



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02288 - France Avenue Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 11/25/2014 3:58 PM

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## Primary Contact

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Salutation First Name Middle Name Last Name

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**Department:** PW - Engineering

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**\*** Bloomington Minnesota 55431  
City State/Province Postal Code/Zip

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Phone Ext.

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**What Grant Programs are you most interested in?** Regional Solicitation - Bicycle and Pedestrian Facilities

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## Organization Information

**Name:** BLOOMINGTON,CITY OF

**Jurisdictional Agency (if different):**

Organization Type:

City

Organization Website:

Address:

1700 W 98TH STREET

\*

BLOOMINGTON

Minnesota

55431

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:\*

952-563-8700

Ext.

Fax:

PeopleSoft Vendor Number

0000026809A5

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## Project Information

Project Name

France Avenue Trail

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

The France Avenue project in Bloomington will reconstruct existing trails that are beyond their useful life and construct new trails to fill in the physical gaps in the network and widen trails are substandard. The result will be a new multiuse trail with improved crossings parallel to France on the west side of the roadway, and a bridge or boardwalk to cross Nine Mile Creek. As a Tier I Priority RBTN corridor and critical north-south link, it will catalyze bicycle travel throughout the city. The 3.2-mile project corridor extends from American Boulevard to Old Shakopee Road. It traverses areas of distinct character, including an employment hub along the I-494 corridor, a regional educational destination at Normandale College, and Valley West Shopping Center at Old Shakopee Road. While this makes France an excellent multimodal thoroughfare, the existing corridor is burdened with issues related to the condition, safety, and design of bicycle and pedestrian facilities.

**Brief Project Description (Limit 2,800 characters; approximately 400 words)**

The bicycle and pedestrian facilities on the west side of France are a patchwork of sidewalks, narrow trails, and paved shoulders. The varied conditions require weaving, have inconsistent protection, and have little space between bicyclists and pedestrians. The project will establish a consistent width of 10 feet throughout the corridor, and separation between the trail and roadway enhancing safety. Reconstruction will improve the pavement condition of the existing trail which is cracked, overgrown with plants, and beyond its useful life. The project will also connect to a future trail in a railroad corridor parallel to Old Shakopee Road, and enhanced pedestrian facilities along American Boulevard. Bicycle lanes on 90th Street also provide an east-west connection. The trail improvement will promote active living in Bloomington in a variety of ways. France Avenue travels in close proximity to parks and recreational

facilities. Marsh Lake Park along Nine Mile Creek and Lake Girard Park are local parks on the corridor, and there are soccer facilities at Marsh Lake Playing Fields located at 94th Street. Additionally, the France trail will efficiently connect people with housing, education, and employment opportunities. Several schools - Jefferson High School, Olson Elementary/Middle School, and Westwood Elementary School and Normandale College will have direct access to the trail, and four other elementary schools are within one mile of the project. The project is also within a one mile bicycle connection of Northwestern Chiropractic College. Old Shakopee Road also has senior housing developments including 77 independent senior living units currently under construction at the southern end of the project. The northern extent of the project serves employment centers on the I-494 corridor.

*Include location, road name/functional class, type of improvement, etc.*

**Project Length (Miles)** 3.2

**Connection to Local Planning:**

*Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.*

**Connection to Local Planning** City of Bloomington Alternative Transportation Plan, 2008, p. 3-20;

**Project Funding**

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

**If yes, please identify the source(s)**

**Federal Amount** \$2,704,614.00

**Match Amount** \$676,154.00

*Minimum of 20% of project total*

**Project Total** \$3,380,768.00

**Match Percentage** 20.0%

*Minimum of 20%*

*Compute the match percentage by dividing the match amount by the project total*

Source of Match Funds City of Bloomington CIP  
Preferred Program Year  
Select one: 2019

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## Project Information

County, City, or Lead Agency City of Bloomington  
Zip Code where Majority of Work is Being Performed 55431  
(Approximate) Begin Construction Date 03/04/2019  
(Approximate) End Construction Date 11/29/2019

### LOCATION

From:  
(Intersection or Address) 8200 France Avenue S (CSAH 17)

*Do not include legal description;  
Include name of roadway if majority of facility  
runs adjacent to a single corridor.*

To:  
(Intersection or Address) 10700 France Avenue S (CSAH 17)

Type of Work Bike Path, Retaining Wall, Boardwalk

*Examples: grading, aggregate base, bituminous base, bituminous surface,  
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,  
Park & Ride, etc.)*

### BRIDGE/CULVERT PROJECTS

(If Applicable)

Old Bridge/Culvert?

New Bridge/Culvert?

Structure is Over/Under  
(Bridge or culvert name):

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## Specific Roadway Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00

Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$2,820,768.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$560,000.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$3,380,768.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

<b>OPERATING COSTS</b>	<b>Cost</b>
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Totals

<b>Total Cost</b>	\$3,380,768.00
<b>Construction Cost Total</b>	\$3,380,768.00
<b>Transit Operating Cost Total</b>	\$0.00

## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

**Check the box to indicate that the project meets this requirement. Yes**

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

**Check the box to indicate that the project meets this requirement. Yes**

3. Applicants must not submit an application for the same project in more than one funding sub-category.

**Check the box to indicate that the project meets this requirement. Yes**

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

**Check the box to indicate that the project meets this requirement. Yes**

5. The project must comply with the Americans with Disabilities Act.

**Check the box to indicate that the project meets this requirement. Yes**

6. The project must be accessible and open to the general public.

**Check the box to indicate that the project meets this requirement. Yes**

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

**Check the box to indicate that the project meets this requirement. Yes**

8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

**Check the box to indicate that the project meets this requirement. Yes**

9. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

**Check the box to indicate that the project meets this requirement. Yes**

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

**Check the box to indicate that the project meets this requirement. Yes**

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## Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

**Check the box to indicate that the project meets this requirement. Yes**

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

**Check the box to indicate that the project meets this requirement. Yes**

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

**Check the box to indicate that the project meets this requirement. Yes**

4. Seventy percent of the project cost must fall under one of the following eligible activities:

**Check the box to indicate that the project meets this requirement. Yes**

### For Safe Routes to School Projects Only

5. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

**Check the box to indicate that the project meets this requirement.**



6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

**Check the box to indicate that the project meets this requirement.**

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

**Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.**

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## Other Attachments

File Name	Description	File Size
compplanmap.pdf	Future land use map from City of Bloomington Comprehensive Plan	1.9 MB
CSAH 17 Trail_RegSolic_SupportLetter_Hennepin Co.pdf	Letter of Support from Hennepin County (jurisdictional partner, CSAH 17)	335 KB
Figure1_FranceAveTrail_ProjectLimits.p df	Project area map.	4.0 MB
Figure2_FranceAveTrail_BloomingtonPa rksTrails.pdf	Existing Bloomington trail network and high crash intersections w/project area	1.0 MB
Resolution 2014-130.pdf	City of Bloomington Resolution in Support of France Avenue Trail project.	105 KB

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## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor  Yes

Tier 2, RBTN Corridor

(Tier 1 or Tier 2)

Direct connection to the RBTN

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county or city plan

Upload Map  France\_Bike Map.pdf

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## Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only)	39251
Existing Employment Within One Mile (Integer Only)	37333
<b>Completed by Metropolitan Council Staff</b>	
Total Project Cost	\$3,380,768.00
Cost Effectiveness for Population	\$86.13
Cost Effectiveness for Employment	\$90.56
Upload Map	France_PopEmp Map.pdf

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.

Response (Limit 1,400 characters; approximately 200 words)

Twenty-seven percent of Bloomington's population is comprised of people of color, and 32 percent of Normandale College's student population is comprised of people of color, compared to a regional average of 24 percent. Reconstruction of the trail facilities that connect to Normandale College will improve access to the institution. The scheduling of suburban local or express transit service may not meet the needs of non-traditional students. An improved bicycle trail can provide last mile transportation for students, and eliminate a barrier to training and employment. The project has direct transit and bikeway connections to major employment centers, and there are over 37,000 jobs within one mile of the project. Providing safe passage between schools, parks, and recreation will benefit children who must travel on a mix of trails, on-street bikeways, and sidewalks. Several schools (see Fig. 1) will have access to the trail. Transitions between facility types are difficult for people who have mobility challenges, and this project presents a benefit to older adults and people with disabilities. Project construction will incorporate proper noise, dust, and traffic mitigation and will not negatively impact the disadvantaged populations present in the project area by maintaining access to businesses and housing, and minimizing construction nuisances.

Upload Map

France\_Equity Map.pdf

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## Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Bloomington	3.2
	<b>3</b>

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## Total Project Length

Total Project Length 3.2

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## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Bloomington	3.2	3.2	79.0	1.0	79.0
		<b>3</b>	<b>79</b>	<b>1</b>	<b>79</b>

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## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	3.2
Total Housing Score	79.0

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## Measure A: Gaps, Barriers and Continuity/Connections

### Check all that apply:

*Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)*

**Closes a Gap** Yes

*Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway*

**Provides a Facility That Crosses or Circumvents a Physical Barrier** Yes

*Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)*

**Improves Continuity and/or Connections Between Jurisdictions** Yes

Response (Limit 1,400 characters; approximately 200 words)

France Avenue in the City of Bloomington is a Tier I Corridor on the RBTN (see attached figure), making it a top priority for regional investment given its ability to attract bicycle riders, connect to growing concentrations of population and employment, and complete gaps in the regional bikeway system.

Gaps: The project will close a gap in the RBTN by adding an off-road trail where there is currently only an on-street facility. The off-road trail is interrupted by the bridge that crosses Nine Mile Creek and its riparian areas; bicyclists and pedestrians are forced to travel on a narrow paved shoulder at this location. At the southern portion of the project area approaching Old Shakopee Road, the trail ends at the Cub Foods driveway and merges with the sidewalk. The project would fill in this gap by extending the trail to a new terminal at Old Shakopee Road.

Barriers: The project proposes a new facility parallel to France that would link the trail via a new, protected bridge over the creek (a physical barrier). The nearest parallel route requires an additional 1.2 miles of additional travel and has limited bicycle facilities (pedestrian trail through East Marsh Lake Park via 96th Street).

Connections: The France corridor also makes connections between jurisdictions. It links to bikeways on 90th street that directly connect to trails and bicycle lanes that serve Eden Prairie.

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## Measure B: Project Improvements

Response (Limit 1,400 characters; approximately 200 words)

The current trail facilities parallel to France Avenue are beyond their useful life. They have deteriorated pavement condition, numerous gaps, and areas that vary between off-road trail and narrow paved shoulder. The project will reduce the crash potential and provide existing trail users with a much safer environment attractive to new users. Connections between employment, bus routes, educational centers, retail areas, and senior housing will be made safer through reconstruction. Studies and accepted practice state that dedicated bicycle facilities reduce crashes and injuries among cyclists. The new bridge replacing the shoulder for cyclists crossing Nine Mile Creek, and near Old Shakopee Road where bicycles travel in mixed traffic will benefit most from new facilities, offering protection from vehicles at posted speed limits of 45 mph, and AADT of 20,700. The Bloomington Alternative Transportation Plan identifies the intersections with the highest rate of pedestrian or bicycle related crashes over the past ten years. Six intersections on France Avenue are high crash intersections: American, 84th, 90th, 98th, 102nd, and Old Shakopee Road. The project will address safety issues at each intersection. Improving the condition of the pavement will ease the mobility of people with disabilities and older adults for whom deteriorating pavement poses a disproportionate challenge.

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## Measure A: Transit Connections

Existing Routes Directly Connected to the Project	535, 537, 539, 542, 597, 694
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	American Boulevard Arterial BRT
Existing Routes Indirectly Connected Within One Mile of the Project	6, 535, 537, 538, 539, 540, 542, 565, 578, 588, 589, 597, 694
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	American Boulevard Arterial BRT
Upload Map	France_Transit Map.pdf

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## Response

*Met Council Staff Data Entry Only*

Route Ridership Directly Connected	945631.0
Transitway Ridership Directly Connected	1324800.0
Route Ridership Indirectly Connected	3361900.0
Transitway Ridership Indirectly Connected	0

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## Measure B: Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)

Existing Facilities: The City of Bloomington Alternative Transportation Plan identifies several existing and future pedestrian connections that will link to the proposed project. The Mid-City Trail intersects France Avenue near the Marsh Lake Playing Fields. American Boulevard is a major pedestrian corridor that has benefitted from investments such as wider sidewalks, plantings, and bus shelters. Similar treatments are also present near the retail node at Old Shakopee Road.

Connections to Pedestrian Areas: The project travels through three areas of high pedestrian activity described in the Bloomington Comprehensive Plan. The north end of the project area is characterized by office space (Northland Plaza, TRIA) and parcels planned for high intensity mixed-use development, which connect to the American Boulevard sidewalks and transit service. Several locations on the corridor have existing and planned high-density housing (>10 dwelling units/acre) (see attached). Normandale College also has pedestrian facilities and relies on connectivity to transit. At Old Shakopee the project connects to retail activity surrounded by medium density housing, commercial space, and senior housing.

Future Connections: American Boulevard is the location of a future ABRT station area, and bicycle facilities are planned for the Old Shakopee Road corridor, both on-road and along a railroad corridor.

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## Measure C: Multimodal Facilities



Response (Limit 1,400 characters; approximately 200 words)

The objective of the France Avenue trail project is to safely integrate multiple modes of transportation into a corridor that serves important purposes across these modes. There is a wide variation in terms of the safety, security, and quality of the pedestrian facilities on the corridor. The project will enable pedestrians to use a protected trail facility instead of a paved shoulder. This shoulder area is also an active transit route served by Routes 537 and 539, and the trail will reduce the risks and conflicts between pedestrians and buses. The project will also ease connections to future transitway service on American Boulevard. The trail facilities are also a substandard width for shared use, and this will be addressed in the reconstruction. France Avenue is served by numerous express and local bus routes that link Bloomington residents and businesses to educational facilities, the regional workforce, health care providers, and recreation. Transit connectivity provides a mutual benefit to the project and supports its purpose as a commuter corridor. Also, in areas where sidewalks are limited, adding pedestrian facilities makes transit safer and supports multimodal transportation for members of the community.

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## Transit Projects Not Requiring Construction

*If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

**Check Here if Your Transit Project Does Not Require Construction**

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## Measure A: Risk Assessment

### 1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

Yes

40%

**Stakeholders have not been identified or contacted**

0%

**2)Layout or Preliminary Plan (5 Percent of Points)**

**Layout or Preliminary Plan completed**

100%

**Layout or Preliminary Plan started** Yes

50%

**Layout or Preliminary Plan has not been started**

0%

**Anticipated date or date of completion** 12/31/2017

**3)Environmental Documentation (10 Percent of Points)**

**EIS**

**EA**

**PM** Yes

**Document Status:**

**Document approved (include copy of signed cover sheet)** 100%

**Document submitted to State Aid for review** 75%

**Document in progress; environmental impacts identified**

50%

**Document not started** Yes

0%

**Anticipated date or date of completion/approval** 05/01/2018

**4)Review of Section 106 Historic Resources (15 Percent of Points)**

**No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge**

100%

**Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated**

80%

**Historic/archaeological review under way; determination of adverse effect anticipated**

40%

**Unknown impacts to historic/archaeological resources** Yes

0%

Anticipated date or date of completion of historic/archeological review: 05/01/2018

Project is located on an identified historic bridge

**5)Review of Section 4f/6f Resources (15 Percent of Points)**

*(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)*

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects Yes

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

**6)Right-of-Way (15 Percent of Points)**

Right-of-way or easements not required

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified Yes

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition 12/31/2018

**7)Railroad Involvement (25 Percent of Points)**

No railroad involvement on project Yes

100%

**Railroad Right-of-Way Agreement is executed (include signature page)** 100%

**Railroad Right-of-Way Agreement required; Agreement has been initiated**

60%

**Railroad Right-of-Way Agreement required; negotiations have begun**

40%

**Railroad Right-of-Way Agreement required; negotiations not begun**

0%

**Anticipated date or date of executed Agreement**

**8)Construction Documents/Plan (10 Percent of Points)**

**Construction plans completed/approved (include signed title sheet)**

100%

**Construction plans submitted to State Aid for review**

75%

**Construction plans in progress; at least 30% completion**

50%

**Construction plans have not been started** Yes

0%

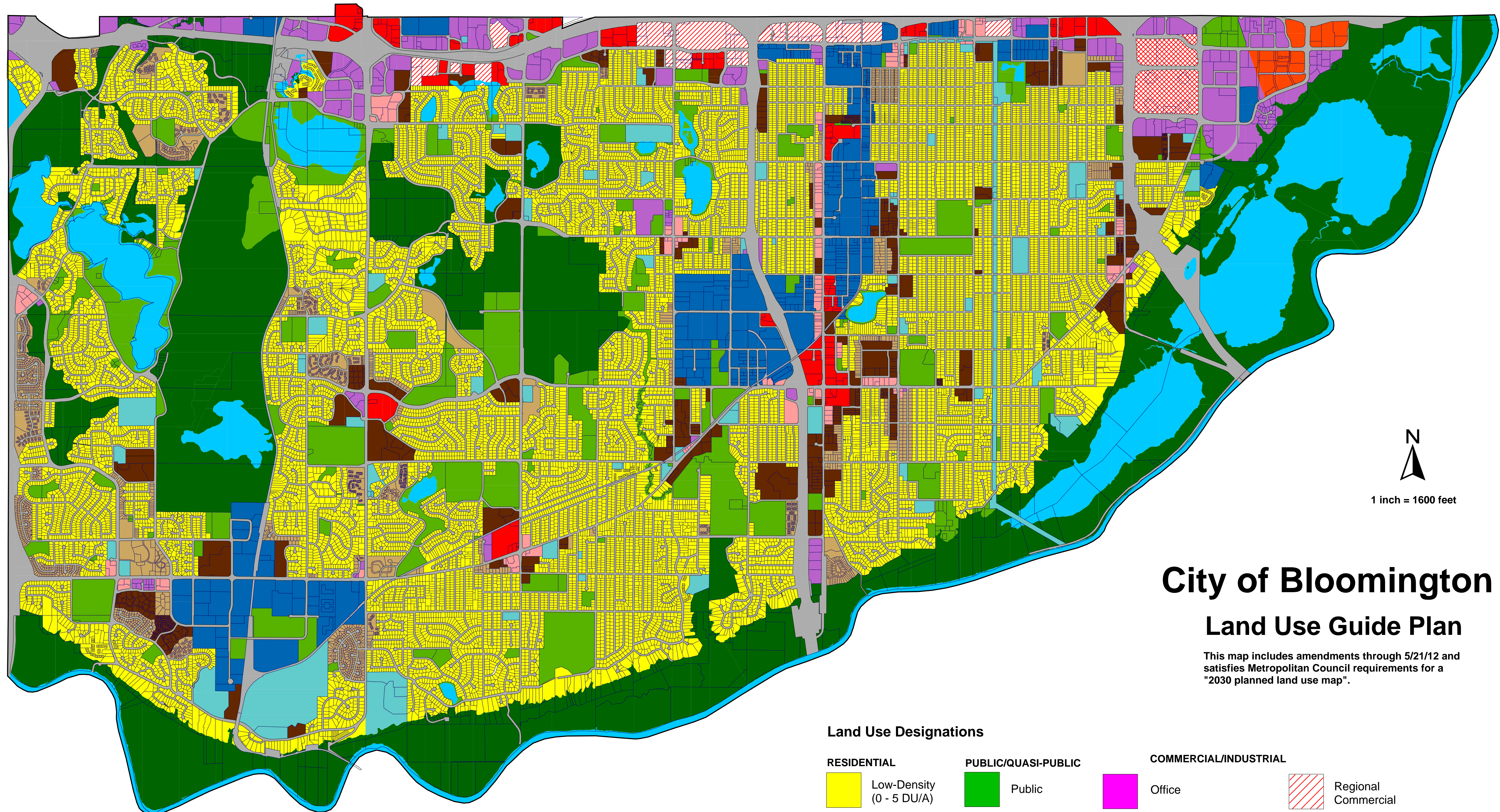
**Anticipated date or date of completion** 12/31/2018

**9)Letting**

**Anticipated Letting Date** 01/10/2019

TOWN LINE AVE 8700W  
 ENSIGN AVE 8600W  
 DECATUR AVE 8500W  
 CAVELL AVE 8400W  
 BOONE AVE 8300W  
 AQUILA AVE 8200W  
 ZIMMERMAN AVE 8100W  
 YUKON AVE 8000W  
 XYLON AVE 7900W  
 WYOMING AVE 7800W  
 VIRGINIA AVE 7700W  
 UTAH AVE 7600W  
 TEXAS AVE 7500W  
 SUMMIT AVE 7400W  
 RHODE ISLAND AVE 7300W  
 QUEBEC AVE 7200W  
 PENNSYLVANIA AVE 7100W  
 NEVADA AVE 7000W  
 MARYLAND AVE 6900W  
 LOUISIANA AVE 6800W  
 KENTUCKY AVE 6700W  
 ARIZONA AVE 6600W  
 HAMPSHIRE AVE 6500W  
 GEORGIA AVE 6400W  
 FLORIDA AVE 6300W  
 EDGEWOOD AVE 6200W  
 DAKOTA AVE 6100W  
 COLORADO AVE 6000W  
 BRUNSWICK AVE 5900W  
 ALABAMA AVE 5800W  
 ALBERTA AVE 5700W  
 ZION AVE 5600W  
 YOSEMITE AVE 5500W  
 WAVER AVE 5400W  
 VALENTINE AVE 5300W  
 VESSEY AVE 5200W  
 NORWANDA BLVD 5100W  
 UTAH AVE 5000W  
 TOLEDO AVE 5230W  
 STANLEY AVE 5200W  
 RICH AVE 5100W  
 QUINN AVE 5000W  
 PAUKER AVE 4900W  
 OBERBROUGH AVE 4800W  
 MORD AVE 4700W  
 MORRIS AVE 4600W  
 LITTLE AVE 4500W  
 KELLANE AVE 4400W  
 JOHNSON AVE 4300W  
 IRWIN AVE 4200W  
 HARRISON AVE 4100W  
 GOODRICH AVE 4000W  
 FRANCE AVE 3900W  
 EWING AVE 3800W  
 DREW AVE 3700W  
 CHOWEN AVE 3600W  
 BEARD AVE 3500W  
 ABBOTT AVE 3400W  
 ZEMPH AVE 3300W  
 XERES AVE 3200W  
 WASHINGTON AVE 3100W  
 WASHINGTON AVE 3000W  
 VINCENT AVE 2900W  
 UPTON AVE 2800W  
 THOMAS AVE 2700W  
 SHERIDAN AVE 2600W  
 RUSSELL AVE 2500W  
 GREEN AVE 2400W  
 PENN AVE 2300W  
 OLIVER AVE 2200W  
 NEWTON AVE 2100W  
 MORGAN AVE 2000W  
 LOGAN AVE 1900W  
 KNOX AVE 1800W  
 JAMES AVE 1700W  
 IRVING AVE 1600W  
 HUMBOLDT AVE 1500W  
 GARROD AVE 1400W  
 FREUND AVE 1300W  
 WASHINGTON AVE 1200W  
 DUPONT AVE 1100W  
 COLFAX AVE 1000W  
 BRYANT AVE 900W  
 ADRIAN AVE 800W  
 LINDALE AVE 700W  
 GARFIELD AVE 600W  
 HARBET AVE 500W  
 GRAND AVE 400W  
 PLEASANT AVE 300W  
 PULSLEY AVE 200W  
 WESTWORTH AVE 150W  
 BLASSELL AVE 100W  
 NICOLET AVE 0  
 1ST AVE 10E  
 1ST AVE 10E  
 STEVENS AVE 150E  
 2ND AVE 20E  
 3RD AVE 30E  
 CLINTON AVE 35E  
 4TH AVE 40E  
 5TH AVE 50E  
 PORTLAND AVE 60E  
 OAKLAND AVE 65E  
 PARK AVE 70E  
 COLUMBUS AVE 75E  
 CHICAGO AVE 80E  
 ELLIOT AVE 90E  
 10TH AVE 100E  
 11TH AVE 110E  
 12TH AVE 120E  
 13TH AVE 130E  
 14TH AVE 140E  
 15TH AVE 150E  
 BLOOMINGTON AVE 155E  
 16TH AVE 160E  
 17TH AVE 170E  
 18TH AVE 180E  
 CEDAR AVE 185E  
 LONGFELLOW AVE 186E  
 19TH AVE 190E  
 20TH AVE 200E  
 21ST AVE 210E  
 22ND AVE 220E  
 STANDISH AVE 225E  
 23RD AVE 230E  
 24TH AVE 240E  
 25TH AVE 250E  
 26TH AVE 260E  
 27TH AVE 270E  
 28TH AVE 280E  
 29TH AVE 290E  
 30TH AVE 300E  
 WICKONS AVE 305E  
 31ST AVE 310E  
 32ND AVE 320E  
 33RD AVE 330E  
 34TH AVE 340E  
 35TH AVE 350E  
 36TH AVE 360E  
 37TH AVE 370E  
 38TH AVE 380E  
 39TH AVE 390E  
 40TH AVE 400E  
 41ST AVE 410E  
 42ND AVE 420E  
 43RD AVE 430E  
 44TH AVE 440E  
 45TH AVE 450E  
 46TH AVE 460E  
 47TH AVE 470E  
 48TH AVE 480E  
 49TH AVE 490E  
 50TH AVE 500E  
 51ST AVE 510E  
 52ND AVE 520E

80TH ST  
 82ND ST  
 84TH ST  
 86TH ST  
 88TH ST  
 90TH ST  
 92ND ST  
 94TH ST  
 96TH ST  
 98TH ST  
 100TH ST  
 102ND ST  
 104TH ST  
 106TH ST  
 108TH ST  
 110TH ST  
 112TH ST  
 114TH ST



1 inch = 1600 feet

# City of Bloomington

## Land Use Guide Plan

This map includes amendments through 5/21/12 and satisfies Metropolitan Council requirements for a "2030 planned land use map".

### Land Use Designations

<b>RESIDENTIAL</b>	<b>PUBLIC/QUASI-PUBLIC</b>	<b>COMMERCIAL/INDUSTRIAL</b>
Low-Density (0 - 5 DU/A)	Public	Office
Medium-Density (5 - 10 DU/A)	Quasi-Public	General Business
High-Density (10+ DU/A)	Conservation	Community Commercial
	Water	Right of Way
		Regional Commercial
		High Intensity Mixed Use
		Airport South Mixed Use
		Industrial

Map maintained by Bloomington Planning Division. While the creators of this map strived for accuracy, the City cannot guarantee the accuracy of this map.



## Hennepin County

Public Works

### Transportation Department

James N. Grube P.E., Director  
1600 Prairie Drive  
Medina, Minnesota 55340

612-596-0300, Phone

612-321-3410, Fax

[www.hennepin.us/transportation](http://www.hennepin.us/transportation)

November 21, 2014

Elaine Koutsoukos, TAB Coordinator  
Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

Re: CSAH 17 (France Avenue) Multiuse Trail Project  
Regional Solicitation Funding Submittal

Dear Ms. Koutsoukos:

Hennepin County has been notified that the City of Bloomington is submitting an application for regional solicitation funding for a multiuse trail project on CSAH 17 (France Avenue) from CSAH 1 (West Old Shakopee Road) to West American Boulevard. The project will reconstruct the existing trail along France Avenue to improve pedestrian and bicycle safety, provide a new pavement surface, and correct existing alignment issues.

France Avenue serves as an important north/south corridor throughout the City of Bloomington due to its proximity to commercial areas along West American Boulevard and housing developments on either side of France Avenue. The project will promote active living within the community with an improved multiuse trail that will provide local connections to existing facilities. Olson Elementary/Middle School, Thomas Jefferson High School, and Normandale College are all located within the limits of the proposed project; thus increasing the importance of providing a safe and accessible facility for pedestrians and bicyclists.

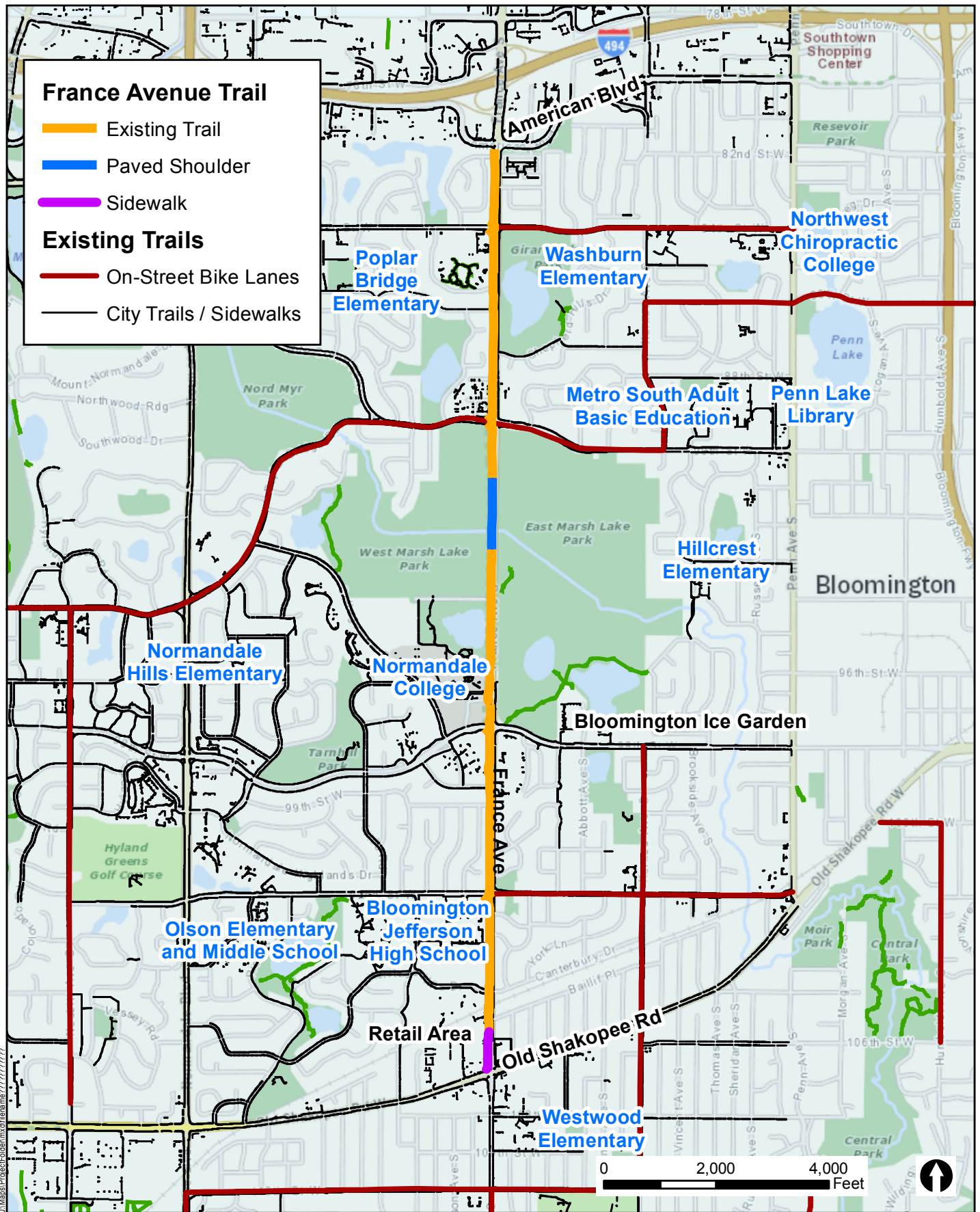
Hennepin County looks forward to working with the City of Bloomington on this project, if the city is successful in securing regional solicitation funding.

Sincerely,

A handwritten signature in blue ink that reads 'James N. Grube'.

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

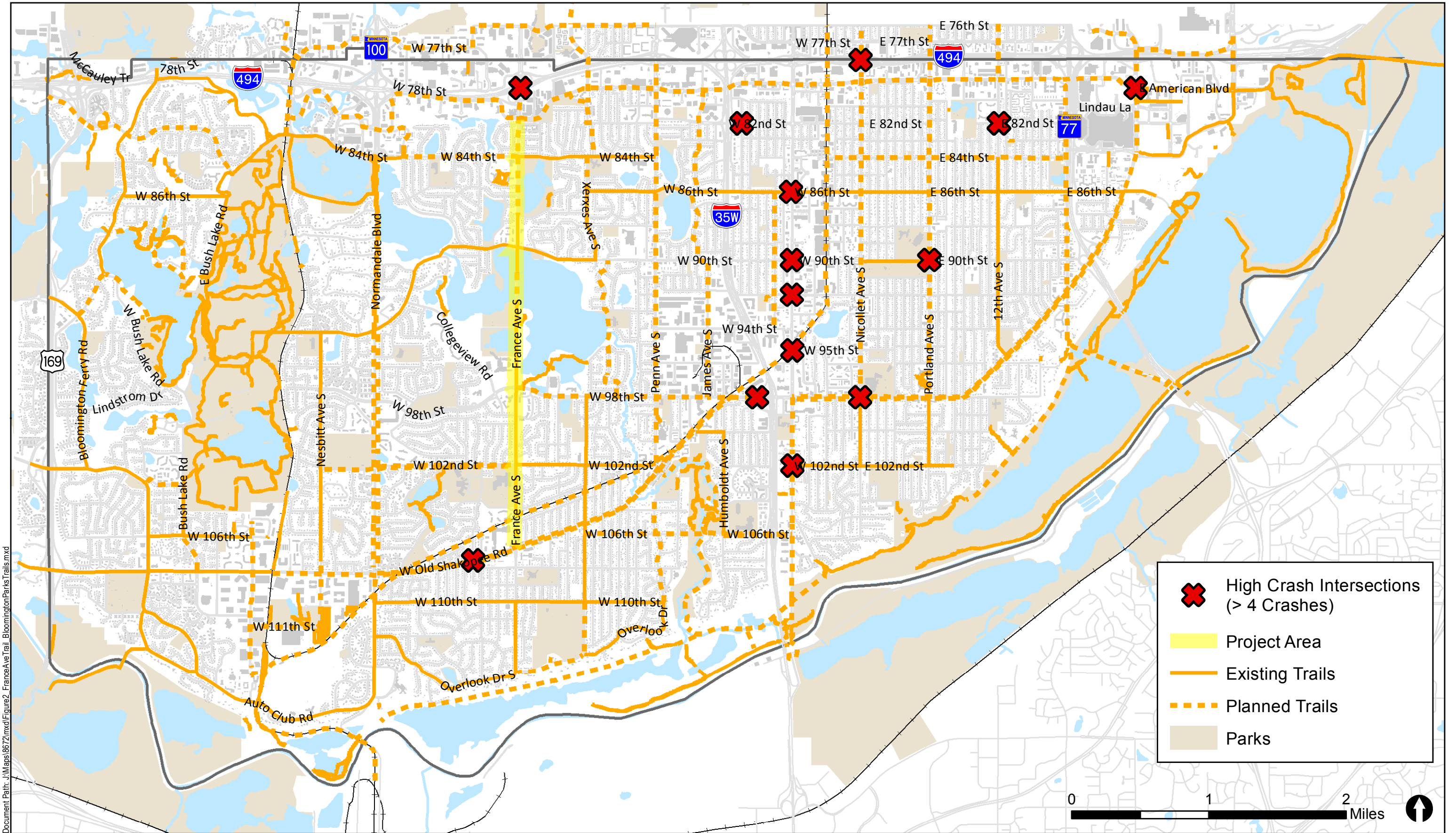
JNG/JRP



**Project Limits**

France Avenue Trail Reconstruction Regional Solicitation  
 City of Bloomington, MN

**Figure 1**



**Bloomington Parks and Trails**  
 France Avenue Trail Reconstruction Regional Solicitation  
 City of Bloomington, MN

**Figure 2**



RESOLUTION NO. 2014- 130

RESOLUTION OF SUPPORT OF PROJECT NO. 2019-1, A BICYCLE FACILITY PROJECT,  
FRANCE AVENUE MULTI-MODAL TRAIL  
BETWEEN OLD SHAKOPEE ROAD AND AMERICAN BOULEVARD – WEST SIDE  
BLOOMINGTON, MINNESOTA

WHEREAS, the City Council of the City of Bloomington is the official governing body of the City of Bloomington; and

WHEREAS, the Hennepin County, the local road jurisdiction, has shown support for the proposed multi-use trail project; and

WHEREAS, the City, in conjunction with Hennepin County, document its acceptance of the responsibility for operation and maintenance of the project throughout its useful life; and

WHEREAS, there is a need for safe and convenient multi-modal access along this corridor; and

WHEREAS, the City of Bloomington has identified this corridor as a Planned, Off-Street Trail in its Alternative Transportation Plan; and

WHEREAS, Hennepin County has identified this corridor as an Off-Street Trail in the Hennepin County 2040 Bikeway Transportation Plan; and


WHEREAS, Metropolitan Council has identified this corridor as a Tier I Alignment in the Regional Bicycle Transportation Network Corridors from the 2013-14 Regional Bicycle System Study; and

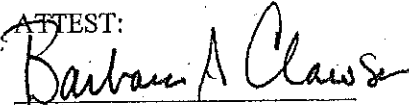
WHEREAS, the City of Bloomington accepts responsibility for an amount equal to or greater than 20% of the eligible project construction costs, including design, administration, rights-of-way, and peripheral project costs, and when the roadway abutting property jurisdictional or ownership responsibility is shared by the Hennepin County and/or others; The City of Bloomington will anticipate sharing of local costs through a subsequent cooperative agreement where applicable.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Bloomington in regular meeting assembled to adopt this Resolution in support of the request for federal funds under the Bicycle Facility category of the federal surface transportation funding act, Moving Ahead for Progress in the 21st Century (MAP-21) extension, for the Bloomington Surface Transportation Project No. 2019-1.

BE IT FURTHER RESOLVED, that a copy of this Resolution be provided to Metropolitan Council Transportation Advisory Board with the Bloomington Project 2019-1 submittal.

Passed and adopted this 17th day of November 2014.

  
\_\_\_\_\_  
Mayor

ATTEST:  
  
\_\_\_\_\_  
Secretary to the Council



**Resolution Number 2014- 130**

The attached resolution was adopted by the City Council of the City of Bloomington on November 17, 2014.

The question was on the adoption of the resolution, and there were 7 YEAS and 0 NAYS as follows:

COUNCILMEMBERS:	YEA	NAY	OTHER
Gene Winstead	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cynthia Bemis Abrams	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jack Baloga	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tim Busse	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Andrew Carlson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dwayne Lowman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jon Oleson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

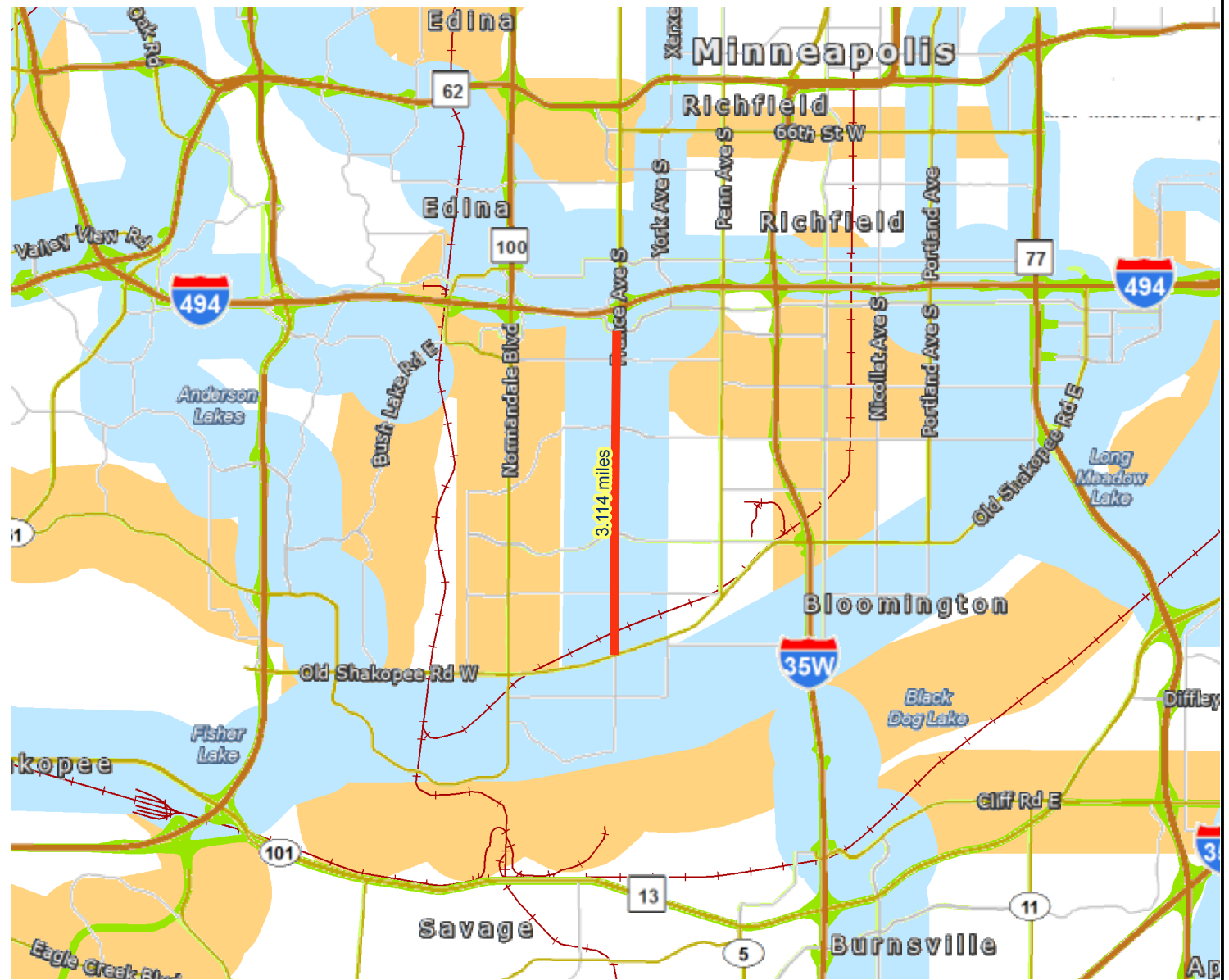
RESOLUTION ADOPTED.

ATTEST:  
Barbara A. Clausen  
Secretary to the Council

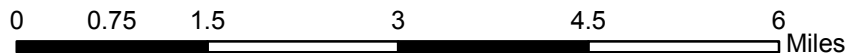
# RBTN Evaluation and Major Barriers

## Results

Project IN TIER 1 Bicycle Transport Corridor.



- Project
- Principal Arterials
- RBTN Tier 1
- Minor Arterials
- RBTN Tier 2
- - - Railroads



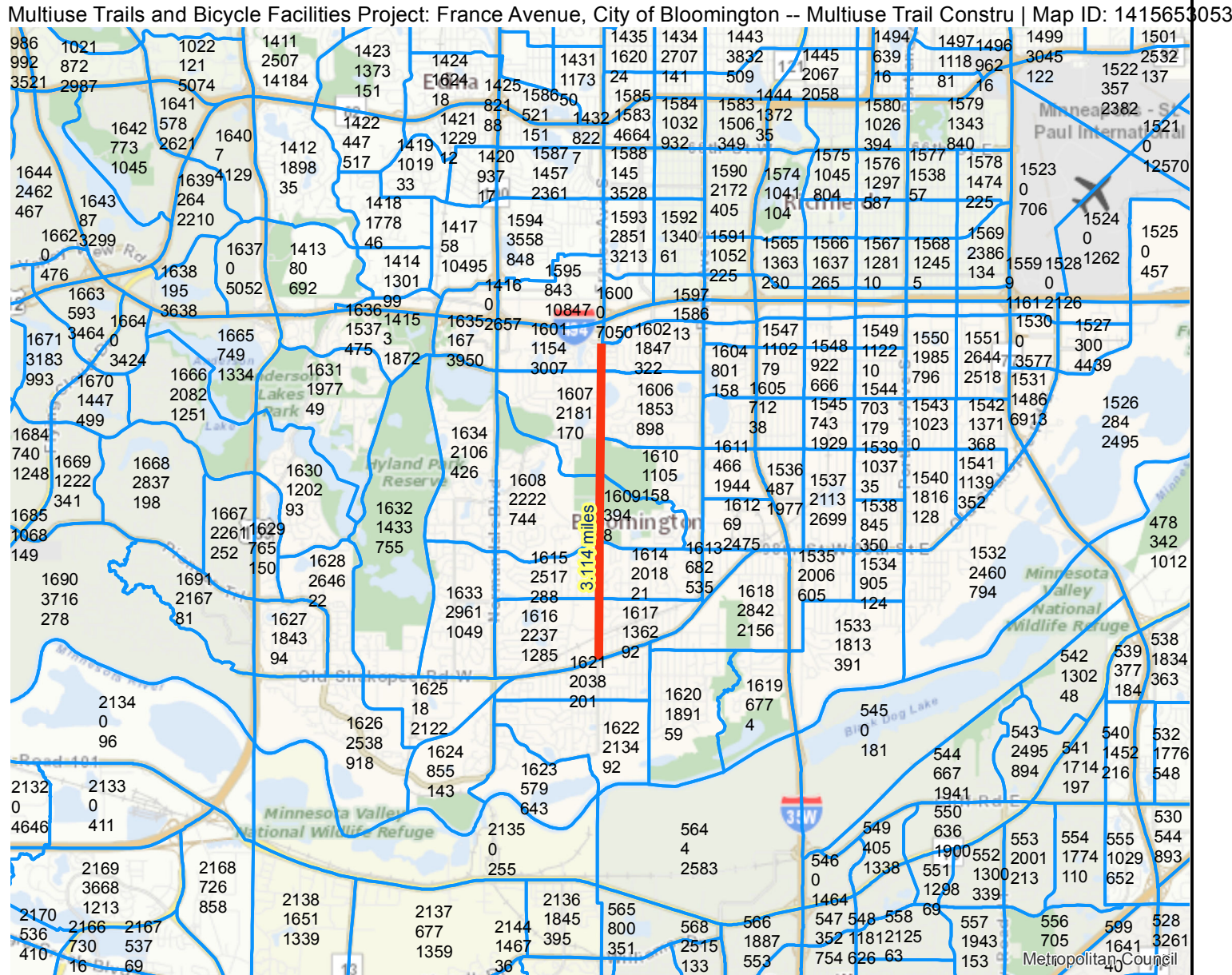
Created: 11/10/2014  
LandscapeRSA1



For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Population Summary



## Results

Within ONE Mile of project:  
 Total Population: 39251  
 Total Employment: 37773

- Project
- 2010 TAZ



Created: 11/10/2014  
 LandscapeRSA4

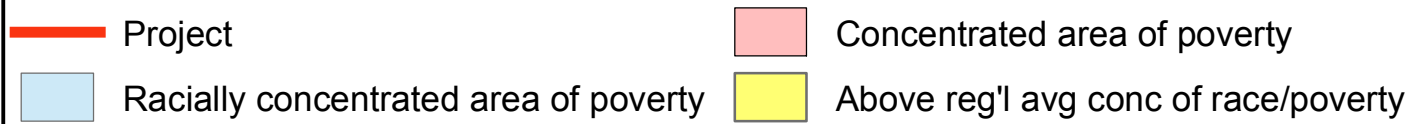
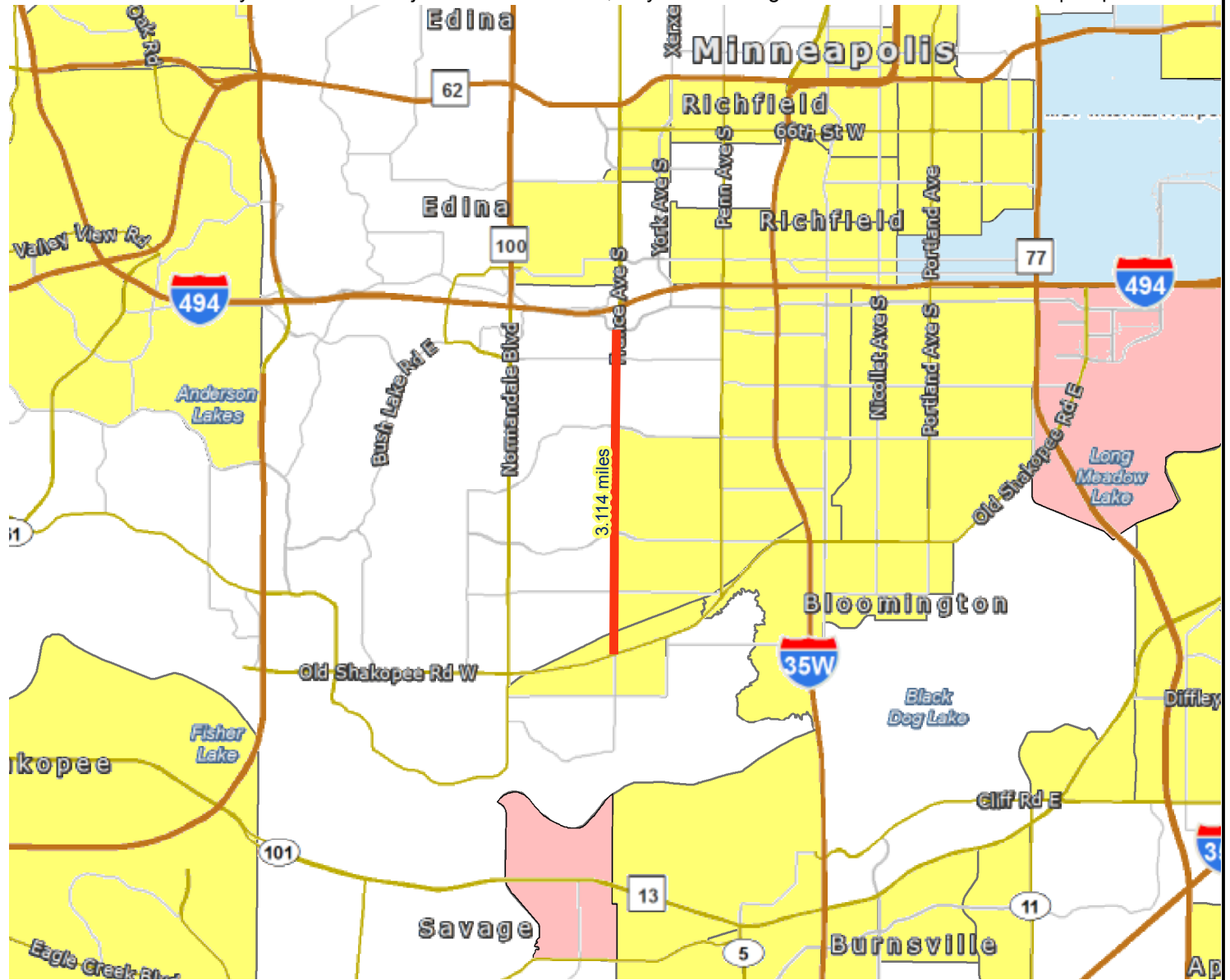


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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Project IN area of above average concentration of race or poverty.



Created: 11/10/2014  
LandscapeRSA2



For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



**Results**

Transit with a Direct Connection to project:  
535 537 539 542 597 694

\*American

Transit within QTR mile of project:  
535 537 539 542 597 694

\*American

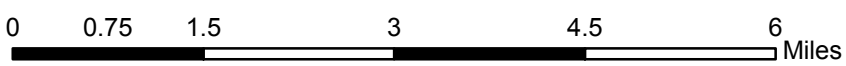
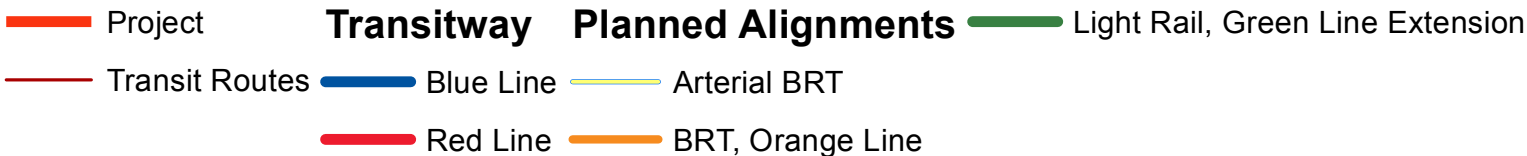
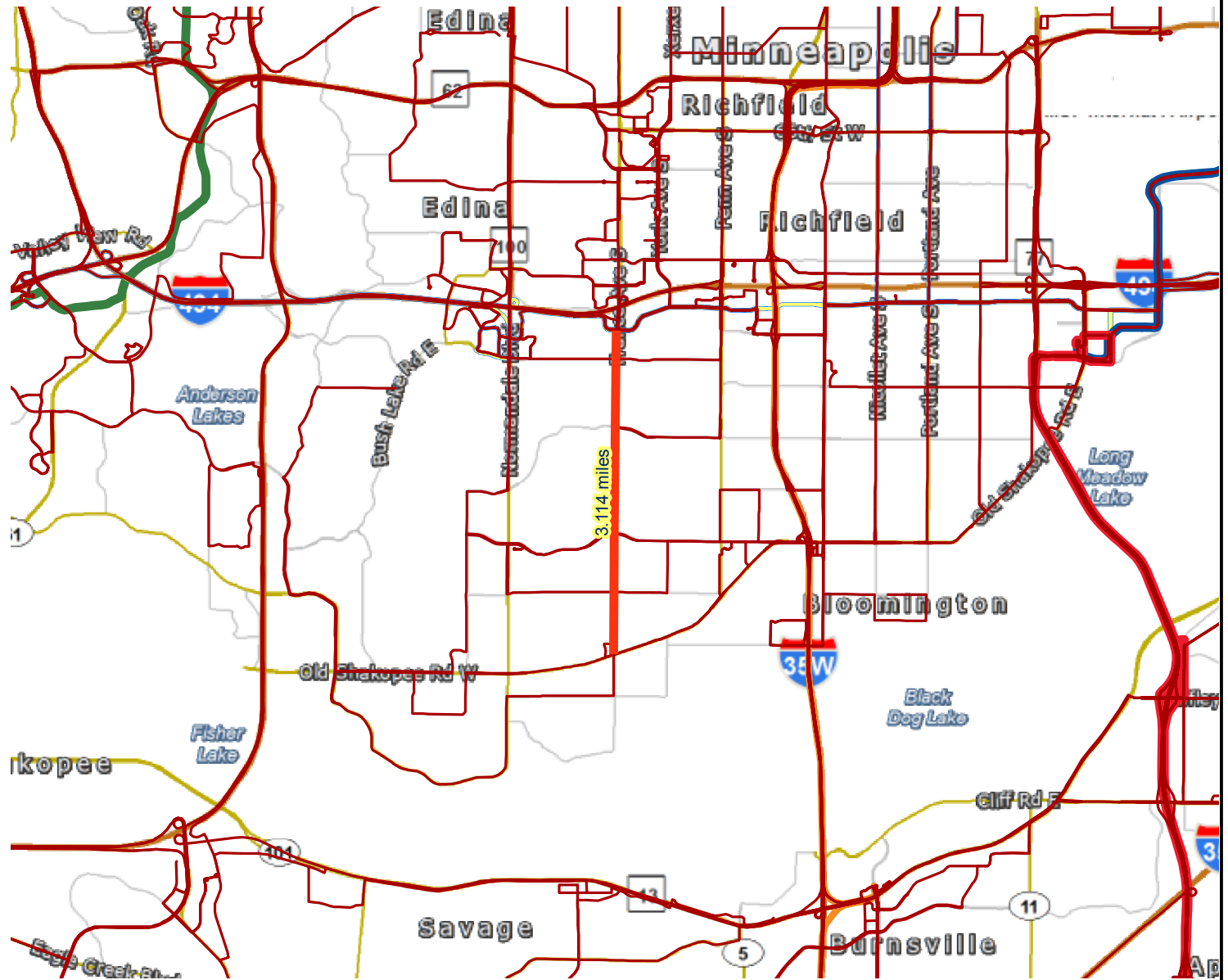
Transit within HALF mile of project:  
6 535 537 539 540 542 565 578 587 597 694

\*American

Transit within ONE mile of project:  
6 535 537 538 539 540 542 565 578 587 588  
589 597 694

\*American

\*indicates Planned Alignments



Created: 11/10/2014  
LandscapeRSA3



For complete disclaimer of accuracy, please visit  
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