

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL**

No. 2012-11

**DATE:** March 14, 2012  
**TO:** Transportation Advisory Board  
**FROM:** Technical Advisory Committee  
**SUBJECT:** Scope Change Request and Sunset Date Extension Request for Edina SP#120-020-037: France Avenue/72<sup>nd</sup> Street Pedestrian Bridge

**MOTION:** That the TAB deny a scope change and sunset date extension request for Edina SP#120-020-037: France Avenue/72<sup>nd</sup> Street Pedestrian Bridge.

**BACKGROUND AND PURPOSE OF ACTION:** This project received funding in the 2007 regional solicitation through the Transportation Enhancements Program. The original project was for a pedestrian bridge across France Avenue at 72<sup>nd</sup> Street. After turnover in City staff and after accomplishing a lot of work on bicycle and pedestrian planning since submitting the project, Edina no longer supports providing a grade separated crossing of France Avenue. The city instead proposes enhancements to the pedestrian crossings at three intersections in the Southdale area in the vicinity of the original project. While there was some concern that the new project may not improve safety and provide access for bicyclists as much as the original project, most committee comments during discussion recognized that the proposed scope change was a reasonable approach to improving the pedestrian environment in this area because they would be used by more people than the bridge at 72<sup>nd</sup> Street. The Technical Committee's vote to deny the city's request rested primarily on the sunset date extension. Reasons against approving the proposal were that the project sponsor had accomplished little work on the project to date and were coming to the TAB at the last possible moment and that the project did not face unique circumstances impeding project delivery. Committee members also commented that the revised scope is very different from the original. Additional background information is attached.

**RELATIONSHIP TO REGIONAL POLICY:** Projects that receive funding through the regional solicitation process are subject to the regionally adopted scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost change substantially. The scope change policy and process allows project sponsors to make adjustments to their project as needed while still providing substantially the same benefits described in the original application. The staff review of the scope change relative to the criteria scores is attached in a memo dated March 7 to the Technical Advisory Committee.

Projects awarded federal transportation funds through the regional solicitation process have a sunset date of March 31 of the year following the original program year assigned to the project. The sunset date is the date when the federal funds are no longer available to the project sponsor. The sunset date is a regional policy intended to be an incentive for project sponsors to get their projects ready for authorization in a timely manner. Adopted policy allows project sponsors to extend the sunset date due to unforeseen circumstances, provided the sponsor has been working project development since being awarded funding.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	February 16, 2012
Technical Advisory Committee	Review & Recommend	March 7, 2012
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

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## Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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**TO:** TAB Technical Advisory Committee

**FROM:** James Andrew, Metropolitan Council  
Kevin Roggenbuck, TAB Coordinator

**DATE:** March 7, 2012

**RE:** Staff opinion on scoring of Edina TE project scope change request: France Avenue/72<sup>nd</sup> Street pedestrian bridge.

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The proposal by Edina to re-conceptualize the pedestrian safety project on France Avenue by Southdale from a bridge at 72<sup>nd</sup> Street to instead construct pedestrian safety enhancements at four intersections is so different in scope that it is exceedingly difficult to present a staff opinion on how the new proposal would score relative to the original. Additionally, the evaluation criteria in the Transportation Enhancements Program are mainly subjective, which makes it harder to evaluate this scope change. Responses to criteria in the original application emphasized the degree of the problem of crossing France Avenue more than the proposed solution so in most ways the question for the committee in considering this new proposal is based on the reasonableness of the new solution to achieving the goals of improving safety for crossing France Avenue.

Staff looked through information from the 2007 Scoring Committee and can list several advantages and disadvantages of the revised scope, and can offer an opinion that the revised scope project would have scored about the same as the original proposal.

### Advantages

On the one hand, the new proposal would alter the environment in this area in a way that would affect more people than the original proposal as it proposes to improve safety and comfort for pedestrians at four locations in a very busy commercial area that currently is a terrible environment for walking. As was discussed at the Funding & Programming Committee, improving at-grade intersections is more effective at improving pedestrian safety than building a grade separated crossing that is located away from the busiest crossing areas.

In the original proposal, the grade-separated crossing is south of the major destinations in this corridor and so most pedestrians would likely still cross at the existing unsafe intersections rather than go significantly out of their way to use the bridge. The proposal therefore achieves the overall goal of the original application to improve pedestrian safety for crossing the busy France Avenue corridor and perhaps improves it because it matches up to pedestrian destinations better than the original application.

One criterion where the project as newly-proposed would have likely scored higher would have been #4: Relationship to Intermodal Transportation System because the new project is far more integrated with existing transportation systems including sidewalks and bus lines.

### Disadvantages

On the other hand, the new proposal does not include any real improvements for bicyclists as the bridge in the original project which would have been used by a proposed Three Rivers Park

District trail. There were some comments made at the F&P Committee that grade separated crossings are desirable when part of a more regional trail network but not when providing for shorter mostly-pedestrian travel. Since 2007, the Park District has been using Gallagher as part of their east-west trail so the original bridge would not have provided this continuous travel along that route anyway. For the most part, the project benefits described in both the application and the new proposal are primarily local and confined to the immediate area around Southdale.

The project may have received a slightly lower score for providing more of a "local" benefit than the original proposal which had discussed the connections to the regional trail system.

On the question of #2: Impact, the project would likely have received the same or a similar score because that criterion uses population density and the degree of severity of the barrier being removed. The scorer who reviewed these questions divided projects into three types: those that most significantly addressed the criteria, those that moderately addressed them, and those that minimally addressed them. The project as currently-proposed may have received the same score. If it would have received a lower score, it would likely have received 25 points less.



February 2, 2012

City of Edina

Mr. Karl Keel P.E.  
Chair, TAC Funding and Programming Committee  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101

Re: Sunset Date Extension and Scope Change Request  
S.P. 120-020-037  
France Avenue / 72<sup>nd</sup> Street Pedestrian Bridge  
Edina, Hennepin County, Minnesota

Dear Mr. Keel:

The City of Edina respectfully requests that the Metropolitan Council TAC Funding and Programming Committee consider a one year Sunset Date Extension and Scope Change for the above referenced project at it February 16, 2012 meeting.

The primary reasons for the Sunset Date Extension and Scope Change Request include:

- Several new studies and public processes were initiated and completed during the time since the project was approved for funding. Some of these include: the public process to determine alignment of Three Rivers Park District trail; Hennepin County "France Avenue Corridor Study"; West 70th Street study and project; 2009 Metro Transit Access to Transit study; 2009 Edina pedestrian study; and Transit for Livable Communities Bike Boulevard process.
- Several changes in policy direction, including: 2008 Comprehensive Plan (focus on complete streets, active living, integrated land use and transportation); 2007 City of Edina Comprehensive Bicycle Transportation Plan; MnDOT Complete Streets legislation; City Council resolution supporting a statewide complete streets policy; Hennepin County Active Living resolution; Hennepin County Complete Streets resolution; and City Council authorization to develop a Living Streets policy and implementation plan.
- There was a significant change in City leadership, with a new City Manager in November 2010 and new assistant City Manager in 2011.
- A new source for matching funds was identified. Originally, matching funds were proposed to come from property taxes and state aid funds. With the

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2012-2016 CIP, the funds are programmed in the CIP to come from Centennial Lakes TIF District funds.

These public processes, studies, and changes in leadership and policies indicated a need to re-evaluate the project. In May 2011 the Council directed the Edina Transportation Commission (ETC) to review these studies and policies and to look at France Avenue holistically. Over the summer, the ETC studied the proposed project and recommended a change in scope, from the pedestrian bridge to a series of enhanced at-grade crossings. The City Council concurred with the recommendation in November 2011 and directed staff to prepare the Sunset Date Extension and Scope Change Request.

The re-scoping of the project has involved partnerships with Hennepin County Community Works, Hennepin County Transportation Department, Three Rivers Park District, and Metro Transit.

The re-scoping provides for a better overall project, achieving the same goals as the original TE Grant application, for less money, in partnership with other agencies, and with greater community support.

The enclosed information provides details on our request. If you have any questions or require any additional information please cont me at 952-826-0443 or [whoule@ci.edina.mn.us](mailto:whoule@ci.edina.mn.us).

Sincerely,



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

Enclosure

C: Jim Hovland – Mayor, City of Edina  
Jennifer Janovy – Chair of the ETC  
Scott Neal – Manager, City of Edina

**SUNSET DATE EXTENSION and SCOPE CHANGE REQUEST**  
**S.P. 120-020-037**  
**France Avenue / 72<sup>nd</sup> Street Pedestrian Bridge**  
**Edina, Hennepin County, Minnesota**

**1. PROJECT BACKGROUND**

**A. Project Name:**

72<sup>nd</sup> Street Pedestrian Bridge over France Avenue in the City of Edina

**B. Location Map:**

A location map is attached as **Exhibit 1**.

**C. Sponsoring Agency:**

City of Edina  
4801 W. 50<sup>th</sup> Street  
Edina, MN 55424

**D. Other Participating Agencies:**

Hennepin County and MNDOT have been or will be involved in the review and/or approval of the project. No financial participation is anticipated from these agencies.

**E. Project Description:**

The current project includes the construction of a pedestrian and bicycle bridge over France Avenue in the vicinity of 72<sup>nd</sup> Street South. The bridge would provide a connection between the commercial, retail and offices located east of France Avenue and the residential neighborhoods west of France Avenue. The City is requesting a change in scope to provide more logical and efficient connections to these areas. **Section 4** of this request outlines the proposed scope change.

**F. Funding Category:**

The project is funded with Federal Transportation Enhancement (TE) funds.

**G. Federal Funds Allocated:**

Federal funds in the amount of \$1,000,000 have been secured.

**H. Local Share and Source:**

The City has included this project in their 2010 – 2014 Capital Improvement Program (CIP) for 2012 using Southdale Area Tax Increment Financing funds and Municipal State Aid funds for the local funding match.

**I. Fiscal Year Program:**

The current project is programmed for Fiscal Year 2012.

## 2. PROJECT PROGRESS

### A. Project Schedule:

A revised project schedule is attached as **Exhibit 2**. The current progress on the project is attached as **Exhibit 3**.

### B. Right-of-Way Acquisition:

The adjacent property owners to the 72<sup>nd</sup> Street are aware of the project and preliminary discussions on potential right of way needs were completed.

### C. Permits:

The following table is a list of anticipated permitting agencies and the status of their reviews:

Agency	Permit	Status
MPCA	NPDES	Not yet submitted, with Final Plans
Nine Mile Watershed District	Wetlands (if required)	Not yet submitted, with Final Plans

### D. Approvals:

The following is a list of agencies with approval authority and the status of each approval:

Agency	Approval Required	Status
Met Council	Sunset Date Extension	February 2012
	Scope Change Request	February 2012
MnDOT	Project Memorandum	Not yet submitted, April 2012
	Final Plan Approval	Not yet submitted, July 2012
Hennepin County	Preliminary Plan	Not yet submitted, March 2012
	Final Plan Approval	Not yet submitted, July 2012
City of Edina		
Transportation Commission	Preliminary Plan	February 2012
City Council	Preliminary Plan	March 2012
	Final Plan Approval	June 2012

### E. Identified Funds Spent to Date on Project:

To date, local City funds, grant monies and funding by other agencies in excess of \$100,000 have been spent on the preparation of studies in the area, preliminary concept plans and alternatives for the proposed improvements.



### 3. JUSTIFICATION FOR EXTENSION

#### A. What is unique about this project that requires an extension of the Sunset?

A sunset extension request has become necessary primarily due to:

##### *1. New Transportation Studies/Projects impacting the project area.*

Several transportation studies and improvements have been initiated and completed in the project area during the time since the original TE application was approved for funding. Since the project was selected a number of things have developed that warrant consideration of an alternative to a pedestrian bridge as the best solution for improved pedestrian and bicycle access to and within the Greater Southdale/Centennial Lakes area. These projects included:

- Hennepin County/Edina - France Avenue Corridor Study – 2009  
Hennepin County together with the City of Edina completed the France Avenue Corridor Study which shows enhanced pedestrian/bike friendly intersections. The proposed re-scoped project would be consistent with the County's plan. Included in **Appendix A** is a copy of the study.
- Three Rivers Park District (TRPD) - Regional Trail Alignment process – 2010. This trail will provide an east-west connection to the TRPD regional trail system. **Exhibit 4** illustrates the proposed Nine Mile Regional trail corridor.
- Metro Transit - Bicycle and Pedestrian Connections to Transit infrastructure Study – 2009. This study identifies a high priority corridor project (Edina "G" project) north/south along France Avenue from 70<sup>th</sup> Street to Minnesota Drive. The study recommends ADA Pads, curb cuts, crosswalk (paint) streetlights, benches, bike lockers, shelters and trash receptacles. It also notes that there are many locations along France Avenue that have deficient lighting near bus stops. Pedestrian level lighting near the bus stops would improve pedestrian safety. These improvements will enhance use of alternative modes of transportation.
- Edina - W. 70<sup>th</sup> Street Corridor Study and Improvements – Initiated 2007, completed 2011. The completion of the 70<sup>th</sup> Street project between Highway 100 and France Avenue includes sidewalks, bike lanes and reflects complete streets/ living streets design. An improved intersection at France and 70<sup>th</sup> street would provide a link from this recently completed project to the 70<sup>th</sup> Street sidewalk on the eastside of France Avenue. This would also provide connections to the Promenade pedestrian corridor east of France Avenue.

- Transit for Livable Communities (TLC) - Bike Boulevard project – Initiated 2009, anticipated completion 2012. The City has been awarded TLC funding for the construction of a bike lane that would connect from 58<sup>th</sup> Street south via Wooddale Avenue to 70<sup>th</sup> Street, this project helps build Edina’s bicycle network which is consistent with the adopted Edina bike plan.
- Edina – Southdale Area Pedestrian Study – 2009. This study analyzed pedestrian movements in the Promenade/Centennial Lake corridor.

**2. *Transportation Commission and Bike Edina Task Force review of the proposal.***

The Edina City Council established the Edina Transportation Commission (ETC) to help guide the City in implementing its vision for an integrated, multi-modal local transportation system as stated in the City’s Comprehensive Plan. The system will provide safe and efficient transportation options for all users (motorists, transit riders, bicyclists, and pedestrians of all ages and abilities) in a way that promotes the economic, environmental, social, and personal vitality of the City and its residents. The Commission shall:

- A. Advise the City Council on the operation of the local transportation system (all modes, users, and abilities).
- B. Develop strategies, plans and recommendations to implement the City’s multi-modal transportation vision.
- C. Review neighborhood street capital investment projects for adherence to adopted City policies and planning documents.
- D. Review and comment on large development proposals, such as those requiring an Alternative Urban Areawide Review, Environmental Assessment, or Small Area Plan.
- E. Discuss regional transportation improvements by outside agencies that may affect the local transportation system.
- F. Promote the City’s transportation vision through education and open forums.
- G. Review and comment on citizen transportation concerns, traffic complaint reports, and data.
- H. Review and recommend transportation-related funding.
- I. Advise the City Council on additional matters when directed by the City Council.

The Bike Edina Task Force was established prior to the City’s 2008 Comprehensive Plan update. This task force studied the City’s bicycle system and prepared a detailed report recommending improvements to the City’s bicycle system. This document was included as part of the approved Comprehensive Plan.

Both the ETC and the Bike Edina Task Force have reviewed the current Pedestrian Bridge proposal and have raised questions on the location and efficiency of the overpass at 72<sup>nd</sup> Street. The primary question is, will people use the overpass with the land use attractions and pedestrian facilities spread out on both sides of France Avenue from 65<sup>th</sup> Street to 78<sup>th</sup> Street? And, is the 72<sup>nd</sup> Street overpass the most appropriate solution for pedestrians and bicyclists? **Exhibit 5** shows the Pedestrian and Bicycle Framework on both sides of France Avenue.

**3. *Concern over the need and effectiveness of a Pedestrian Bridge in this location.***

As indicated, both the ETC and Bike Edina Task Force has raised a concern with location and effectiveness of the pedestrian bridge at the 72<sup>nd</sup> Street location. With a north/south pedestrian corridor (the Promenade) located east of France Avenue and several residential communities and businesses located west of France Avenue, concentrating the primary crossing at 72<sup>nd</sup> Street has been questioned.

The concern is that pedestrian and bicyclists will use the existing signalized intersections to cross France Avenue even with the overpass at 72<sup>nd</sup> Street in place. Providing multiple enhanced crossings of France Avenue appears to be a more logical solution that would be used by more pedestrians and bicyclists. **Exhibit 5** shows the Pedestrian and Bicycle Framework on both sides of France Avenue.

Hennepin County together with the City of Edina prepared a study in 2009 that evaluated and recommended improvements to enhance safety, vitality, identity, cohesiveness and visual quality of the France Avenue corridor. Based on that study, enhancing multiple crossing along France Avenue would create a more useable pedestrian and bicycle network than with the proposed overpass. A copy of the study is attached in **Appendix A**.

The City Council with recommendation from the ETC has initiated further study to review and determine what the appropriate locations and crossing enhancements should include with the proposed at-grade crossing alternatives. **Section 4** of this request outlines the alternatives and locations being considered.

**4. *New policies related to transportation and active living.***

The City of Edina, Hennepin County and MnDOT have all adopted new policies guiding transportation related to pedestrian and bicycle projects in the time sense the initial application. The primary focus of the policies is an emphasis that streets are designed and operated to enable safe access for all users. These policies include:

- Edina Comprehensive Plan Update – 2008
- Edina Comprehensive Bicycle Plan – 2008
- Hennepin County Active Living Resolution – 2007

- Hennepin County Complete Streets Resolution – 2009
- MnDOT Complete Streets - 2009
- Edina support for a Statewide Complete Streets Policy – 2010
- Edina authorization to pursue Living Streets Policy – 2011
- Edina, Richfield and Bloomington Do.Town Campaign – 2011

**5. *City Leadership Transitions***

The City of Edina hired a new City Manager in November of 2010 and a new Assistant City Manager in July of 2011. This new staff leadership together with new members on the City Council and Transportation Commission has established a new vision for the City’s pedestrian and bicycle system.

**6. *Identification of a new source for the Local Matching funds***

The matching funds for the project were originally programmed using City property taxes and State Aid funds. In 2011 the City Council identified Centennial Lakes Tax Increment Financing (TIF) district funds as an alternative source for matching funds and programmed the project accordingly in the 2012 – 2016 CIP.

The above delayed direct action on the project as each study, public process and new policy provided more information to be considered. In May 2011 the Edina City Council formally referred the matter to the Edina Transportation Commission (ETC). The ETC reviewed the referenced studies and policies and recommended that the City not pursue the proposed pedestrian bridge, but pursue several enhanced at grade crossings as an alternative. In November 2011 the City Council reviewed the ETC’s recommendation and voted to direct staff to prepare a sunset date extension and scope change request.

**B. What are the financial impacts if this project does not meet its sunset date?**

The City and other agencies have invested significant time and funding in excess of \$100,000 in exploring solutions to improving the pedestrian and bicycle accessibility and flow across France Avenue and in the Southdale/Centennial Lakes area.

**C. How does this project implement regional policies?**

The proposed Sunset Date Extension and re-scoping the project from a bridge at a single location to three redesigned enhanced intersections is consistent with the Metropolitan Council’s Transportation Policy Plan’s philosophy of developing higher benefit/lower cost projects. The Met Council Transportation Policy Plan includes the following primary policy for pedestrian and bicycle travel:

Policy 18: Providing Pedestrian and Bicycle Travel Systems: The Council, state, and local units of government will support efforts to increase the share of trips made by bicycling and walking and develop and maintain efficient, safe and appealing pedestrian and bicycle transportation systems.

The project meets the following strategies associated with this policy:

- Strategy 18a. - Bicycle and Pedestrian Regional Investment Priorities
- Strategy 18b. - Connectivity to Transit
- Strategy 18c. - Local Planning for Bicycling and Walking
- Strategy 18d. – Inter-Jurisdictional Coordination
- Strategy 18e. - Complete Streets

**D. What are the implications if the project does not obtain the requested extension?**

An extension of the sunset date is critical to allow time for the successful implementation of one of the City’s primary Pedestrian/ Bicycle objectives to “Create pedestrian and bicycle interconnections among major generators with continuity across major roadway and other barriers”. If the extension were not granted the City would forfeit the TE funding on the project and postpone the project until funding can be obtained. Postponing the project until an unknown future date would seriously complicate political approval processes, render useless some of the work done to date, and be very inefficient. Furthermore, postponing leaves a significant gap in the Cities trail and bike system.

**E. What actions will the agency take to resolve the problem facing the project in the next three to six months?**

City has identified potential solutions to the providing a more efficient and user friendly project.

**Exhibit 2** describes the schedule that the City is committed to, to bring this project to a successful conclusion. This schedule will allow the City to complete the right-of-way acquisition and Project Memorandum early enough in 2012 to allow construction to begin in early 2013.

## 4. SCOPE CHANGE REQUEST

### A. Project Description

The following is the proposed scope change project description. The primary changes from the original description are shown as *italicized*.

*The France Avenue Pedestrian Crossing project* would complete a missing link by overcoming the France Avenue barrier (ADT 28,700) for the pedestrian and bicycle circulation system in this part of Edina. The pedestrian and bicycle amenities will include a significant emphasis on aesthetics and special amenities such as public art, water fountains at a similar caliber to the Centennial Lakes pedestrian circulation network. *Intersection enhancements such as; median refuge island, accessible pedestrian signals, pedestrian warning signs, enhanced pedestrian corner treatments, etc, will be provided at 66<sup>th</sup> Street, 70<sup>th</sup> Street and 76<sup>th</sup> Street. This intersection together with the Gallagher Drive intersection being improve by Three Rivers Park District will* result in the provision of safe and efficient pedestrian and bicycle facilities connecting a significant activity centers east of France Avenue with established neighborhoods to the west. The Promenade and Centennial Lakes trail systems serve high density residential areas, medical offices, movie theatres, Centennial Lakes Park, Edinborough Park, the YMCA, Hennepin County Regional Library and Service Center and a multitude of retail shops including Target, the Galleria and Southdale Shopping Center. The Promenade trail also includes an east-west leg which connects to the City of Richfield *and the future Nine mile regional trail. The total project cost is estimated to be approximately \$2,045,000.*

The re-scoped project will accomplish the same goals, safely and efficiently, for less overall cost, in partnership with the other agencies and with greater community support. The vision for the re-scoped project stems from the County's "France Avenue Corridor Study" completed in 2009. Attached in **Appendix A** is a copy of the study.

### B. Location Map

A location map is attached as **Exhibit 1**.

### C. Project Layout

The proposed project will provide improvements at three primary intersections.

*66<sup>th</sup> Street:* This proposed crossing would provide access to; medical buildings, Southdale Mall, Aquatic Center, Rosland Park, TLC Bike Boulevard, and access to transit.

*70<sup>th</sup> Street:* This proposed crossing would continue the complete street project recently constructed west of France Avenue. It would serve primarily single family neighborhood, The Galleria, Target, Promenade, Southdale Library, Hennepin County Government Center, and access to transit.

**76<sup>th</sup> Street:** This proposed crossing would serve primarily multi-family housing and connect to Centennial Lakes Park, Promenade, Three Rivers Park District Nine mile trail in Richfield, Edinborough Park, medical facilities, and access to transit.

Three Rivers Park District (TRPD) is also planning improvements to Gallagher Drive. Although this intersection will be improved by TRPD the proposed crossing will serve the future planned regional trail, Promenade, multi-family housing, and access to transit. Prior to TRPD choosing the Gallagher Drive trail alignment, the hope was that the 72<sup>nd</sup> Street bridge project would directly serve the trail. Once the public process was completed and the alignment was chosen, it was known that the bridge would not directly serve the trail. Making a connection between the bridge and trail would involve property redevelopment, land acquisition and/or easements at an increased cost.

In addition to the intersection enhancements the proposed project will provide missing sidewalk connections insuring that all areas on both sides of France Avenue have an opportunity to access one of the planned crossing locations.

Several alternative intersection enhancements have been consider, **Appendix B** outlines the enhancements being considered and their potential benefit to the France Avenue corridor. A map showing the proposed intersection improvements and locations of the improvements in relationship to the existing pedestrian and bicycle system is included as **Exhibits 6**. As illustrated on the map providing multiple crossing locations will greatly reduce the distance pedestrians will need to travel to get to a safe crossing, thereby increasing the number of users for the system.

#### **D. Work to be completed**

With approval of the Sunset Date extension and Scope Change request, the City will complete the Project Memorandum, Construction Plans and Right of Way acquisition. **Exhibit 2** shows the proposed project schedule.

#### **E. Agency Coordination**

The City has worked with several agencies during the preliminary studies, concept development and the proposed re-scoping of the project since the original TE application was submitted and approved. These agencies have included:

- Hennepin County Community Works
- Hennepin County Transportation
- Three Rivers Park District
- Transit for Livable Communities
- Metro Transit

Support letters from some of these agencies (Hennepin County and Three Rivers Park District) are included in **Appendix C**.

**F. Revised cost estimate**

The original estimated construction cost of \$2,090,000 was based on 2007 dollars. Today’s costs for the same project would be close to \$2,250,000. This does not take into account City Council direction that the bridge would need to have extensive aesthetic treatments and would need to look like a “piece of sculpture”. This would also add to the original cost estimate for this single crossing of France Avenue.

Base on the proposed change in scope the following estimated cost has been developed accommodating improvements to three (3) crossings of France Avenue. It is assumed that the Gallagher Drive intersection improvements would be completed by TRPD. These costs are based on preliminary concept plans and will be refined during final design.

Revised project cost estimate:

Intersection improvements	\$ 1,005,000
Revised signal system	\$ 600,000
Signing and Striping	\$ 36,000
Trail / Sidewalk	\$ 54,000
Retaining walls	\$ 150,000
Guard rail	\$ 50,000
Lighting	\$ 80,000
Traffic Control	\$ 20,000
Landscaping	\$ 50,000
<b>Total Cost</b>	<b>\$ 2,045,000</b>

**G. Key Criteria rescoring**

The following outlines each prioritizing criteria with the changes in the previous responses show as *italicized*. The original score is also included.

**1. Urgency (250 points).** Discuss if/how the project proposes or addresses each of the following: **(Original Score = 205)**

- Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities

RESPONSE: The City of Edina *completed* an area study examining the potential to provide attractive trail and sidewalk connections from the north end of Centennial Lakes towards Southdale Shopping Center and beyond. The pedestrian and bicycle amenities will include a significant emphasis on aesthetics and special amenities such as public art, water fountains at a similar caliber to the Centennial Lakes pedestrian circulation network. The City *has constructed* the trail network east of France Avenue. The *France Avenue Pedestrian Crossing plan* would complete a missing link by overcoming the France Avenue barrier for the pedestrian and bicycle circulation system in this part of Edina. *The proposed plan will provide multiple crossings at a lower cost than the original plan.*



- Significantly addresses a strong un-met need or area of concern/problem associated with the development of an integrated bicycle or pedestrian transportation network or providing a safe bicycle or pedestrian route

RESPONSE: As a part of the pedestrian circulation study public meetings many residents of the Cornelia neighborhood west of France Avenue have expressed a strong desire to be able to access the wide variety of shops, businesses and recreational amenities east of France Avenue without having to drive to them. The neighborhood proximity to the Centennial Lakes area is within walking distance; however, residents are discouraged from walking due to the France Avenue barrier to pedestrians and cyclists. ***The proposed plan will improve access to transit, not only by providing crossings of France Avenue, but also by providing missing sidewalk connections and the opportunity to improve transit stops.***

**2. Impact (250 points).** Discuss how the project addresses each element below (respond as appropriate to A. or B., not both): **(Original Score = 207)**

**A. Bike/Ped Infrastructure (QA #1, and QA #8):**

- Fills gaps, overcomes barriers, and/or connects system segments in pedestrian/bicycle network. The applicant should provide a map showing the location of the project within the context of an existing and planned bicycle or pedestrian network. If the project is removing a barrier, the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across that barrier.

RESPONSE: The proposed project is intended to overcome a significant barrier between residential neighborhoods west of France Avenue and the commercial and recreational amenities east of France Avenue. France Avenue currently carries 28,700 vehicles per day and is generally 8-10 lanes wide at intersections making crossing very intimidating for most people. The east side of France Avenue does not have adequate provisions for pedestrian and bicycle traffic also limiting the attractiveness of crossing the street. Conversely, the Centennial Lakes area and Promenade located approximately 500 feet east of and parallel to France Avenue provide a high quality pedestrian environment that connects commercial businesses, retail, recreation, and civic amenities situated among the landscaped gardens, ponds and open spaces. ***The France Avenue Pedestrian Crossing project will provide enhancements to the existing signalized intersections*** thus allowing residents to easily move between their neighborhoods to the vibrant Centennial Lakes area without the need to get in cars. ***The project will provide more efficient and usable crossings at up to four locations rather than one.***

- Project provides a high-demand facility or program. Relative levels of demand will be determined using population density and connections to significant travel attractors. Metropolitan Council staff will determine population density using 2000 residential population within one mile of the project. The applicant should also list below significant destinations that are near the facility or that the facility provides close connections to. Destinations can be recreation areas such as parks, beaches, rivers, lakes, etc; or commercial or mixed-use districts, major employment areas or other major cultural destinations.

RESPONSE: The number and variety of destinations for pedestrians and cyclists using the *France Avenue Pedestrian Crossings is expansive. The France Avenue Pedestrian Crossings and trail systems* will connect to the Edina Promenade and Centennial Lakes trail networks which provide pedestrian access to virtually a small city within Edina. *The proposed project will also connect to the future Nine Mile Creek Regional Trail.* The following is a sampling of some of these destinations:

- Centennial Lakes Park
  - Edinborough Indoor Park
  - Southdale YMCA
  - Hennepin County Library
  - Hundreds of retail shops between 66th and 1-494 including Southdale Shopping Center, Galleria Shopping Center, Yorktown Mall, Target
  - Fairview South dale Medical Center
  - Medical and other offices in and throughout Centennial Lakes Business Park
  - Restaurants ranging from fast food to white table cloth
  - Skateboard Park
  - *Westin and Residence Inn Hotel's*
  - *City Parks including: Aquatic center, Frisbee golf course, Fred Richardson golf course*
  - *LA Fitness Health Club*
- Addresses safety concerns. The applicant should describe how the project addresses an identified safety problem.

RESPONSE: Existing pedestrian and bicycle access across France Avenue is provided at signalized intersections between 1-494 and 66th Street. Although these intersections provide pedestrian indications, the sheer width of the roadway and volume of traffic create an imposing barrier for pedestrians, especially elderly, handicapped and children. *The proposed France Avenue Crossing plan would provide intersection enhancements by narrowing roadway lane widths, providing a secure median island refuge and improvements to the pedestrian refuge areas in each corner of the intersection, all* to provide safe efficient and comfortable alternatives for residents west of France to cross the roadway and connect with the beautiful pedestrian environments created with Centennial Lakes and the Promenade.

- Provides more than a local benefit. An example of such a project is a bicycle trail that is part of a county, regional or state trail system, or one that links different trail systems together.

RESPONSE: *The France Avenue Pedestrian Crossing plan* is part of a larger trail *regional trail network* which runs generally east - west across Edina connecting with many activity centers and north south trails along the way. The future *Nine Mile Creek Regional Trail* extends east into Richfield and is planned to extend west through the City of Edina.

**3. Relationship between Categories (100 points).** Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Enhancements program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two categories: **(Original Score = 35)**

- What is the relationship to the Scenic and Environmental group? For example, how does the bike/ped project provide a natural resource enhancement?

RESPONSE: The *France Avenue Pedestrian Crossing plan* will connect people with the Centennial Lakes trail network and Promenade trails. Both of these trail corridors provide users the ability to interact with the natural environments including a variety gardens and manicured landscapes, open spaces, water features as well as attractive design elements within the public realm and adjacent private properties. Centennial Lakes and The Promenade both display very high design aesthetic which gives pedestrians and cyclists a pleasurable experience as they travel through. *The design aesthetic of the intersection enhancements will be developed in conjunction with public involvement and will result in an attractive streetscape which will enhance civic pride.*

- What is the relationship to the Historic and Archaeological group? For example, how does the bike/ped project take advantage of or enhance historic and cultural resources or provide orientation/interpretation to users?

RESPONSE: The *France Avenue Pedestrian Crossing plan* will connect residents with current cultural activities which occur on regular basis at Centennial Lakes Park, Edinborough Park and Southdale as well as civic amenities such as libraries.

**4. Relationship to Intermodal/Multimodal Transportation System (100 points).** Discuss how the project will function as a component and/or enhancement of the transportation system: **(Original Score = 79)**

- How will the bicycle or pedestrian facility benefit the experience of users of the transportation system?

RESPONSE: *The improved safety through intersection enhancements* will allow residents west of France Avenue to make many short trips to the Centennial Lakes/Southdale area by walking or biking in lieu of using automobiles. *By providing several* convenient and efficient alternatives to driving *rather than just one crossing* will encourage more people to walk or bike and result in healthier people and more interesting travel experiences.

- How will the project benefit multiple modes of transportation? An example of a project that would do this would be a bicycle facility that connects to a transit center or a mixed-use pedestrian-oriented district, or a pedestrian project that is a component of a transit-oriented development.

RESPONSE: The Promenade and Centennial Lakes trail corridors are anchored at the north (Southdale Shopping Center) and south (Edinborough) ends by Transit Centers offering connections to Metro Transit buses. Residents living west of France Avenue will have a convenient and attractive trail to connect them with regional transit options without using automobiles. The Promenade and Centennial Lakes corridors are located in one of the best regional examples of a vibrant pedestrian district. Providing convenient access to this district and the transit hubs by means of *the enhanced pedestrian crossings of France Avenue and providing the missing sidewalk connections along France Avenue* will entice residents to access these amenities without getting into automobiles.

- How does the facility serve trips that could otherwise be made by motor vehicles?

RESPONSE: The Promenade and Centennial Lakes corridors are located in one of the best regional examples of a vibrant pedestrian district. Providing convenient access to this district and the transit hubs by means of the *new enhanced crossings of France Avenue and providing the missing sidewalk connections along France Avenue* will entice residents to access these amenities without getting into automobiles.

#### **5. General/Integrative Criteria – Development Framework Implementation (150 points). (Original Score = 125)**

There would not be any change for this criterion.

#### **6. General/Integrative Criteria – Maturity of Project Concept (150 points). (Original Score = 83)**

See **Exhibit 3** for updated Appendix K Schedule.

Sunset Date Extension / Scope Change Request  
Exhibit 1: Location Map



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#339 File\edina\_mn\15\10666-270\Coord\Exhibits\15\Project\_Location\_Map.dgn



**France Avenue / 72nd Street Pedestrian Bridge**  
City of Edina, Minnesota

**Sunset Date Extension /  
Scope Change Request**  
Project Location Map

**Sunset Date Extension / Scope Change Request**  
**Exhibit 2: Revised Project Schedule**

Proposed Revised Project Schedule

**Right of Way Acquisition**

- Title Research ..... April 2012
- Initial Parcel Work and Landowner Notification ..... April 2012
- Construction Limits Determined ..... April 2012
- Acquisition ..... May to October 2012
- Title and Possession ..... November 2012
- R/W Certificate #1 ..... December 2012

**Project Development and Documentation**

- Draft PM Submittal ..... April 2012
- Final PM Submittal (pending Mn/DOT review time) ..... June 2012
- PM Approval (pending Mn/DOT review time) ..... August 2012

**Final Design and Construction**

- Layout Submittal to County for Approval ..... April 2012
- Final Design Preparation
  - 60% Plan Submittal ..... June 2012
  - 95% Mn/DOT Plan Submittal ..... August 2012
  - Mn/DOT State Aid Plan Approval ..... October 2012
- Permits ..... November 2012
- Bidding ..... December 2012/January 2013
- Construction ..... Spring 2013

**Sunset Date Extension / Scope Change Request**  
**Exhibit 3: Progress Schedule for Sunset Extensions**

**PROGRESS SCHEDULE FOR SUNSET EXTENSIONS**

ENVIRONMENTAL DOCUMENTATION

EA

X Project Memorandum

Completed/Approved

Date of Approval \_\_\_\_\_

X Not Complete

Anticipated Date of Completion – Submittal to MnDOT April 2012, MnDOT approval August 2012.

OPPORTUNITY FOR PUBLIC HEARING (not necessary for Project Memorandum)

Completed

Date of Approval \_\_\_\_\_

Not Complete

Anticipated Date of Completion \_\_\_\_\_

FINAL ENVIRONMENTAL ASSESSMENT (Not required for Project Memorandum)

Completed/FONSI Approved

Date of Approval \_\_\_\_\_

Not Complete

Anticipated Date of Completion \_\_\_\_\_

STUDY REPORT (required for Environmental Assessment Only)

Completed

Date of Approval \_\_\_\_\_

Not Complete

Anticipated Date of Completion \_\_\_\_\_

CONSTRUCTION PLANS

Completed (Includes signature of District State Aid Engineer)

Date \_\_\_\_\_

X Not Complete

Anticipated Date of Completion – Submittal to MnDOT 60% June 2012, MnDOT approval October 2012.

RIGHT-OF-WAY ACQUISITION

Completed (Includes approval of right-of-way Cert. #1 or #1A)

Date of Approval \_\_\_\_\_

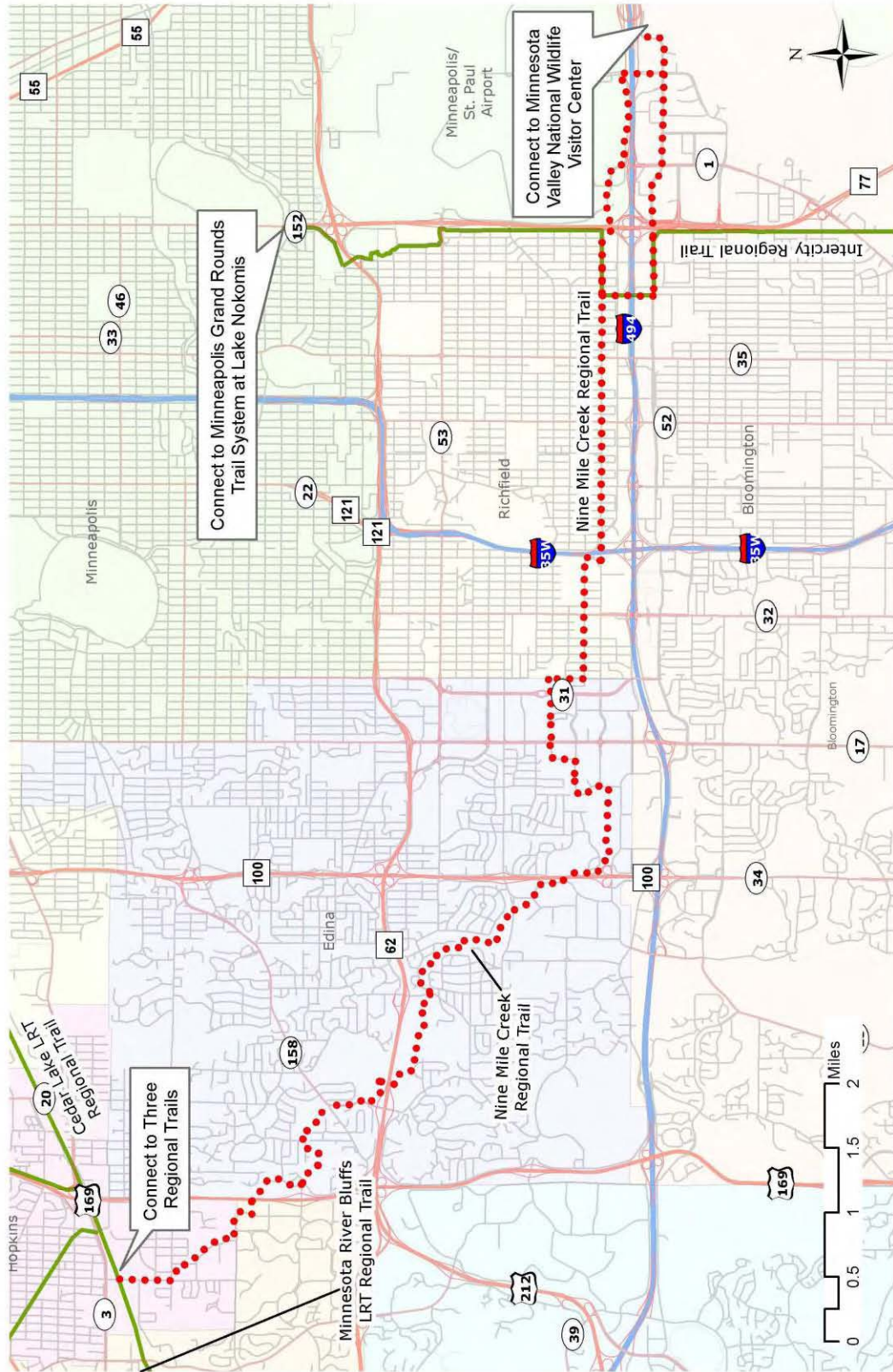
X Not Complete

Anticipated Date of Completion – December 2012

LETTING

Anticipated Letting Date – January 2013

**Sunset Date Extension / Scope Change Request**  
**Exhibit 4: Nine Mile Creek Regional Trail**



**Nine Mile Creek Regional Trail**

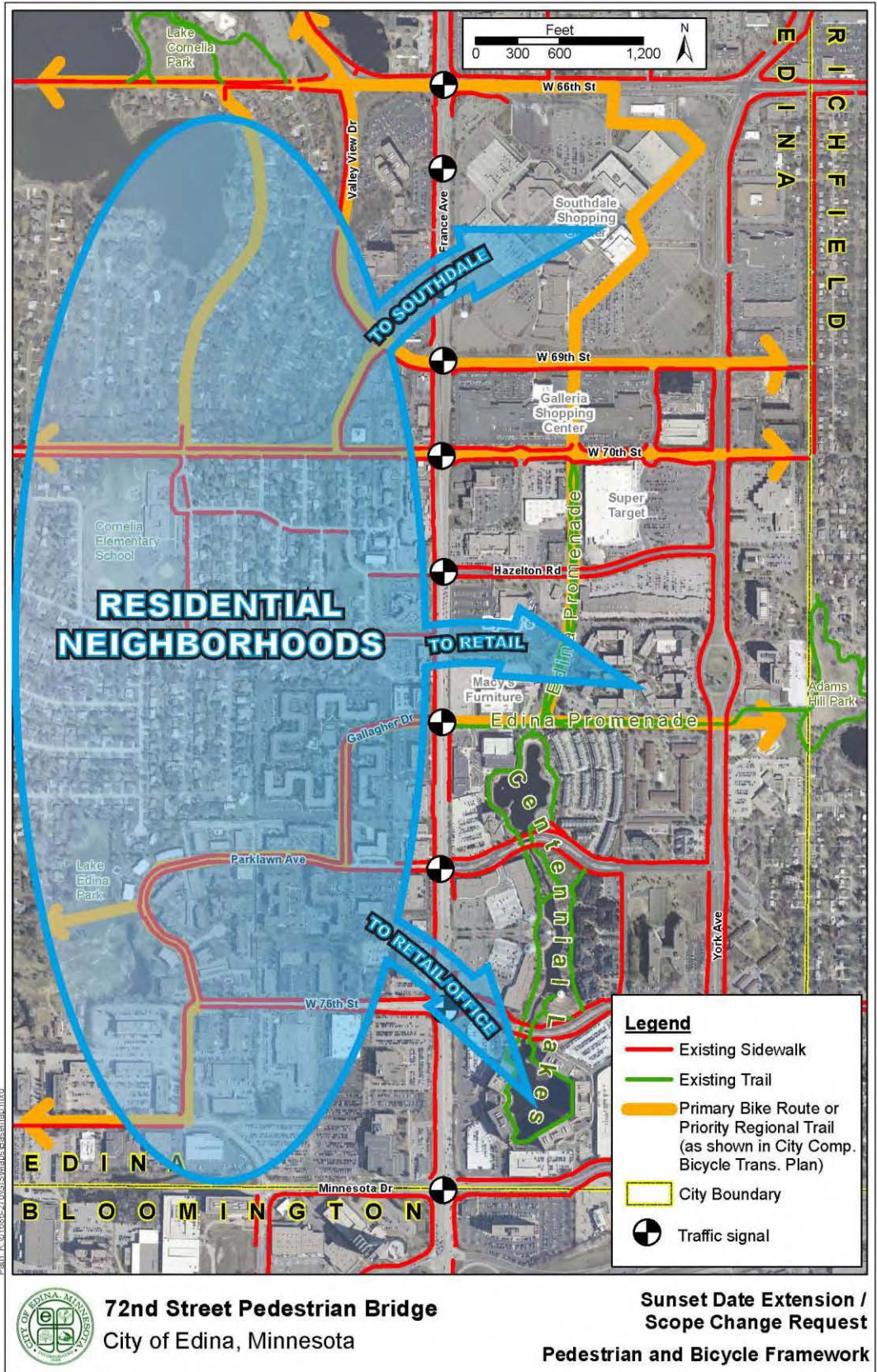
- Nine Mile Creek Regional Trail Corridor
- Three Rivers Park District Proposed/Existing Regional Trails



This GIS Data is provided "as is" without warranty of any representation of accuracy, timeliness, or completeness. The user acknowledges and accepts the limitations of the Data, including the fact that the Data is dynamic and is in a constant state of maintenance, correction, and update.  
 Map prepared by Three Rivers Park District  
 Planning Section - KKG  
 04-2011



**Sunset Date Extension / Scope Change Request**  
**Exhibit 5: France Avenue Pedestrian and Bicycle Framework**







**Hennepin County Transportation Department**

1600 Prairie Drive  
Medina, MN 55340-5421

612-596-0300, Phone  
763-478-4000, FAX  
763-478-4030, TDD  
www.hennepin.us

January 30, 2012

Mr. Wayne Houle, City Engineer  
City of Edina  
4801 – 50<sup>th</sup> Street West  
Edina, MN 55424-1394

Re: Support Pedestrian / Bicycle Intersection Enhancements  
France Avenue (CSAH-17) Corridor

Dear Mr. Houle:

Hennepin County would like to express its support for the City of Edina's interest in pursuing enhancements to pedestrian / bicycle crossings at major intersections along the France Avenue corridor. It is recognized that the busy roadway represents a barrier to both pedestrians and bicycles desiring to travel east-west in the city.

The need for better pedestrian and bicycle accommodations in this area has been discussed for some time. The city's December 2005 Greater Southdale Area Study commented on the need for improved pedestrian facilities and noted the lack of good connections to the adjacent residential neighborhoods. In April 2009, Hennepin County completed a study of the corridor which considered the incorporation of complete streets elements to encourage more walking and bicycling. This study identified a number of possible enhancements including reconfiguration of the roadway, sidewalk construction, improved traffic signal features, and crosswalk design treatments. We would be willing to engage the city in exploring these and other intersection enhancements to improve crossing safety and convenience.

I look forward to working with you on this very worthy endeavor.

Sincerely,

James N. Grube, P.E.  
Director of Transportation, and County Engineer

JNG / rqb

cc: Phil Eckhart, Hennepin County Housing, Community Works & Transit  
Tom Johnson, Transportation Planning  
Chuck Rickart, WSB, Inc.

January 26, 2012

Three Rivers  
Park District  
Board of  
Commissioners

Sara Wyatt  
District 1

Mr. Wayne Houle  
Public Works Director  
City of Edina  
7450 Metro Boulevard  
Edina, MN 55439

RE: Proposed Pedestrian and Bicycle Crossing Improvements at France Avenue and  
Gallagher Drive in the City of Edina

Marilynn Corcoran,  
District 2

Dear Mr. Houle,

Joan Peters  
District 3

Three Rivers Park District (Park District) and City of Edina have engaged in regional trail planning efforts since 2000. After a decade of planning, public engagement, environmental assessment, and review and analysis of several potential regional trail routes, the Edina City Council adopted a preferred route for the Nine Mile Creek Regional Trail on December 7, 2010. This route was also adopted by the Three Rivers Park District Board of Commissioners on March 17, 2011. The approved Nine Mile Creek Regional Trail route includes an at-grade pedestrian and bicycle crossing of France Avenue at Gallagher Drive in the City of Edina.

Dale Woodbeck,  
Vice Chair  
District 4

Nine Mile Creek Regional Trail is planned through the cities of Hopkins, Minnetonka, Edina, and Richfield and provides critical connections to the greater regional trail system in the City of Hopkins via the existing Minnesota River Bluffs LRT Regional Trail and funded Intercity Regional Trail in Richfield. Nine Mile Creek Regional Trail will provide opportunities for commuting and recreation to the entire region and is anticipated to receive 500,000 annual visits upon completion.

John Gibbs  
District 5

The route through the cities of Hopkins and Minnetonka are funded and under contract for 2012 construction. The route through the City of Richfield is currently under construction and anticipated to be complete and open to the public in 2012.

Larry Blackstad, Chair  
Appointed

The Park District is actively seeking funding construction for the trail segments through the City of Edina and is exploring options to commence construction on select trail segments in conjunction with creek restoration work and road reconstruction including the proposed redesign and reconstruction of Gallagher Drive at France Avenue. In anticipation for the opportunity to partner with the City of Edina and develop the regional trail segment along Gallagher Drive, the Park District has allocated funds in its 2012 Capital Improvement Plan for the design and construction costs associated with the regional trail component of the Gallagher Drive redesign and reconstruction.

Barbara Kinsey  
Appointed

Cris Gears  
Superintendent

Intersection improvements at France Avenue to safely accommodate regional trail users and the completion of the Gallagher Drive segment of the regional

trail will result in the near completion of 4.5 continuous miles of the planned 12-mile regional trail.

In acknowledgement for the importance of providing safe and functional regional trail and road crossings, the Park District is supportive of the City of Edina's effort and desire to improve the France Avenue and Gallagher Drive intersection to safety accommodate Nine Mile Creek Regional Trail users.

Sincerely,



Kelly Grissman,  
Senior Manager of Planning

C: TNM 0802A-E



February 14, 2012

City of Edina

Karl Keel, Chair  
 TAC Funding and Programming Committee  
 Metropolitan Council  
 390 Robert Street No.  
 St. Paul, Minnesota 55101

Re: Amendment to the 2012-2015 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area  
 France Avenue / 72<sup>nd</sup> Avenue Pedestrian Bridge  
 S.P. 120-020-037

Dear Mr. Keel:

Please amend the 2012 – 2015 Transportation Improvement Program (TIP) to revise the Scope and Fiscal Year for the above referenced project originally programmed for Fiscal Year 2012. The project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

STIP SEQ#	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
	2013	M	M	Ped/Bike	120-020-037	City of Edina	Intersection enhancements along France Ave at 66 <sup>th</sup> St, 70 <sup>th</sup> St and 76 <sup>th</sup> St. Sidewalk and trail connections from Parklawn Ave to 66 <sup>th</sup> St	0.5

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
EN	Construction		\$2,045,000	\$1,090,000	0	0	0	\$955,000 (Local TIF and St Aid Funds)

**City Hall**

4801 WEST 50TH STREET  
 EDINA, MINNESOTA, 55424-1394

www.cityofedina.com

**952-927-8861**

FAX 952-826-0390  
 TTY 952-826-0379

2/14/2012

**PROJECT BACKGROUND:**

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in STIP).

The City has requested a Scope Change and Sunset Date extension through the Metropolitan Council, Transportation Advisory Board, Funding and Programming Committee.

The primary reasons for the Sunset Date Extension and Scope Change Request include:

- Several new studies and public processes were initiated and completed during the time since the project was approved for funding. Some of these include: the public process to determine alignment of 3RPD trail; Hennepin County "France Avenue Corridor Study"; West 70th Street study and project; 2009 Metro Transit Access to Transit study; 2009 Edina pedestrian study; and TLC Bike Boulevard process.
- Several changes in policy direction, including: 2008 Comprehensive Plan (focus on complete streets, active living, integrated land use and transportation); 2007 City of Edina Comprehensive Bicycle Transportation Plan; MnDOT Complete Streets legislation; City Council resolution supporting a statewide complete streets policy; Hennepin County Active Living resolution; Hennepin County Complete Streets resolution; and City Council authorization to develop a Living Streets policy and implementation plan.
- There was a significant change in City leadership, with a new City Manager in November 2010 and new assistant City Manager in 2011.
- A new source for matching funds was identified. Originally, matching funds were proposed to come from property taxes and state aid funds. With the 2012-2016 CIP, the funds are programmed in the CIP to come from Centennial Lakes TIF District funds.

These public processes, studies, and changes in leadership and policies indicated a need to re-evaluate the project. In May 2011 the Council directed the Edina Transportation Commission (ETC) to review these studies and policies and to look at France Avenue holistically. Over the summer, the ETC studied the proposed project and recommended a change in scope, from the pedestrian bridge to a series of enhanced at-grade crossings. The City Council concurred with the recommendation in November 2011 and directed staff to prepare the Sunset Date Extension and Scope Change Request.

The re-scoping of the project has involved partnerships with Hennepin County Community Works, Hennepin County Transportation Department, Three Rivers Park District, and Metro Transit.

The re-scoping provides for a better overall project, achieving the same goals as the original TE Grant application,, for less money, in partnership with other agencies, and with greater community support.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money (indicate type here) \_\_\_\_\_
- Anticipated Advance Construction \_\_\_\_\_
- ATP or MPO or Mn/DOT Adjustment of other projects \_\_\_\_\_
- Earmark or HPP federal funds outside the ATP target \_\_\_\_\_
- Other \*     x

\* The amount of funding being requested is the same as identified in FY 2012. Only the project scope and program year has changed. Therefore, Fiscal Constraint is maintained.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009. The amendment is also consistent with the 2030 Policy Plan update adopted by the Metropolitan Council on November 10, 2010 with FHWA/FTA conformity determination established on February 23, 2011.

**AIR QUALITY CONFORMITY:**

- Subject to conformity determination .....\_\_\_\_\_
- Exempt from regional level analysis\* .....   X
- Exempt from project level analysis\* .....   X
- Exempt by virtue of interagency consultation\* .....\_\_\_\_\_
- N/A (not in a nonattainment or maintenance area).....\_\_\_\_\_

\* Exempt Project Category #AQ2- Bicycle and Pedestrian Facilities  
Per Section 93.126 of the Conformity Rules

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at (952)826 -0443.

Sincerely,



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

- cc: Jon P. Solberg, MnDOT Metro Program Management  
 Cindy Krumsieg, MnDOT Metro Program Management  
 Jim Hovland – Mayor, City of Edina  
 Jennifer Janovy, Chair of ETC  
 Scott Neal – Manager, City of Edina



## Federal Transportation Enhancement Fund Application

**INSTRUCTIONS:** Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's website for instructions. **Applications must be received by 5:00 PM or postmarked on July 20, 2007. \*Be sure to complete and attach the Project Information form. (Form 2)**

Office Use Only

TE-07-49

### I. GENERAL INFORMATION

1. APPLICANT: City of Edina

2. JURISDICTIONAL AGENCY (IF DIFFERENT): Department of Public Works

3. MAILING ADDRESS: 4801 W. 50<sup>th</sup> Street

CITY: EDINA

STATE: MN

ZIP CODE: 55424

COUNTY: Hennepin

5. CONTACT PERSON: Wayne Houle

TITLE: , Director of Public Works, City Engineer

PHONE NO. (952) 826-0443

### II. PROJECT INFORMATION

6. PROJECT NAME: 72nd Street Pedestrian Bridge

7. BRIEF PROJECT DESCRIPTION (Include location, road name, type of improvement, etc. A more complete description must be submitted separately as described in Specific Requirement #3 on p.5): The project includes the construction of a pedestrian and bicycle bridge over France Avenue in the vicinity of 72<sup>nd</sup> Street South. The bridge would provide a safe and efficient connection between the commercial, retail and offices located east of France Avenue and the residential neighborhoods west of France Avenue.

8. TE PROJECT CATEGORY – Check only one project grouping in which you wish your project to be considered (see p. 85).

Scenic/Environmental

Bicycle/Pedestrian

Historic/Archaeological

### III. PROJECT FUNDING

9 Are you applying for funds from another source(s) to implement this project? Yes  No

If yes, please identify the source(s):

10. FEDERAL AMOUNT: \$ 1,000,000

13. SOURCE OF MATCH FUNDS: City Property Taxes, State Aid Funds

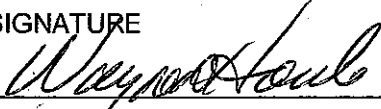
11. MATCH AMOUNT: \$1,000,000

14. MATCH % OF PROJECT TOTAL: 50%

12. PROJECT TOTAL: \$2,090,000

15. PROGRAM YEAR:  2011  2012

16. SIGNATURE

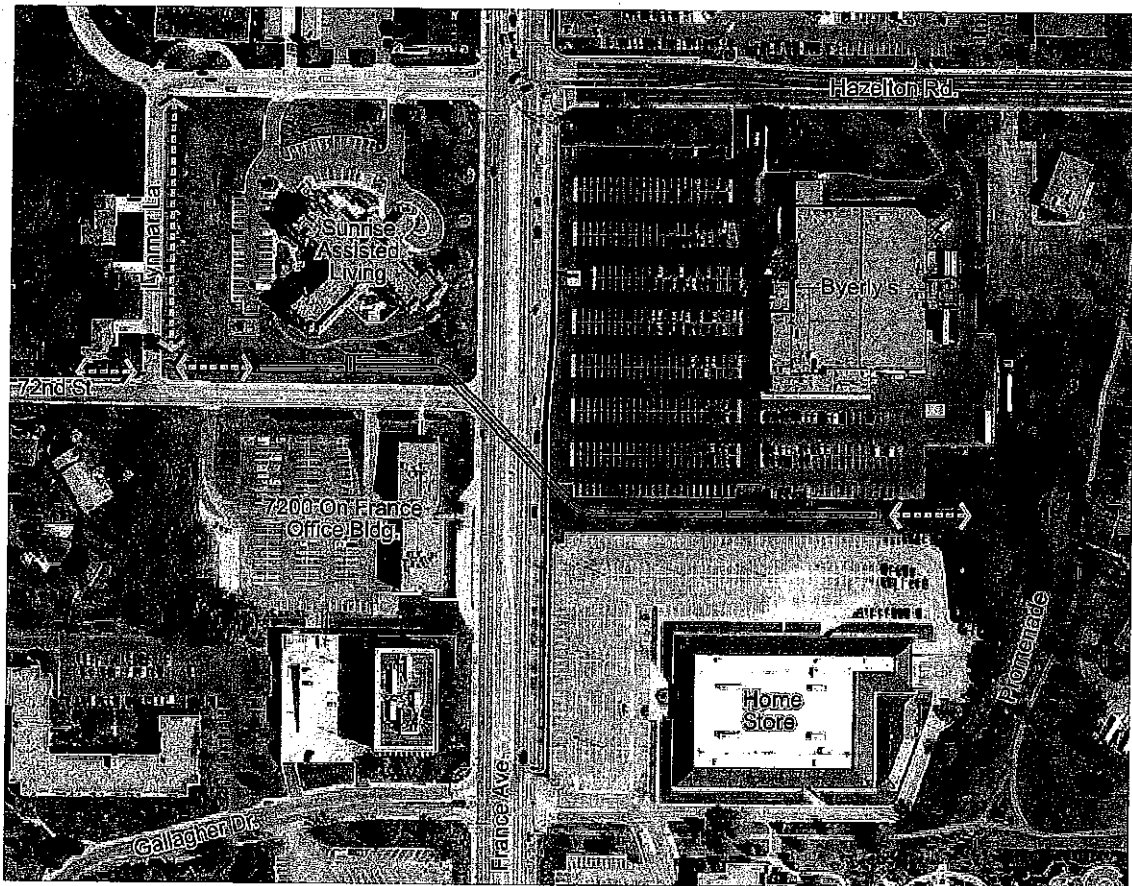


17. TITLE: Public Works Director/City Engineer



**2007 SUBMITTAL FOR:  
FEDERAL TRANSPORTATION ENHANCEMENT FUNDING**

**72ND STREET PEDESTRIAN BRIDGE**



**PREPARED BY:**

**CITY OF EDINA**

**JULY 20, 2007**

*22*

## PROJECT DESCRIPTION

The 72nd Street Pedestrian Bridge would complete a missing link by overcoming the France Avenue barrier (ADT 28,700) for the pedestrian and bicycle circulation system in this part of Edina.

The City of Edina has recently completed an area study examining the potential to provide attractive trail and sidewalk connections from the north end of Centennial Lakes towards Southdale Shopping Center and beyond. The pedestrian and bicycle amenities will include a significant emphasis on aesthetics and special amenities such as public art, water fountains at a similar caliber to the Centennial Lakes pedestrian circulation network. The proposed pedestrian bridge at 72nd Street is included with the study and is very strongly favored by the residents in the area as well as local businesses. The City is planning to construct the trail network east of France Avenue beginning in 2008. The 72nd Street Pedestrian Bridge would complete a missing link by overcoming the France Avenue barrier for the pedestrian and bicycle circulation system in this part of Edina.

The project will result in the provision of safe and efficient pedestrian and bicycle facilities connecting a significant activity centers east of France Avenue with established neighborhoods to the west. The western terminus of the bridge and approach will be located along 72nd Street and Lynnlar Lane in the Cornelia neighborhood of Edina which is predominantly residential. The eastern terminus of the bridge approach will be connected to the Centennial Lakes pedestrian/bicycle trail network and the proposed Edina Promenade trail network (2008 Construction). The Promenade and Centennial Lakes trail systems serve high density residential areas, medical offices, movie theatres, Centennial Lakes Park, Edinborough Park, the YMCA, Hennepin County Regional Library and Service Center and a multitude of retail shops including Target, the Galleria and Southdale Shopping Center. The Promenade trail also includes an east-west leg with connects to the City of Richfield.

The total project cost is estimated to be approximately \$2,000,000. Final project cost will be determined based upon the alignment and structure type selected as a part of a context sensitive design process with the public scheduled to begin later this year. The estimated project cost exceeds \$125,000.

This proposed project includes the following key elements of work:

1. Construction of a 14' wide pedestrian bridge including a main span of approximately 240 feet and approach spans totaling approximately 500 feet.
2. Grading and embankment construction on east and west approaches
3. Approximately 600 linear feet of 10' bituminous trail.
4. Trail lighting, landscaping, benches and trail signage.

### **Transportation Enhancements Category Criteria (500 points)**

Each qualified project will be scored under four common category criteria within its TE project group: urgency; impact; relationship between TE categories; and relationship to intermodal/multimodal transportation. This will allow projects to be scored under these criteria relatively equally across the different categories while addressing the particular attributes of the project type. An explanation of each of the four common category criteria and reasons for their inclusion follows:

1. **Urgency.** This criterion measures how critical or time-sensitive the problem is that is being addressed by the project. Examples might include seizing an opportunity to preserve a scarce or endangered resource or addressing a critical need.
2. **Impact.** This criterion quantifies the benefit from the project, without specifically relating it to how the larger public will benefit (that calculation will be made in part 2. of the general/integrative criteria).
3. **Relationship between Categories.** This criterion is being presented under the assumption that the region recognizes that there is a value in having projects that provide more than one of the eligible TE activities. Examples might include the reconstruction of a bicycle/pedestrian trail leading to a historic transportation structure.
4. **Relationship to Intermodal/Multimodal Transportation System.** This criterion measures how the proposed project clearly and credibly relates to the surface transportation system. Surface transportation is defined to include all modes of travel with the exception of aviation and military transportation. Federal TE guidance states that proximity to a transportation facility alone is not sufficient to establish a relationship.

▪ **Scenic and Environmental Group (Qualifying Activities 3, 4, 5, 9, 11)**

**NOT APPLICABLE**

▪ **Bicycle and Pedestrian Group (Qualifying Activities 1, 2, and 8)**

1. **Urgency (250 points).** Discuss if/how the project proposes or addresses each of the following:
  - Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities

**RESPONSE: The City of Edina has recently completed an area study examining the potential to provide attractive trail and sidewalk connections from the north end of Centennial Lakes towards Southdale Shopping Center and beyond. The pedestrian and bicycle amenities will include a significant emphasis on aesthetics and special amenities such as public art, water fountains at a similar caliber to the Centennial Lakes pedestrian circulation network. The proposed pedestrian bridge at 72<sup>nd</sup> Street is included with the study and is very strongly favored by the residents in the area as well as local businesses. The City is planning to construct the trail network east of France Avenue beginning in 2008. The 72<sup>nd</sup> Street Pedestrian bridge would complete a missing link by overcoming the France Avenue barrier for the pedestrian and bicycle circulation system in this part of Edina.**

- Significantly addresses a strong un-met need or area of concern/problem associated with the development of an integrated bicycle or pedestrian transportation network or providing a safe bicycle or pedestrian route

**RESPONSE: As a part of the pedestrian circulation study public meetings which lead to the development of the bridge concept, many residents of the Cornelia neighborhood west of France Avenue have expressed a strong desire to be able to access the wide variety of shops,**

businesses and recreational amenities east of France Avenue without having to drive to them. The neighborhood proximity to the Centennial Lakes area is within walking distance, however residents are discouraged from walking due to the France Avenue barrier to pedestrians and cyclists. Letters from residents are included in the appendix.

2. **Impact (250 points).** Discuss how the project addresses each element below (respond as appropriate to A. or B., not both):

**A. Bike/Ped Infrastructure (QA #1, and QA #8):**

- Fills gaps, overcomes barriers, and/or connects system segments in pedestrian/bicycle network. **The applicant should provide a map showing the location of the project within the context of an existing and planned bicycle or pedestrian network.** If the project is removing a barrier, the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across that barrier.

**RESPONSE:** The proposed project is intended to overcome a significant barrier between residential neighborhoods west of France Avenue and the commercial and recreational amenities east of France Avenue. France Avenue currently carries 28,700 vehicles per day and is generally 8-10 lanes wide at intersections making crossing very intimidating for most people. The east side of France Avenue does not have adequate provisions for pedestrian and bicycle traffic also limiting the attractiveness of crossing the street. Conversely, the Centennial Lakes area and proposed Promenade located approximately 500 feet east of and parallel to France Avenue provide a high quality pedestrian environment that connects commercial businesses, retail, recreation, and civic amenities situated among the landscaped gardens, ponds and open spaces. The 72<sup>nd</sup> Street Pedestrian Bridge will span France Avenue thus allowing residents to easily move between their neighborhood to the vibrant Centennial Lakes area without the need to get in cars.

- Project provides a high-demand facility or program. Relative levels of demand will be determined using population density and connections to significant travel attractors. Metropolitan Council staff will determine population density using 2000 residential population within one mile of the project. The applicant should also list below significant destinations that are near the facility or that the facility provides close connections to. Destinations can be recreation areas such as parks, beaches, rivers, lakes, etc; or commercial or mixed-use districts, major employment areas or other major cultural destinations.

**RESPONSE:** The number and variety of destinations for pedestrians and cyclists using the 72<sup>nd</sup> Street Pedestrian Bridge is expansive. The 72<sup>nd</sup> Street Bridge and trail will connect to the proposed Edina Promenade and Centennial Lakes trail networks which provide pedestrian access to virtually a small city within Edina. We have annotated many of these places on exhibits in the appendix. The following is a sampling of some of these destinations:

- Centennial Lakes Park
- Edinborough Indoor Park
- Southdale YMCA
- Hennepin County Library
- Hundreds of retail shops between 66<sup>th</sup> and I-494 including Southdale Shopping Center, Galleria Shopping Center, Yorktown Mall, Target
- Fairview Southdale Medical Center

- Medical and other offices in throughout Centennial Lakes business park
  - Movie theaters
  - Restaurants ranging from fast food to white table cloth
  - Skateboard Park
- Addresses safety concerns. The applicant should describe how the project addresses an identified safety problem.

RESPONSE:

**Existing pedestrian and bicycle access across France Avenue is provided at signalized intersections between I-494 and 66<sup>th</sup> Street. Although these intersections provide pedestrian indications, the sheer width of the roadway and volume of traffic create an imposing barrier for pedestrians, especially elderly, handicapped, and children. The 72<sup>nd</sup> Street Pedestrian Bridge would provide a safe efficient and comfortable alternative for residents west of France to cross the roadway and connect with the beautiful pedestrian environments created with Centennial Lakes and the Promenade.**

- Provides more than a local benefit. An example of such a project is a bicycle trail that is part of a county, regional or state trail system, or one that links different trail systems together.

**RESPONSE: The 72<sup>nd</sup> Street Pedestrian bridge is part of a larger trail network which runs generally east – west across Edina connecting with many activity centers and north south trails along the way. This network extends east into Richfield and is planned to extend west through the City of Edina.**

- For Applications for Qualifying Activity #8 only: Who owns the railway corridor property and will there be an agreement to ensure the preservation and protection of the corridor?

RESPONSE: Not Applicable

**B. Bike/Ped Programs (QA #2): - Not Applicable**

**3. Relationship between Categories (100 points).** Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Enhancements program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two categories:

- What is the relationship to the Scenic and Environmental group? For example, how does the bike/ped project provide a natural resource enhancement?

**RESPONSE: The 72<sup>nd</sup> Street Pedestrian Bridge will connect people with the Centennial Lakes trail network and Promenade trails. Both of these trail corridors provide users the ability to interact with the natural environments including a variety gardens and manicured landscapes, open spaces, water features as well as attractive design elements within the public realm and adjacent private properties. Centennial Lakes and The Promenade both display very high design aesthetic which gives pedestrians and cyclists a pleasurable experience as they travel through. The design aesthetic of the 72<sup>nd</sup> Street Bridge will be developed in conjunction with public involvement and will likely result in an attractive structure which will enhance civic pride.**

- What is the relationship to the Historic and Archaeological group? For example, how does the bike/ped project take advantage of or enhance historic and cultural resources or provide orientation/interpretation to users?

**RESPONSE: The 72<sup>nd</sup> Avenue Pedestrian Bridge will connect residents with current cultural activities which occur on regular basis at Centennial Lakes Park, Edinborough Park and Southdale as well as civic amenities such as libraries.**

4. **Relationship to Intermodal/Multimodal Transportation System (100 points).** Discuss how the project will function as a component and/or enhancement of the transportation system:
- How will the bicycle or pedestrian facility benefit the experience of users of the transportation system?

**RESPONSE: The bridge will allow residents west of France Avenue to make many short trips to the Centennial Lakes/Southdale area by walking or biking in lieu of using automobiles. Providing convenient and efficient alternative to driving will encourage more people to walk or bike and result in healthier people and more interesting travel experiences.**

- How will the project benefit multiple modes of transportation? An example of a project that would do this would be a bicycle facility that connects to a transit center or a mixed-use pedestrian-oriented district, or a pedestrian project that is a component of a transit-oriented development.

**RESPONSE: The Promenade and Centennial Lakes trail corridors are anchored at the north (Southdale Shopping Center) and south (Edinborough) ends by Transit Centers offering connections to Metro Transit buses and local circulators. Residents living west of France Avenue will have a convenient and attractive trail to connect them with regional transit options without using automobiles. The Promenade and Centennial Lakes corridors are located in one of the best regional examples of a vibrant pedestrian district. Providing convenient access to this district and the transit hubs by means of the new bridge at 72<sup>nd</sup> Street will entice residents to access these amenities without getting into automobiles.**

- How does the facility serve trips that could otherwise be made by motor vehicles?

**RESPONSE: The Promenade and Centennial Lakes corridors are located in one of the best regional examples of a vibrant pedestrian district. Providing convenient access to this district and the transit hubs by means of the new bridge at 72<sup>nd</sup> Street will entice residents to access these amenities without getting into automobiles.**

### **General/Integrative Criteria (300 points)**

The criteria in this section apply to all projects submitted under the TE program, regardless of the category submitted under or the TE-eligible activities included in the project. The federal TE guidance requires a demonstrated relationship to surface transportation, and the questions asked in the first criterion below come directly from the federal TE guidance. The second criterion will help determine how important the project or program will be to the region's residents, giving priority to those projects that benefit more than just local residents. The remaining criteria integrate the regional solicitation's criteria pertaining to all funding categories for supporting the integration of land use and transportation and maturity of project concept.

1. Development Framework Implementation 150 points

Transportation Enhancements - Prioritizing Criteria

project no.	type	applicant	project name	federal \$	match \$	prioritizing criteria							Adjusted Points
						Cat 1	Cat 2	Cat 3	Cat 4	Gen 1	Gen 2	Total	
						0-250	0-250	0-100	0-100	0-150	0-150	Points	
TE-07-27	Historic	City of St. Paul	Como Park Streetcar	\$642,400	\$441,600	228	213	82	90	125	143	880.5	881
TE-07-57	Bike/Ped	Carver County Public Work	Dakota Rail Line Ext	\$1,000,000	\$320,000	208	208	85	80	150	113	843.833	844
TE-07-01	Bike/Ped	Ramsey County Parks	Lower Afton Trail Exten	\$720,000	\$180,000	198	210	85	80	130	128	830.5	831
TE-07-21	Bike/Ped	City of St. Paul	Sam H Morgan Trail Improv	\$762,080	\$526,170	183	217	80	83	140	120	822.167	822
TE-07-16	Historic	MnDOT	Historic Bridge 4175	\$1,000,000	\$451,801	218	182	80	85	105	143	812.833	813
TE-07-56	Bike/Ped	Carver County Public Work	Lake Minnewashta Trail	\$1,000,000	\$250,000	220	197	85	90	140	68	799.667	800
TE-07-12	Bike/Ped	Dakota County Planning	North Urban Trail	\$709,000	\$177,250	195	193	60	90	140	120	798.333	798
TE-07-18	Bike/Ped	City of Minneapolis	13th St Ped Gateway	\$714,400	\$178,600	210	202	33	65	150	120	780	780
<b>TE-07-49</b>	<b>Bike/Ped</b>	<b>City of Edina</b>	<b>72nd Street Ped Bridge</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>205</b>	<b>207</b>	<b>35</b>	<b>83</b>	<b>125</b>	<b>83</b>	<b>737.667</b>	<b>738</b>
TE-07-13	Bike/Ped	Dakota County Planning	Mississippi Trail - East	\$921,600	\$230,400	200	169	52	45	150	120	735.667	736
TE-07-14	Bike/Ped	Dakota County Planning	Mississippi Trail - 117th	\$1,000,000	\$461,250	198	150	52	75	130	120	724.167	724
TE-07-46	Bike/Ped	Washington County Works	Hardwood Creek Trl Bridge	\$680,000	\$170,000	233	185	52	90	75	90	724.167	724
TE-07-06	Bike/Ped	City of Centerville	Centerville Bicycle Trail	\$706,500	\$235,500	218	139	0	75	140	150	721.833	722
TE-07-03	Bike/Ped	City of St. Paul	Raymond Improve Phase I	\$960,000	\$240,000	133	173	38	90	150	128	712.167	712
TE-07-53	Scenic/Env	Ramsey-Washington Water	Keller Lake Water-Quality	\$227,760	\$56,940	175	175	58	50	130	120	708.333	708
TE-07-25	Bike/Ped	City of St. Paul	Cherokee Regional Trail	\$1,000,000	\$725,000	173	165	53	80	110	120	700.833	701
TE-07-05	Bike/Ped	City of Burnsville	Ped Bridge over TH 13	\$1,000,000	\$200,000	168	198	33	75	120	105	698.833	699
TE-07-20	Historic	City of Minneapolis	Midtown Corridor Bridge	\$1,000,000	\$250,000	145	173	53	65	140	120	696.667	697
TE-07-04	Bike/Ped	City of St. Paul	Raymond Improve Phase II	\$880,000	\$220,000	113	173	38	90	150	128	692.167	692
TE-07-48	Bike/Ped	Washington County Parks	Central Corridor Trail	\$640,000	\$160,000	175	173	30	73	120	113	684.333	684
TE-07-23	Bike/Ped	City of St. Paul	Trout Brook Trl Expansion	\$880,000	\$605,000	150	190	55	35	95	150	675	675
TE-07-26	Bike/Ped	City of St. Paul	MS River Gorge Trl Renov	\$1,000,000	\$250,000	150	162	72	90	95	105	673.333	673
TE-07-50	Bike/Ped	City of Shakopee	TH169/Co Rd 77 Bridge	\$684,000	\$171,000	193	167	37	75	65	113	648.833	649
TE-07-24	Bike/Ped	City of St. Paul	Lilydale Trail Extension	\$1,000,000	\$726,000	178	180	53	90	85	60	645.833	646
TE-07-10	Bike/Ped	City of Burnsville	Ped Bridge CSAH 11	\$1,000,000	\$200,000	170	161	28	90	75	120	644.667	645
TE-07-41	Bike/Ped	Three Rivers Park	TH 62 - Nine Mile Trail	\$1,000,000	\$250,000	150	175	18	80	115	105	643.333	643
TE-07-22	Bike/Ped	City of St. Paul	Trout Brook Trailhead	\$1,000,000	\$726,000	160	155	47	28	140	113	642.667	643
TE-07-34	Bike/Ped	City of St. Paul	Payne Ave Ped Improvement	\$1,000,000	\$240,000	168	108	35	80	130	120	640.833	641
TE-07-36	Historic	City of St. Paul	Hamm Brewery Rest Area	\$181,600	\$45,400	183	147	0	40	140	128	637.833	638



