the street due to snow.

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Aaron Ditzler

From: [redacted]
Sent: Thursday, October 24, 2024 7:43 PM
To: Aaron Ditzler
Subject: Re: Edina 2025 Roadway Reconstruction Website

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

OH BOY.

THANK YOU FOR SENDING.

PAT

In a message dated 10/24/2024 4:42:01 PM Central Daylight Time, ADitzler@EdinaMN.gov writes:

> Pat,
>
> Thank you for calling today to discuss the 2025 project. See the project website here:
>
> https://www.bettertogetheredina.org/presidents-ab
>
> **Aaron Ditzler, Assistant City Engineer**
>
> 952-826-0443 | Fax 952-826-0392
>
> 7450 Metro Blvd. | Edina, MN 55439
>
> ADitzler@EdinaMN.gov | EdinaMN.gov
>
> ---
>
> *Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.*

Aaron Ditzler

From: Aaron Ditzler
Sent: Tuesday, October 29, 2024 8:41 AM
To: 'Jeff J Langaard'
Subject: RE: Presidents A&B Roadway Reconstruction

Jeff,

The 12/9 Public Hearing will begin at 6 PM. You will receive a hard copy mailing about the hearing later in November.

Yes, I can arrange a time to meet with you before the hearing.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.

From: Jeff J Langaard [redacted]
Sent: Sunday, October 27, 2024 8:14 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Presidents A&B Roadway Reconstruction

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Aaron,

Anne, my wife, and I (Jeff Langaard) have lived at 6606 Belmore Ln for over 18-years. We are happy and proud of the great work the City of Edina does for us on an ongoing basis.

What time is the Dec 9 public hearing on the Presidents A&B Roadway Reconstruction?

Would you be able to stop by and discuss the project in more detail before the Dec 9 meeting? We would only need 20-30 minutes on any Tuesday - Thursday.

Thanks.

--
Jeff

Jeff Langaard

Aaron Ditzler

From: Aaron Ditzler
Sent: Thursday, October 31, 2024 1:42 PM
To: [redacted]
Subject: Edina - Recreational Fires

Greg,

As we discussed, here is information regarding recreational fires, including contact info and ordinance.

https://www.edinamn.gov/732/Recreational-Fires

We'll be in touch regarding your wall.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.

Aaron Ditzler

From: Better Together Edina <notifications@engagementhq.com>
Sent: Sunday, November 3, 2024 5:32 PM
To: Aaron Ditzler; Liz Moore; Chad Millner
Subject: A new question has been added to Ask a Question

Follow Up Flag: Follow up
Flag Status: Completed

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,

Just a quick heads up to let you know that a new question has been asked at Presidents A & B Neighborhood Roadway Reconstruction by Ryan Cecka.

The question that was asked is:

What date do I have to sell my home to not be responsible for the assessment? If I do have to pay it. How long do I have to do so?

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Aaron Ditzler

From: Better Together Edina <notifications@engagementhq.com>
Sent: Monday, November 4, 2024 10:32 PM
To: Aaron Ditzler; Liz Moore; Chad Millner
Subject: A new question has been added to Ask a Question

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,

Just a quick heads up to let you know that a new question has been asked at Presidents A & B Neighborhood Roadway Reconstruction by Leah Pettit.

The question that was asked is:

Will all homes in the presidents neighborhood have to pay for the gravel alley improvements to the homes bordering the alley between Washington & Adams, or just the homes bordering those streets will have to pay that assessment?

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Aaron Ditzler

From: Aaron Ditzler
Sent: Wednesday, November 13, 2024 2:05 PM
To: 'Greg Shank'
Subject: RE: Wall and Street Project

Greg,

Here are two firms that you can reach out to regarding your wall.

Marty Gray
Gray Engineering, LLC
[redacted]

Steve Gale / Nate Lichty
Gale Tech Engineering, Inc.
[redacted]

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

-----Original Message-----
From: Greg Shank [redacted]
Sent: Wednesday, November 13, 2024 5:52 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Wall and Street Project

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Aaron we spoke several weeks ago regarding assistance with evaluation and options for the retaining wall at our house 501 Tyler Ct. wondering if you have had time to look at the situation. We talked about trying to get together and look at it before the street project gets started next spring. Please let me know what your thoughts are.

Also could you let me know what the estimated cost will be for next year's project.
Thanks,Greg Shank
Sent from my iPhone

Comment Card

Please share your comments below:

No Side Walks on Monroe

Optional
Name : William Jones
Email:

PUBLIC NOTICE
Information collected on this comment card is public and will be available to all requestors per Minnesota Data Practice Act.

Comment Card

Please share your comments below:

Parking on New Streets curb utilities
Its a quiet neighborhood. Light traffic
I dont think sidewalk or bike path
are necessary (You might want to get some new pens

Optional
Name : Ted W
Email:

PUBLIC NOTICE 327 Monroe
Information collected on this comment card is public and will be available to all requestors per Minnesota Data Practice Act.

Comment Card

Please share your comments below:

A sidewalk is not needed on Monroe Ave

I p

Optional
Name :
Email:

PUBLIC NOTICE
Information collected on this comment card is public and will be available to all requestors per Minnesota Data Practice Act.

Comment Card

Please share your comments below:

I do not support a sidewalk on Monroe Ave.

I prefer no sidewalk and parking on Both sides of the street.

Optional
Name :
Email:

PUBLIC NOTICE
Information collected on this comment card is public and will be available to all requestors per Minnesota Data Practice Act.

Comment Card

Please share your comments below:

I live on the 300 block of Monroe Av. and currently work from home. My home "office" faces the street. The number of bicycles using Monroe daily can be counted on one hand (and one of those is usually me). A bike lane/sidewalk is not a good use of city funds for Monroe.

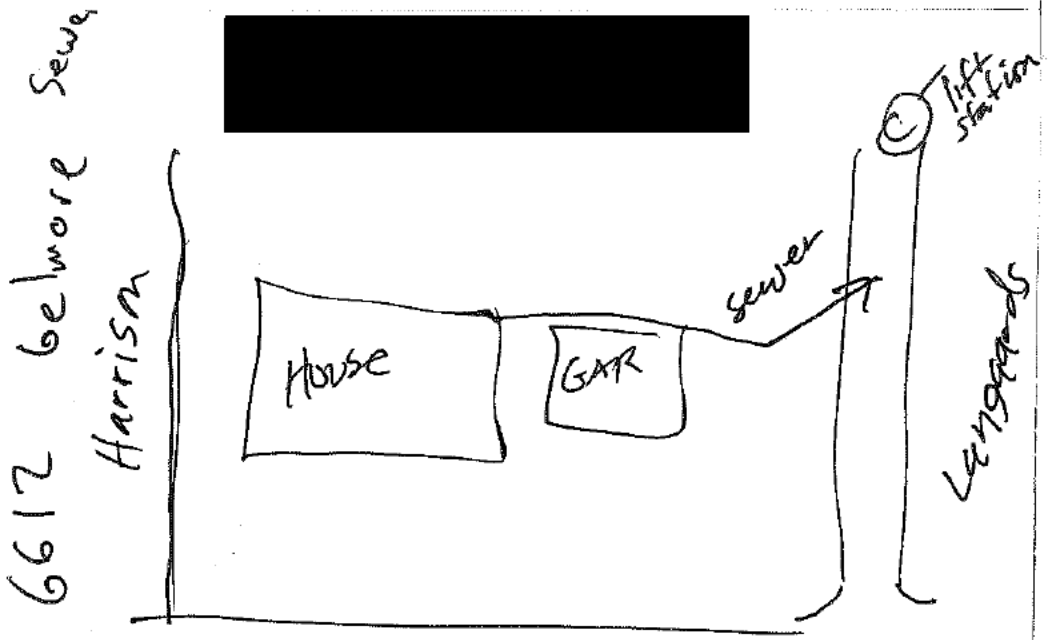
Optional

Name : John Nightingale

Email: JNIGHT306@HOTMAIL.com

PUBLIC NOTICE

Information collected on this comment card is public and will be available to all requestors per Minnesota Data Practice Act.



Belmore
is our sewer line under alley going to be replaced?

Comment Card

Please share your comments below:

NO SIDWALKS ON MONROE AV

Optional

Name : Bruce M Jost

Email:

PUBLIC NOTICE

Information collected on this comment card is public and will be available to all requestors per Minnesota Data Practice Act.

Comment Card

Please share your comments below:

No Sidewalk on Monroe Ave So.

Optional

Name : Jon Egan

Email: jeneg[redacted]

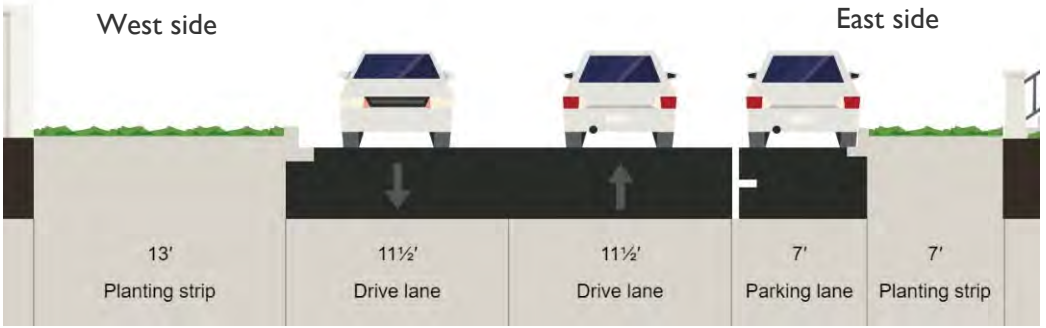
PUBLIC NOTICE

Information collected on this comment card is public and will be available to all requestors per Minnesota Data Practice Act.

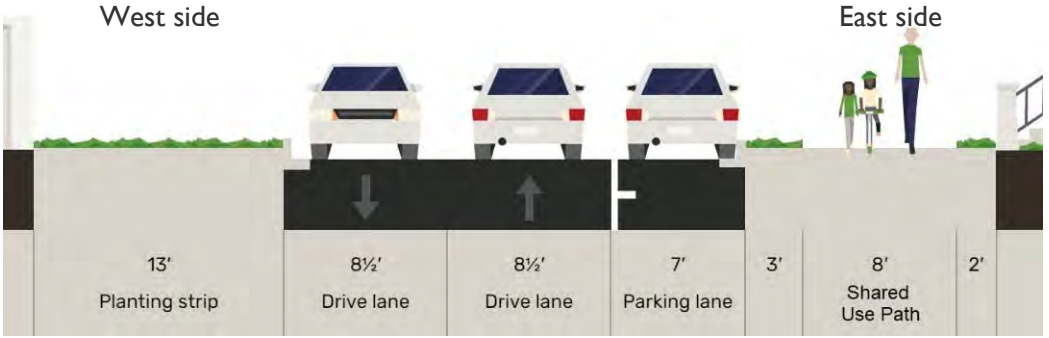
APPENDIX L

Proposed Typical Sections

Washington Ave



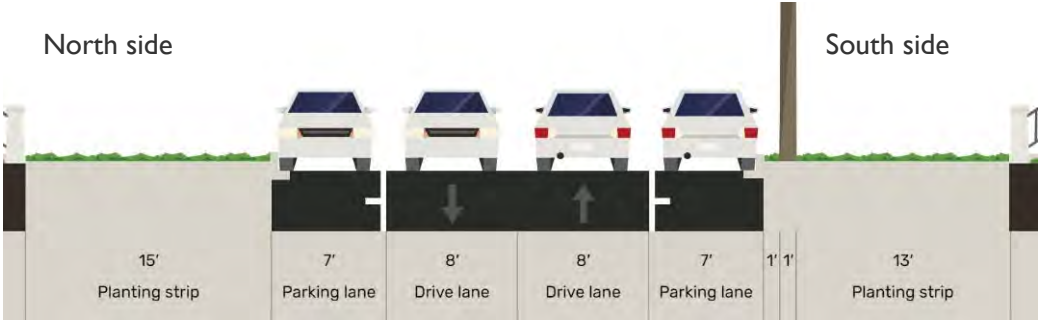
Existing: 30' road width, one-sided parking



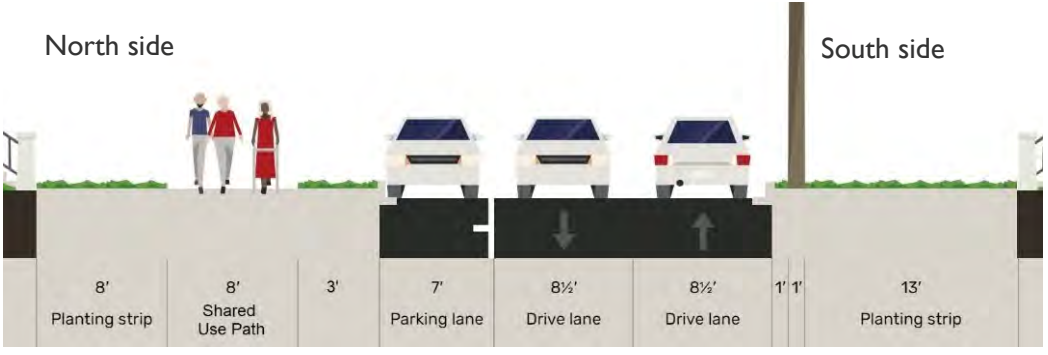
Proposed: 24' road width, one-sided parking,
8' shared use path (0-3' grass boulevard)

The CITY of EDINA

Belmore Ln



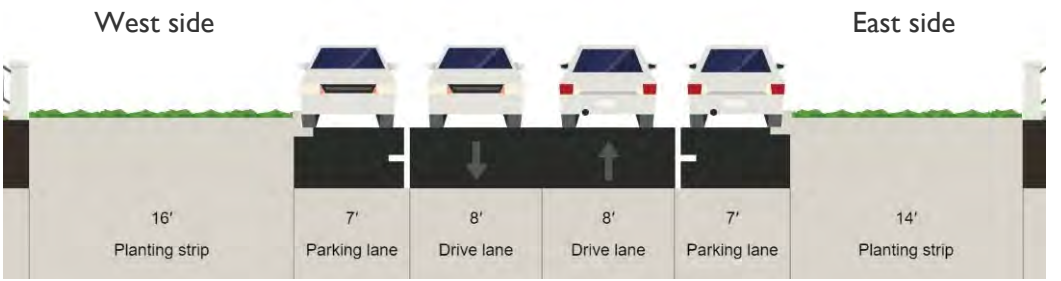
Existing: 30' road width, two-sided parking



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

The CITY of EDINA

Monroe Ave



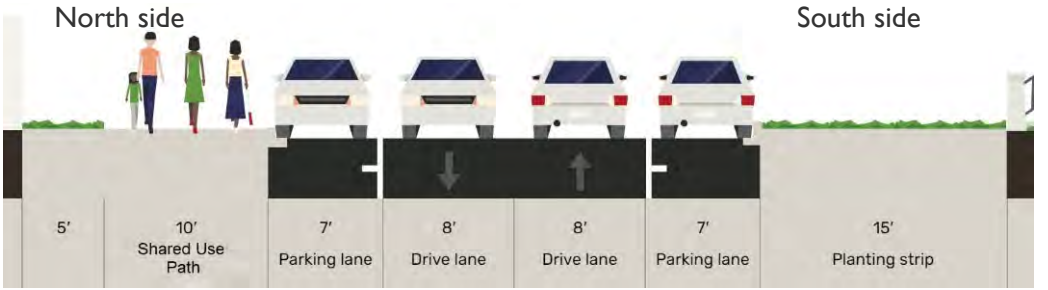
Existing: 30' road width, two-sided parking



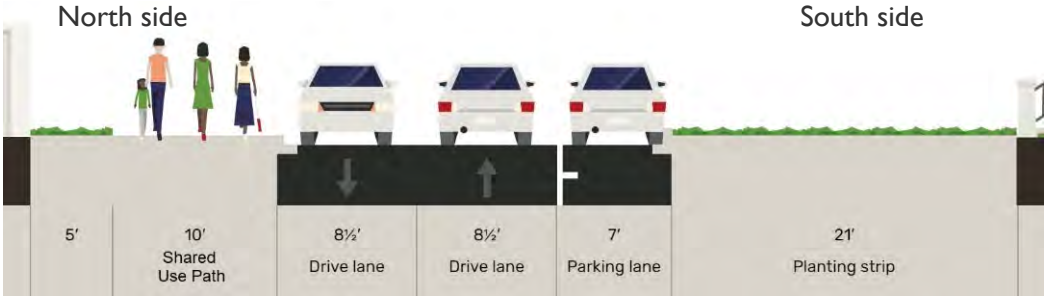
Proposed: 24' road width, one-sided parking,
5' sidewalk (3-5' grass boulevard)

The CITY of EDINA

3rd St



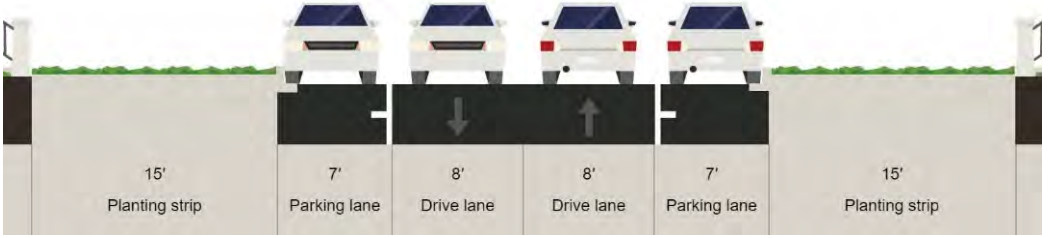
Existing: 30' road width, two-sided parking



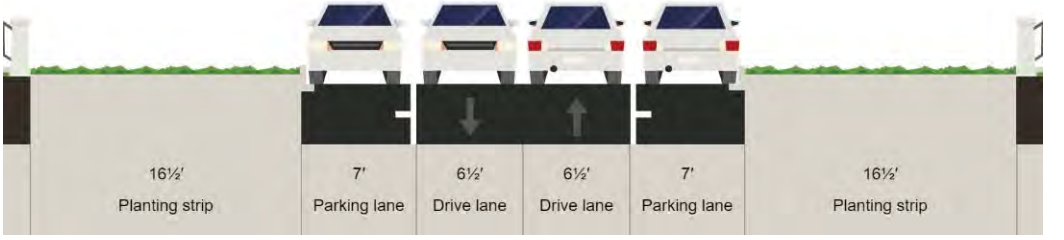
Proposed: 24' road width, one-sided parking,
Ex. 10' shared use path (0' grass boulevard)

The CITY of EDINA

Adams Ave, Jefferson Ave, Madison Ave, Jackson Ave, Van Buren Ave, Harrison Ave, Tyler Ave, Tyler Ct



Existing: 30' road width, two-sided parking



Proposed: 27' road width, two-sided parking

The CITY of EDINA

APPENDIX M

Preliminary Assessment Roll

PRESIDENTS A/B NEIGHBORHOOD ROADWAY AND ALLEY RECONSTRUCTION
IMPROVEMENTS NOS. BA-466 AND A-293
PRELIMINARY ASSESSMENT ROLL

					Roadway		Alley		TOTAL
	PID	HOUSE NO.	STREET	OWNER	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSMENT AMOUNT
1	3011721210001	6651	2ND ST S	DOUGLAS A FREEMAN	0.5	$ 4,300.00		$ -	$ 4,300.00
2	3011721210002	6655	2ND ST S	HAMID AZADEGAN	0.5	$ 4,300.00		$ -	$ 4,300.00
3	3011721220055	300	ADAMS AVE	MEGAN S SCOTT	1	$ 8,600.00		$ -	$ 8,600.00
4	3011721220051	301	ADAMS AVE	ELIZABETH A HELFTER	1	$ 8,600.00		$ -	$ 8,600.00
5	3011721220056	304	ADAMS AVE	KEBBA JAITEN & NYOMI CAMARA	1	$ 8,600.00		$ -	$ 8,600.00
6	3011721220050	305	ADAMS AVE	T D RETZER & K A RETZER	1	$ 8,600.00		$ -	$ 8,600.00
7	3011721220057	306	ADAMS AVE	R P PETERSEN & M F PETERSEN	1	$ 8,600.00		$ -	$ 8,600.00
8	3011721220049	307	ADAMS AVE	K J SWAN & K M SWAN	1	$ 8,600.00		$ -	$ 8,600.00
9	3011721220058	308	ADAMS AVE	ANTHONY J PASKO	1	$ 8,600.00		$ -	$ 8,600.00
10	3011721220048	311	ADAMS AVE	MARY L SCHWEBEL	1	$ 8,600.00		$ -	$ 8,600.00
11	3011721220059	314	ADAMS AVE	SARAH OSTER & WADE FALK	1	$ 8,600.00		$ -	$ 8,600.00
12	3011721220047	315	ADAMS AVE	METROPOLITAN COUNCIL	1	$ 8,600.00		$ -	$ 8,600.00
13	3011721220060	316	ADAMS AVE	WADE C & SARAH FALK	1	$ 8,600.00		$ -	$ 8,600.00
14	3011721220046	317	ADAMS AVE	ANDIE R KUEBLER	1	$ 8,600.00		$ -	$ 8,600.00
15	3011721220061	318	ADAMS AVE	BETTY ROBLING	1	$ 8,600.00		$ -	$ 8,600.00
16	3011721220045	319	ADAMS AVE	MARK W ADOLPHSON ET AL	1	$ 8,600.00		$ -	$ 8,600.00
17	3011721220062	320	ADAMS AVE	TONY LEGKY & VERA LEGKY	1	$ 8,600.00		$ -	$ 8,600.00
18	3011721220044	323	ADAMS AVE	ELIZABETH D ELLITHORPE	1	$ 8,600.00		$ -	$ 8,600.00
19	3011721220073	400	ADAMS AVE	JOSHUA D SHACKELFORD ET AL	1	$ 8,600.00	1	$ 1,300.00	$ 9,900.00
20	3011721220111	401	ADAMS AVE	ZACHARY L SINN	1	$ 8,600.00		$ -	$ 8,600.00
21	3011721220074	404	ADAMS AVE	M F KROLAK & R A KROLAK	1	$ 8,600.00	1	$ 1,300.00	$ 9,900.00
22	3011721220110	405	ADAMS AVE	J D BUTZ & C BUTZ	1	$ 8,600.00		$ -	$ 8,600.00
23	3011721220075	406	ADAMS AVE	MARY J MARTENIS	1	$ 8,600.00	1	$ 1,300.00	$ 9,900.00
24	3011721220076	408	ADAMS AVE	RYAN LLOYD CECKA	1	$ 8,600.00	1	$ 1,300.00	$ 9,900.00
25	3011721220109	409	ADAMS AVE	ELI D LIBSON	1	$ 8,600.00		$ -	$ 8,600.00
26	3011721220108	411	ADAMS AVE	R M HESSIAN & B L HESSIAN	1	$ 8,600.00		$ -	$ 8,600.00
27	3011721220077	412	ADAMS AVE	R & W SNOW	1	$ 8,600.00		$ -	$ 8,600.00
28	3011721220107	413	ADAMS AVE	MARK ULRICH & SARAH ULRICH	1	$ 8,600.00		$ -	$ 8,600.00
29	3011721220106	415	ADAMS AVE	BRIAN DANELL & LINDA DANELL	1	$ 8,600.00		$ -	$ 8,600.00
30	3011721220078	416	ADAMS AVE	MICHAEL KERFELD/ZOE DARLING	1	$ 8,600.00		$ -	$ 8,600.00
31	3011721220105	419	ADAMS AVE	STEVEN JOHN OLSON	1	$ 8,600.00		$ -	$ 8,600.00
32	3011721220079	420	ADAMS AVE	C V MORSE & J A MORSE REV TR	1	$ 8,600.00		$ -	$ 8,600.00
33	3011721220080	422	ADAMS AVE	C W RENAUX & E H RENAUX	0.5	$ 4,300.00		$ -	$ 4,300.00
34	3011721220104	423	ADAMS AVE	WADE W LARKIN JR	1	$ 8,600.00		$ -	$ 8,600.00

PRESIDENTS A/B NEIGHBORHOOD ROADWAY AND ALLEY RECONSTRUCTION
IMPROVEMENTS NOS. BA-466 AND A-293
PRELIMINARY ASSESSMENT ROLL

					Roadway		Alley		TOTAL
	PID	HOUSE NO.	STREET	OWNER	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSMENT AMOUNT
35	3011721220103	425	ADAMS AVE	AMERICAN ESTATE AND TRUST LC	0.5	$ 4,300.00		$ -	$ 4,300.00
36	3011721210027	24	ADDRESS UNASSIGNED	CITY OF HOPKINS	0	$ -		$ -	$ -
37	3011721210162	24	ADDRESS UNASSIGNED	HENNEPIN FORFEITED LAND	0	$ -		$ -	$ -
38	3011721210005	24	ADDRESS UNASSIGNED	VILLAGE OF EDINA	1	$ 8,600.00		$ -	$ 8,600.00
39	3011721120094	6528	BELMORE LA	NATHAN SMITH & ALEXX SMITH	0.5	$ 4,300.00		$ -	$ 4,300.00
40	3011721210167	6600	BELMORE LA	T L ELDER & J K ELDER	1	$ 8,600.00		$ -	$ 8,600.00
41	3011721210136	6601	BELMORE LA	KEVIN BENNETT/BROOKE BENNETT	1	$ 8,600.00		$ -	$ 8,600.00
42	3011721210168	6606	BELMORE LA	J J LANGAARD & A W LANGAARD	1	$ 8,600.00		$ -	$ 8,600.00
43	3011721210019	6612	BELMORE LA	J M ANDERSON & P E ANDERSON	1	$ 8,600.00		$ -	$ 8,600.00
44	3011721210166	6615	BELMORE LA	DAVID CLEARY TRUST	1	$ 8,600.00		$ -	$ 8,600.00
45	3011721210028	300	HARRISON AVE S	DORIS LAMOUREUX	1	$ 8,600.00		$ -	$ 8,600.00
46	3011721210026	301	HARRISON AVE S	ANDREW F QUIRT	1	$ 8,600.00		$ -	$ 8,600.00
47	3011721210029	302	HARRISON AVE S	JOHN N MORTON & ABBEY MORTON	1	$ 8,600.00		$ -	$ 8,600.00
48	3011721210025	305	HARRISON AVE S	CLAUDIA J EGGAN TRUSTEE	1	$ 8,600.00		$ -	$ 8,600.00
49	3011721210030	306	HARRISON AVE S	KEVIN T LAUX	1	$ 8,600.00		$ -	$ 8,600.00
50	3011721210024	307	HARRISON AVE S	MAXINE WOODSTROM	1	$ 8,600.00		$ -	$ 8,600.00
51	3011721210031	308	HARRISON AVE S	L T BONNER & S A BONNER	1	$ 8,600.00		$ -	$ 8,600.00
52	3011721210032	310	HARRISON AVE S	CANDICE S LABARRE	1	$ 8,600.00		$ -	$ 8,600.00
53	3011721210023	311	HARRISON AVE S	D G RANEY & R C RANEY	1	$ 8,600.00		$ -	$ 8,600.00
54	3011721210033	312	HARRISON AVE S	MARY K ROSS	1	$ 8,600.00		$ -	$ 8,600.00
55	3011721210034	314	HARRISON AVE S	JEFFREY L DONAT	1	$ 8,600.00		$ -	$ 8,600.00
56	3011721210022	315	HARRISON AVE S	LOWELL W & JEANINE BLISS	1	$ 8,600.00		$ -	$ 8,600.00
57	3011721210021	317	HARRISON AVE S	D E JOYCE & T C KEOGAN	1	$ 8,600.00		$ -	$ 8,600.00
58	3011721210035	318	HARRISON AVE S	DANIEL G & JACALYN R LARSON	1	$ 8,600.00		$ -	$ 8,600.00
59	3011721210020	319	HARRISON AVE S	SAM E GAVIN & TAMARA M GAVIN	1	$ 8,600.00		$ -	$ 8,600.00
60	3011721210036	320	HARRISON AVE S	GABRIELE LO PINTO	1	$ 8,600.00		$ -	$ 8,600.00
61	3011721210037	322	HARRISON AVE S	RONALD HONSE	1	$ 8,600.00		$ -	$ 8,600.00
62	3011721210163	400	HARRISON AVE S	G J BERNHARDT & N K SHANK	1	$ 8,600.00		$ -	$ 8,600.00
63	3011721210153	401	HARRISON AVE S	AMBER K HOWARD	1	$ 8,600.00		$ -	$ 8,600.00
64	3011721210164	404	HARRISON AVE S	T W PETERSON & P S PETERSON	1	$ 8,600.00		$ -	$ 8,600.00
65	3011721210152	405	HARRISON AVE S	S L & W F HOTTINGER	1	$ 8,600.00		$ -	$ 8,600.00

PRESIDENTS A/B NEIGHBORHOOD ROADWAY AND ALLEY RECONSTRUCTION
IMPROVEMENTS NOS. BA-466 AND A-293
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					Roadway		Alley		TOTAL
	PID	HOUSE NO.	STREET	OWNER	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSMENT AMOUNT
66	3011721210116	406	HARRISON AVE S	MATTHEW A CHU	1	$ 8,600.00		$ -	$ 8,600.00
67	3011721210151	407	HARRISON AVE S	R E HARRIS & J N HARRIS	1	$ 8,600.00		$ -	$ 8,600.00
68	3011721210117	408	HARRISON AVE S	T A & V M FRANDRUP	1	$ 8,600.00		$ -	$ 8,600.00
69	3011721210150	409	HARRISON AVE S	SUET JEAN SIEK & JAVAN ANG	1	$ 8,600.00		$ -	$ 8,600.00
70	3011721210149	411	HARRISON AVE S	ANNE C DAVIDSON	1	$ 8,600.00		$ -	$ 8,600.00
71	3011721210154	412	HARRISON AVE S	MARIAN K PORETTI	1	$ 8,600.00		$ -	$ 8,600.00
72	3011721210120	414	HARRISON AVE S	VIRGINIA M VONHOF	1	$ 8,600.00		$ -	$ 8,600.00
73	3011721210148	415	HARRISON AVE S	EVELYN LOUISE KELLAMS	1	$ 8,600.00		$ -	$ 8,600.00
74	3011721210121	416	HARRISON AVE S	N MONTGOMERY/S MONTGOMERY	1	$ 8,600.00		$ -	$ 8,600.00
75	3011721210122	418	HARRISON AVE S	FELIX M GRIEDER	1	$ 8,600.00		$ -	$ 8,600.00
76	3011721210147	419	HARRISON AVE S	LAUREL M CORGARD	1	$ 8,600.00		$ -	$ 8,600.00
77	3011721210123	420	HARRISON AVE S	BROOKE DAHNERT	1	$ 8,600.00		$ -	$ 8,600.00
78	3011721210146	421	HARRISON AVE S	DELIP K ALLADIN/S L ALLADIN	1	$ 8,600.00		$ -	$ 8,600.00
79	3011721210124	424	HARRISON AVE S	ERIC AHO & NICHOLE J AHO	0.5	$ 4,300.00		$ -	$ 4,300.00
80	3011721210145	425	HARRISON AVE S	J W HINKENS & A A DUCHON	0.5	$ 4,300.00		$ -	$ 4,300.00
81	3011721210069	400	JACKSON AVE S	LOWELL K THOMPSON	1	$ 8,600.00		$ -	$ 8,600.00
82	3011721210112	401	JACKSON AVE S	MICHAEL STONEBURNER	1	$ 8,600.00		$ -	$ 8,600.00
83	3011721210111	403	JACKSON AVE S	C M JOHNSON/R D BREITENSTEIN	1	$ 8,600.00		$ -	$ 8,600.00
84	3011721210070	404	JACKSON AVE S	JUDY ANN EGGAN	1	$ 8,600.00		$ -	$ 8,600.00
85	3011721210071	406	JACKSON AVE S	M G LURIE & L B ROBINOW	1	$ 8,600.00		$ -	$ 8,600.00
86	3011721210110	407	JACKSON AVE S	MARK HARRIS	1	$ 8,600.00		$ -	$ 8,600.00
87	3011721210072	408	JACKSON AVE S	JULI MANZ & EUGENE MANZ	1	$ 8,600.00		$ -	$ 8,600.00
88	3011721210109	409	JACKSON AVE S	CHAPIN STITT	1	$ 8,600.00		$ -	$ 8,600.00
89	3011721210073	410	JACKSON AVE S	JANE D MCWILLIAMS	1	$ 8,600.00		$ -	$ 8,600.00
90	3011721210108	411	JACKSON AVE S	MICHELLE R BRAUN	1	$ 8,600.00		$ -	$ 8,600.00
91	3011721210107	413	JACKSON AVE S	NADINE BROHOLM TRUSTEE	1	$ 8,600.00		$ -	$ 8,600.00
92	3011721210074	414	JACKSON AVE S	A A KING & M J DARDIS	1	$ 8,600.00		$ -	$ 8,600.00
93	3011721210075	416	JACKSON AVE S	S SHEKHAR & C SKEKHAR	1	$ 8,600.00		$ -	$ 8,600.00
94	3011721210106	417	JACKSON AVE S	T J CONDON ET AL W/L EST	1	$ 8,600.00		$ -	$ 8,600.00
95	3011721210076	418	JACKSON AVE S	GRACE NIMMONS & JOSH NIMMONS	1	$ 8,600.00		$ -	$ 8,600.00
96	3011721210105	419	JACKSON AVE S	MATTHEW D & LORI S LILLY	1	$ 8,600.00		$ -	$ 8,600.00
97	3011721210077	420	JACKSON AVE S	M F BERG & DANIELLE N BERG	1	$ 8,600.00		$ -	$ 8,600.00
98	3011721210104	421	JACKSON AVE S	R & J MORTENSON	1	$ 8,600.00		$ -	$ 8,600.00
99	3011721210103	423	JACKSON AVE S	YAS BAKSHIAN	1	$ 8,600.00		$ -	$ 8,600.00

PRESIDENTS A/B NEIGHBORHOOD ROADWAY AND ALLEY RECONSTRUCTION
IMPROVEMENTS NOS. BA-466 AND A-293
PRELIMINARY ASSESSMENT ROLL

					Roadway		Alley		TOTAL
	PID	HOUSE NO.	STREET	OWNER	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSMENT AMOUNT
100	3011721210078	424	JACKSON AVE S	JOHN ANDERSON/JULIE ANDERSON	0.5	$ 4,300.00		$ -	$ 4,300.00
101	3011721210102	425	JACKSON AVE S	PATRICK J A & SONJA L COOL	0.5	$ 4,300.00		$ -	$ 4,300.00
102	3011721220036	300	JEFFERSON AVE S	MICHAEL R MARTINEAU	1	$ 8,600.00		$ -	$ 8,600.00
103	3011721220035	301	JEFFERSON AVE S	ERIC MENCK & LAURA N MENCK	1	$ 8,600.00		$ -	$ 8,600.00
104	3011721220037	304	JEFFERSON AVE S	JANE OPOIEN	1	$ 8,600.00		$ -	$ 8,600.00
105	3011721220034	305	JEFFERSON AVE S	M J SCHULZE & K M DEMAROIS	1	$ 8,600.00		$ -	$ 8,600.00
106	3011721220038	306	JEFFERSON AVE S	J J FREY & J E FREY	1	$ 8,600.00		$ -	$ 8,600.00
107	3011721220033	307	JEFFERSON AVE S	WILLIAM RANDOLPH HOULTON	1	$ 8,600.00		$ -	$ 8,600.00
108	3011721220039	308	JEFFERSON AVE S	H & D ARNDT	1	$ 8,600.00		$ -	$ 8,600.00
109	3011721220032	309	JEFFERSON AVE S	D H CACKA & A D CACKA	1	$ 8,600.00		$ -	$ 8,600.00
110	3011721220040	312	JEFFERSON AVE S	TUAN NGO & SARAH NGO	1	$ 8,600.00		$ -	$ 8,600.00
111	3011721220031	313	JEFFERSON AVE S	A R HERRLEY & K L BUDDENSIEK	1	$ 8,600.00		$ -	$ 8,600.00
112	3011721220041	314	JEFFERSON AVE S	MARK BARON	1	$ 8,600.00		$ -	$ 8,600.00
113	3011721220030	317	JEFFERSON AVE S	S D LARSON & R L LARSON	1	$ 8,600.00		$ -	$ 8,600.00
114	3011721220042	318	JEFFERSON AVE S	ROBERT H HENNEN	1	$ 8,600.00		$ -	$ 8,600.00
115	3011721220029	319	JEFFERSON AVE S	MATTHEW COLLINS	1	$ 8,600.00		$ -	$ 8,600.00
116	3011721220043	322	JEFFERSON AVE S	PAUL C MILLER/ANNA M MILLER	1	$ 8,600.00		$ -	$ 8,600.00
117	3011721220028	323	JEFFERSON AVE S	GAYLE R HANSON	1	$ 8,600.00		$ -	$ 8,600.00
118	3011721220091	400	JEFFERSON AVE S	M SCHUMACHER & C SCHUMACHER	1	$ 8,600.00		$ -	$ 8,600.00
119	3011721220131	401	JEFFERSON AVE S	RONALD E DAVIS	1	$ 8,600.00		$ -	$ 8,600.00
120	3011721220092	402	JEFFERSON AVE S	TERRENCE W RIXE	1	$ 8,600.00		$ -	$ 8,600.00
121	3011721220130	403	JEFFERSON AVE S	MICHAEL A LACK	1	$ 8,600.00		$ -	$ 8,600.00
122	3011721220093	404	JEFFERSON AVE S	GREGORY WILKINSON	1	$ 8,600.00		$ -	$ 8,600.00
123	3011721220129	405	JEFFERSON AVE S	DEREK P MADDOX	1	$ 8,600.00		$ -	$ 8,600.00
124	3011721220094	406	JEFFERSON AVE S	E R ANDERSON & R ANDERSON	1	$ 8,600.00		$ -	$ 8,600.00
125	3011721220095	408	JEFFERSON AVE S	J B & C D SMART	1	$ 8,600.00		$ -	$ 8,600.00
126	3011721220128	409	JEFFERSON AVE S	ROBERT L KILIAN	1	$ 8,600.00		$ -	$ 8,600.00
127	3011721220127	411	JEFFERSON AVE S	PETER MOREAU & JENNA MOREAU	1	$ 8,600.00		$ -	$ 8,600.00
128	3011721220096	412	JEFFERSON AVE S	ESTEBAN JIMENEZ FLORES	1	$ 8,600.00		$ -	$ 8,600.00
129	3011721220097	414	JEFFERSON AVE S	T M JAROSZ & K M HIBBS	1	$ 8,600.00		$ -	$ 8,600.00
130	3011721220126	415	JEFFERSON AVE S	S & D NELSON	1	$ 8,600.00		$ -	$ 8,600.00
131	3011721220098	416	JEFFERSON AVE S	STEPHANIE HEISSER	1	$ 8,600.00		$ -	$ 8,600.00
132	3011721220125	417	JEFFERSON AVE S	L MCKNIGHT & T FRAZIER	1	$ 8,600.00		$ -	$ 8,600.00
133	3011721220099	418	JEFFERSON AVE S	S C SANCHEZ & J S JARQUIN	1	$ 8,600.00		$ -	$ 8,600.00

PRESIDENTS A/B NEIGHBORHOOD ROADWAY AND ALLEY RECONSTRUCTION
IMPROVEMENTS NOS. BA-466 AND A-293
PRELIMINARY ASSESSMENT ROLL

					Roadway		Alley		TOTAL
	PID	HOUSE NO.	STREET	OWNER	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSMENT AMOUNT
134	3011721220100	420	JEFFERSON AVE S	YVONNE R CHRISTIANSEN	1	$ 8,600.00		$ -	$ 8,600.00
135	3011721220124	421	JEFFERSON AVE S	PATRICK W BEVINS	1	$ 8,600.00		$ -	$ 8,600.00
136	3011721220101	422	JEFFERSON AVE S	I O & A M NYAMBURI	1	$ 8,600.00		$ -	$ 8,600.00
137	3011721220123	423	JEFFERSON AVE S	ANDREA M HEATON	1	$ 8,600.00		$ -	$ 8,600.00
138	3011721220102	424	JEFFERSON AVE S	THOMAS PAUL DEICK TR ET AL	0.5	$ 4,300.00		$ -	$ 4,300.00
139	3011721220122	425	JEFFERSON AVE S	M ANDERSON & C ANDERSON	0.5	$ 4,300.00		$ -	$ 4,300.00
140	3011721220020	300	MADISON AVE S	JAMES J PEDRIC REVOCABLE TR	1	$ 8,600.00		$ -	$ 8,600.00
141	3011721220019	303	MADISON AVE S	SHARON L SCHAFFHAUSEN	1	$ 8,600.00		$ -	$ 8,600.00
142	3011721220021	304	MADISON AVE S	MICHAEL G PAKENHAM	1	$ 8,600.00		$ -	$ 8,600.00
143	3011721220018	305	MADISON AVE S	MARILYN C DIETZ	1	$ 8,600.00		$ -	$ 8,600.00
144	3011721220022	306	MADISON AVE S	W HENN AFFORDBL HSG LND TRST	1	$ 8,600.00		$ -	$ 8,600.00
145	3011721220017	307	MADISON AVE S	COLT M CRAMER ET AL	1	$ 8,600.00		$ -	$ 8,600.00
146	3011721220023	308	MADISON AVE S	C A REMINGTON/J M REMINGTON	1	$ 8,600.00		$ -	$ 8,600.00
147	3011721220016	309	MADISON AVE S	COLT M CRAMER	1	$ 8,600.00		$ -	$ 8,600.00
148	3011721220015	311	MADISON AVE S	ANTHONY ARENS & MARGO ARENS	1	$ 8,600.00		$ -	$ 8,600.00
149	3011721220024	312	MADISON AVE S	PATRICIA J SUNDBERG	1	$ 8,600.00		$ -	$ 8,600.00
150	3011721220014	313	MADISON AVE S	J L M BLACKMAN/J B BLACKMAN	1	$ 8,600.00		$ -	$ 8,600.00
151	3011721220013	315	MADISON AVE S	SYLVIE J ZACHARKEVICS	1	$ 8,600.00		$ -	$ 8,600.00
152	3011721220025	316	MADISON AVE S	MARGARET P SCHMIT	1	$ 8,600.00		$ -	$ 8,600.00
153	3011721220012	317	MADISON AVE S	P B DUBOIS & D C DUBOIS	1	$ 8,600.00		$ -	$ 8,600.00
154	3011721220011	319	MADISON AVE S	TRACEY ZAVADIL	1	$ 8,600.00		$ -	$ 8,600.00
155	3011721220026	320	MADISON AVE S	JOSEPH HAUER	1	$ 8,600.00		$ -	$ 8,600.00
156	3011721220010	321	MADISON AVE S	NATHAN KUBIK & ANNE ROLLINS	1	$ 8,600.00		$ -	$ 8,600.00
157	3011721220027	322	MADISON AVE S	STEVEN V HOLWEGER	1	$ 8,600.00		$ -	$ 8,600.00
158	3011721220009	323	MADISON AVE S	NANCY MARIE HART	1	$ 8,600.00		$ -	$ 8,600.00
159	3011721220112	400	MADISON AVE S	EAST & WEST LLC	1	$ 8,600.00		$ -	$ 8,600.00
160	3011721220152	401	MADISON AVE S	C HYSER & D ANDERSON	1	$ 8,600.00		$ -	$ 8,600.00
161	3011721220113	402	MADISON AVE S	J E HENNESSEY/T E HENNESSEY	1	$ 8,600.00		$ -	$ 8,600.00
162	3011721220151	403	MADISON AVE S	G MCLAIN & C J MCLAIN	1	$ 8,600.00		$ -	$ 8,600.00
163	3011721220114	404	MADISON AVE S	T J BIENAPFL & H M BIENAPFL	1	$ 8,600.00		$ -	$ 8,600.00
164	3011721220150	405	MADISON AVE S	MARIA DIETZ	1	$ 8,600.00		$ -	$ 8,600.00
165	3011721220154	407	MADISON AVE S	BRUCE E & JANE M BRABEC	1	$ 8,600.00		$ -	$ 8,600.00
166	3011721220115	408	MADISON AVE S	THOMAS C & SARAH ANGELL	1	$ 8,600.00		$ -	$ 8,600.00
167	3011721220116	410	MADISON AVE S	RYAN STALEY	1	$ 8,600.00		$ -	$ 8,600.00

PRESIDENTS A/B NEIGHBORHOOD ROADWAY AND ALLEY RECONSTRUCTION
IMPROVEMENTS NOS. BA-466 AND A-293
PRELIMINARY ASSESSMENT ROLL

					Roadway		Alley		TOTAL
	PID	HOUSE NO.	STREET	OWNER	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSMENT AMOUNT
168	3011721220147	411	MADISON AVE S	M T MALLOY & D A NEWSTROM	1	$ 8,600.00		$ -	$ 8,600.00
169	3011721220117	414	MADISON AVE S	D D & T I THISIUS	1	$ 8,600.00		$ -	$ 8,600.00
170	3011721220146	415	MADISON AVE S	LINDA D WALEN	1	$ 8,600.00		$ -	$ 8,600.00
171	3011721220118	416	MADISON AVE S	JOSEPH AARON KRALL	1	$ 8,600.00		$ -	$ 8,600.00
172	3011721220145	417	MADISON AVE S	LANCE A GREVIOUS ET AL TRSTS	1	$ 8,600.00		$ -	$ 8,600.00
173	3011721220119	418	MADISON AVE S	JAMES E NORDSTROM	1	$ 8,600.00		$ -	$ 8,600.00
174	3011721220144	419	MADISON AVE S	S L REED & C W MAHLER	1	$ 8,600.00		$ -	$ 8,600.00
175	3011721220120	422	MADISON AVE S	S THOMPSON & S A HENDRICKSON	1	$ 8,600.00		$ -	$ 8,600.00
176	3011721220143	423	MADISON AVE S	PAUL M LOPEZ	1	$ 8,600.00		$ -	$ 8,600.00
177	3011721220121	424	MADISON AVE S	MICHAEL D LANG	0.5	$ 4,300.00		$ -	$ 4,300.00
178	3011721220142	425	MADISON AVE S	CHAD BUECHLER	0.5	$ 4,300.00		$ -	$ 4,300.00
179	3011721210004	299	MONROE AVE S	SARAH WALZ & GREGORY WALZ	0.5	$ 4,300.00		$ -	$ 4,300.00
180	3011721220001	300	MONROE AVE S	KAREN KAY CURRAN	1	$ 8,600.00		$ -	$ 8,600.00
181	3011721210068	301	MONROE AVE S	J D KIRCHNER & A KIRCHNER	1	$ 8,600.00		$ -	$ 8,600.00
182	3011721220002	302	MONROE AVE S	THOMAS J WENDEL	1	$ 8,600.00		$ -	$ 8,600.00
183	3011721210067	303	MONROE AVE S	COLIN MARNACH/SARAH MARNACH	1	$ 8,600.00		$ -	$ 8,600.00
184	3011721210066	305	MONROE AVE S	BRUCE M JUST ETAL	1	$ 8,600.00		$ -	$ 8,600.00
185	3011721220003	306	MONROE AVE S	J P NIGHTINGALE ETAL SUBJ/LE	1	$ 8,600.00		$ -	$ 8,600.00
186	3011721220004	308	MONROE AVE S	MICHAEL W FELDMAN	1	$ 8,600.00		$ -	$ 8,600.00
187	3011721210065	309	MONROE AVE S	JILL BERGERUD	1	$ 8,600.00		$ -	$ 8,600.00
188	3011721210064	311	MONROE AVE S	ANDREW T BERG	1	$ 8,600.00		$ -	$ 8,600.00
189	3011721220005	314	MONROE AVE S	W & R JUST	1	$ 8,600.00		$ -	$ 8,600.00
190	3011721210063	315	MONROE AVE S	SHELLEY RAE MARTINEAU	1	$ 8,600.00		$ -	$ 8,600.00
191	3011721220006	316	MONROE AVE S	JAMES G & JOYCE M REYNOLDS	1	$ 8,600.00		$ -	$ 8,600.00
192	3011721210062	317	MONROE AVE S	TORY M SCHAEFER/M H SCHAEFER	1	$ 8,600.00		$ -	$ 8,600.00
193	3011721220007	318	MONROE AVE S	HANAN Z SABRI	1	$ 8,600.00		$ -	$ 8,600.00
194	3011721220008	322	MONROE AVE S	DANIEL WENGENROTH	1	$ 8,600.00		$ -	$ 8,600.00
195	3011721210061	323	MONROE AVE S	JEFFREY MULFINGER & C DEZIO	1	$ 8,600.00		$ -	$ 8,600.00
196	3011721220132	400	MONROE AVE S	MORE GOOD TIMES LLC	1	$ 8,600.00		$ -	$ 8,600.00
197	3011721210090	401	MONROE AVE S	M MEADE & K LAFOND	1	$ 8,600.00		$ -	$ 8,600.00
198	3011721220133	402	MONROE AVE S	PRIME HOLDINGS LLC	1	$ 8,600.00		$ -	$ 8,600.00
199	3011721210089	403	MONROE AVE S	J J GRINSEL & D GRINSEL	1	$ 8,600.00		$ -	$ 8,600.00
200	3011721220134	404	MONROE AVE S	W HENN AFFORDBL HSG LND TRST	1	$ 8,600.00		$ -	$ 8,600.00
201	3011721210088	405	MONROE AVE S	EVERETT A & BRENDA SPANDL	1	$ 8,600.00		$ -	$ 8,600.00

PRESIDENTS A/B NEIGHBORHOOD ROADWAY AND ALLEY RECONSTRUCTION
IMPROVEMENTS NOS. BA-466 AND A-293
PRELIMINARY ASSESSMENT ROLL

					Roadway		Alley		TOTAL
	PID	HOUSE NO.	STREET	OWNER	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSMENT AMOUNT
202	3011721210087	407	MONROE AVE S	JOSEPH R PETERSON	1	$ 8,600.00		$ -	$ 8,600.00
203	3011721220136	408	MONROE AVE S	M C ANDERSON & M L ANDERSON	1	$ 8,600.00		$ -	$ 8,600.00
204	3011721210086	409	MONROE AVE S	SARA E TASLER	1	$ 8,600.00		$ -	$ 8,600.00
205	3011721220135	410	MONROE AVE S	NICOLLE THIES	1	$ 8,600.00		$ -	$ 8,600.00
206	3011721210085	411	MONROE AVE S	C J STRACKE/A J STRACKE	1	$ 8,600.00		$ -	$ 8,600.00
207	3011721220137	414	MONROE AVE S	T-S & M M LEE	1	$ 8,600.00		$ -	$ 8,600.00
208	3011721210084	415	MONROE AVE S	S B ANDERSON ETAL	1	$ 8,600.00		$ -	$ 8,600.00
209	3011721220138	416	MONROE AVE S	KELLY M BOTTENBERG	1	$ 8,600.00		$ -	$ 8,600.00
210	3011721210083	417	MONROE AVE S	NATHAN E STANERSON	1	$ 8,600.00		$ -	$ 8,600.00
211	3011721210082	419	MONROE AVE S	CLARICE S EATON TRUSTEE	1	$ 8,600.00		$ -	$ 8,600.00
212	3011721220139	420	MONROE AVE S	BEVERLY NEWSTROM	1	$ 8,600.00		$ -	$ 8,600.00
213	3011721220140	422	MONROE AVE S	MERRY L DUFFY	1	$ 8,600.00		$ -	$ 8,600.00
214	3011721210081	423	MONROE AVE S	JUDSON KOEHN	1	$ 8,600.00		$ -	$ 8,600.00
215	3011721220141	424	MONROE AVE S	CAITLIN MADDEN/ALEC LIDSTONE	0.5	$ 4,300.00		$ -	$ 4,300.00
216	3011721210155	425	MONROE AVE S	PARKER W ERDALL	0.5	$ 4,300.00		$ -	$ 4,300.00
217	3011721120075	401	TYLER AVE S	DAMON G OPLAND	0.5	$ 4,300.00		$ -	$ 4,300.00
218	3011721210137	402	TYLER AVE S	KATHERINE M GRAHAM	1	$ 8,600.00		$ -	$ 8,600.00
219	3011721210138	404	TYLER AVE S	MARY ANN G HARDING	1	$ 8,600.00		$ -	$ 8,600.00
220	3011721120076	405	TYLER AVE S	CAROL W SCHULER	1	$ 8,600.00		$ -	$ 8,600.00
221	3011721210139	406	TYLER AVE S	GERALD SIMONICH	1	$ 8,600.00		$ -	$ 8,600.00
222	3011721120077	409	TYLER AVE S	EMMA CORINA LUGENBILL	1	$ 8,600.00		$ -	$ 8,600.00
223	3011721120078	411	TYLER AVE S	P E FINKE & M J FINKE	1	$ 8,600.00		$ -	$ 8,600.00
224	3011721210140	412	TYLER AVE S	JENKINS FAMILY TRUST	1	$ 8,600.00		$ -	$ 8,600.00
225	3011721210141	414	TYLER AVE S	P SCHOLEN & N AUZENNE	1	$ 8,600.00		$ -	$ 8,600.00
226	3011721120071	415	TYLER AVE S	JOHN WOLF	1	$ 8,600.00		$ -	$ 8,600.00
227	3011721210142	418	TYLER AVE S	W B MOELLER & K E MOELLER	1	$ 8,600.00		$ -	$ 8,600.00
228	3011721120070	419	TYLER AVE S	KATHERINE PAYNE LIVING TRUST	1	$ 8,600.00		$ -	$ 8,600.00
229	3011721120079	421	TYLER AVE S	SIRI L PRAX & BLAIR PRAX	0.5	$ 4,300.00		$ -	$ 4,300.00
230	3011721210143	422	TYLER AVE S	W L WILLNER & MARY B WILLNER	1	$ 8,600.00		$ -	$ 8,600.00
231	3011721210144	424	TYLER AVE S	DALTON GRAFF	0.5	$ 4,300.00		$ -	$ 4,300.00
232	3011721240012	500	TYLER CT	WEST HENNEPIN AFFRD HSG TSRT	0.5	$ 4,300.00		$ -	$ 4,300.00
233	3011721130002	501	TYLER CT	GREGORY W SHANK ETAL	0.5	$ 4,300.00		$ -	$ 4,300.00
234	3011721130003	505	TYLER CT	JAMES D STEIN	1	$ 8,600.00		$ -	$ 8,600.00
235	3011721240013	508	TYLER CT	W S STEINKE & A K STEINKE	1	$ 8,600.00		$ -	$ 8,600.00

PRESIDENTS A/B NEIGHBORHOOD ROADWAY AND ALLEY RECONSTRUCTION
IMPROVEMENTS NOS. BA-466 AND A-293
PRELIMINARY ASSESSMENT ROLL

					Roadway		Alley		TOTAL
	PID	HOUSE NO.	STREET	OWNER	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSMENT AMOUNT
236	3011721130004	509	TYLER CT	K F MCNICHOLS & L MCNICHOLS	1	$ 8,600.00		$ -	$ 8,600.00
237	3011721240014	512	TYLER CT	PETER M HUCH & WIFE	1	$ 8,600.00		$ -	$ 8,600.00
238	3011721130005	513	TYLER CT	DANIEL COX & MEGAN NALEZNY	1	$ 8,600.00		$ -	$ 8,600.00
239	3011721240015	516	TYLER CT	CORINNE R WILES	1	$ 8,600.00		$ -	$ 8,600.00
240	3011721130085	517	TYLER CT	THOMAS BARRETT PATIN	1	$ 8,600.00		$ -	$ 8,600.00
241	3011721240016	520	TYLER CT	M P SONNEN & E G WITKOWSKY	1	$ 8,600.00		$ -	$ 8,600.00
242	3011721210003	298	VAN BUREN AVE S	WAYNE K WONG ET AL	0.5	$ 4,300.00		$ -	$ 4,300.00
243	3011721210048	300	VAN BUREN AVE S	JUNE ATSUKO IGE	1	$ 8,600.00		$ -	$ 8,600.00
244	3011721210047	301	VAN BUREN AVE S	METROPOLITAN COUNCIL	1	$ 8,600.00		$ -	$ 8,600.00
245	3011721210049	302	VAN BUREN AVE S	BRIAN MILLER	1	$ 8,600.00		$ -	$ 8,600.00
246	3011721210046	303	VAN BUREN AVE S	K L MASER/L M AMUNDSON ET AL	1	$ 8,600.00		$ -	$ 8,600.00
247	3011721210050	304	VAN BUREN AVE S	J H RODGERS & M M RODGERS	1	$ 8,600.00		$ -	$ 8,600.00
248	3011721210045	305	VAN BUREN AVE S	DAVID POBOISK	1	$ 8,600.00		$ -	$ 8,600.00
249	3011721210051	306	VAN BUREN AVE S	JOHN P & JANET L STINCHFIELD	1	$ 8,600.00		$ -	$ 8,600.00
250	3011721210052	308	VAN BUREN AVE S	S TWELVES & K M VOGEL	1	$ 8,600.00		$ -	$ 8,600.00
251	3011721210044	309	VAN BUREN AVE S	T J UNDIS & J L UNDIS	1	$ 8,600.00		$ -	$ 8,600.00
252	3011721210053	310	VAN BUREN AVE S	K PALMERSHEIM/J PALMERSHEIM	1	$ 8,600.00		$ -	$ 8,600.00
253	3011721210043	311	VAN BUREN AVE S	WENDY A WILLIAMS	1	$ 8,600.00		$ -	$ 8,600.00
254	3011721210054	312	VAN BUREN AVE S	MARNIE CARLSON/GARY CLEMMER	1	$ 8,600.00		$ -	$ 8,600.00
255	3011721210042	313	VAN BUREN AVE S	MELVYN J WALLNER LIV TRUST	1	$ 8,600.00		$ -	$ 8,600.00
256	3011721210055	314	VAN BUREN AVE S	DALE E ZIMMERMAN & WIFE	1	$ 8,600.00		$ -	$ 8,600.00
257	3011721210041	315	VAN BUREN AVE S	K M DUFFNEY & S T DUFFNEY	1	$ 8,600.00		$ -	$ 8,600.00
258	3011721210056	316	VAN BUREN AVE S	JAMES STUART KAY	1	$ 8,600.00		$ -	$ 8,600.00
259	3011721210040	317	VAN BUREN AVE S	ERIC R FALK & ELEANOR FALK	1	$ 8,600.00		$ -	$ 8,600.00
260	3011721210057	318	VAN BUREN AVE S	EVERETT L FERRIAN ETAL	1	$ 8,600.00		$ -	$ 8,600.00
261	3011721210039	319	VAN BUREN AVE S	TANNER HOLMQUIST	1	$ 8,600.00		$ -	$ 8,600.00
262	3011721210058	320	VAN BUREN AVE S	M J FERGUSON & J A FERGUSON	1	$ 8,600.00		$ -	$ 8,600.00
263	3011721210059	322	VAN BUREN AVE S	B D BOYD & C L BOYD	1	$ 8,600.00		$ -	$ 8,600.00
264	3011721210038	323	VAN BUREN AVE S	JOHN MARK EIFERT	1	$ 8,600.00		$ -	$ 8,600.00
265	3011721210091	400	VAN BUREN AVE S	K W MURPHY & P MURPHY	1	$ 8,600.00		$ -	$ 8,600.00
266	3011721210092	402	VAN BUREN AVE S	B & L WILSON	1	$ 8,600.00		$ -	$ 8,600.00
267	3011721210093	404	VAN BUREN AVE S	SEEXENG LEE & IRIYA LEE	1	$ 8,600.00		$ -	$ 8,600.00
268	3011721210165	405	VAN BUREN AVE S	CHARLES J & DEMETRIA THEROS	1	$ 8,600.00		$ -	$ 8,600.00
269	3011721210094	406	VAN BUREN AVE S	JAMES R WERNESS ET AL	1	$ 8,600.00		$ -	$ 8,600.00

PRESIDENTS A/B NEIGHBORHOOD ROADWAY AND ALLEY RECONSTRUCTION
IMPROVEMENTS NOS. BA-466 AND A-293
PRELIMINARY ASSESSMENT ROLL

					Roadway		Alley		TOTAL
	PID	HOUSE NO.	STREET	OWNER	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSABLE REU	ASSESSABLE AMOUNT	ASSESSMENT AMOUNT
270	3011721210095	408	VAN BUREN AVE S	RAY CHARLES SMITH	1	$ 8,600.00		$ -	$ 8,600.00
271	3011721210130	409	VAN BUREN AVE S	CHRISTOPHER R VICTOR	1	$ 8,600.00		$ -	$ 8,600.00
272	3011721210096	410	VAN BUREN AVE S	T J JONES & L R E JONES	1	$ 8,600.00		$ -	$ 8,600.00
273	3011721210131	411	VAN BUREN AVE S	P C NELSON & R H NELSON	1	$ 8,600.00		$ -	$ 8,600.00
274	3011721210097	414	VAN BUREN AVE S	K J PAGE & A M CUNNINGHAM	1	$ 8,600.00		$ -	$ 8,600.00
275	3011721210156	415	VAN BUREN AVE S	JANE M TIMM	1	$ 8,600.00		$ -	$ 8,600.00
276	3011721210098	416	VAN BUREN AVE S	ROBERT J HALL	1	$ 8,600.00		$ -	$ 8,600.00
277	3011721210099	418	VAN BUREN AVE S	LEAH M BYRD	1	$ 8,600.00		$ -	$ 8,600.00
278	3011721210127	419	VAN BUREN AVE S	DANIEL COLESTOCK	1	$ 8,600.00		$ -	$ 8,600.00
279	3011721210100	422	VAN BUREN AVE S	TARYN ELIZABETH FRANZNICK	1	$ 8,600.00		$ -	$ 8,600.00
280	3011721210126	423	VAN BUREN AVE S	HUGH M REICHERT	1	$ 8,600.00		$ -	$ 8,600.00
281	3011721210101	424	VAN BUREN AVE S	MICHAEL B LARKIN	0.5	$ 4,300.00		$ -	$ 4,300.00
282	3011721210125	425	VAN BUREN AVE S	J N H FAWCETT & B J MAEDER	0.5	$ 4,300.00		$ -	$ 4,300.00
283	3011721220070	301	WASHINGTON AVE S	SCOTT H OLSON	1.6	$ 13,760.00		$ -	$ 13,760.00
284	3011721220069	307	WASHINGTON AVE S	TWO GUYS ENTERPRISE LLC	1.6	$ 13,760.00		$ -	$ 13,760.00
285	3011721220068	309	WASHINGTON AVE S	MICHAEL JUBERT & LAURA MOE	1.6	$ 13,760.00		$ -	$ 13,760.00
286	3011721220067	313	WASHINGTON AVE S	CHRISTINE L MACK REVOC TRUST	1.6	$ 13,760.00		$ -	$ 13,760.00
287	3011721220066	317	WASHINGTON AVE S	ADE HOME SERVICES LLC	1.6	$ 13,760.00		$ -	$ 13,760.00
288	3011721220065	321	WASHINGTON AVE S	N J COLLERAN & C K DAUWEN	1	$ 8,600.00		$ -	$ 8,600.00
289	3011721220064	323	WASHINGTON AVE S	MAX MANA LEUTBOUNSHU	1	$ 8,600.00		$ -	$ 8,600.00
290	3011721220063	325	WASHINGTON AVE S	WYATT JENSEN	1	$ 8,600.00		$ -	$ 8,600.00
291	3011721220090	401	WASHINGTON AVE S	T J DONOVAN & W L DONOVAN	1	$ 8,600.00	1	$ 1,300.00	$ 9,900.00
292	3011721220089	403	WASHINGTON AVE S	R M LATHAM & A FELDT LATHAM	1	$ 8,600.00	1	$ 1,300.00	$ 9,900.00
293	3011721220088	405	WASHINGTON AVE S	CAROLYN TAYLOR PETERSON	1	$ 8,600.00	1	$ 1,300.00	$ 9,900.00
294	3011721220087	407	WASHINGTON AVE S	ALEXANDER SCOTT CHRISTENSEN	1	$ 8,600.00	1	$ 1,300.00	$ 9,900.00
295	3011721220086	409	WASHINGTON AVE S	ROBERT J LUNIESKI	1	$ 8,600.00	1	$ 1,300.00	$ 9,900.00
296	3011721220085	413	WASHINGTON AVE S	KATHERYN M ZACHARY	1	$ 8,600.00		$ -	$ 8,600.00
297	3011721220084	415	WASHINGTON AVE S	MARY C RYAN	1	$ 8,600.00		$ -	$ 8,600.00
298	3011721220083	417	WASHINGTON AVE S	WATERSTONE INVESTMENTS INC	1.6	$ 13,760.00		$ -	$ 13,760.00
299	3011721220082	421	WASHINGTON AVE S	J & A O'NEILL	1.6	$ 13,760.00		$ -	$ 13,760.00
300	3011721210060	6750	BELMORE LA	CITY OF EDINA	4	$ 34,400.00		$ -	$ 34,400.00
301	3011721220156	6940	MALONEY AVE	B CASTANEDA & F J C GNZ LUNA	0.4	$ 3,440.00		$ -	$ 3,440.00
	TOTAL				293.6	$ 2,524,960	9	$ 11,700	$ 2,536,660