



Application

01974 - 2014 Transit Expansion

02155 - Eden & Vernon Park-and-Ride

Regional Solicitation - Transit and TDM Projects

Status: Submitted  
Submitted Date: 12/01/2014 1:06 PM

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## Primary Contact

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Salutation First Name Middle Name Last Name

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**Department:**

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560 Sixth Avenue North

**\*** Minneapolis Minnesota 55411-4398  
City State/Province Postal Code/Zip

**Phone:\*** 612-349-7377  
Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Transit and TDM Projects

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## Organization Information

**Name:** Metro Transit

**Jurisdictional Agency (if different):**

**Organization Type:** Metropolitan Council  
**Organization Website:**  
**Address:** 600 7th Street North  
  
\* Minneapolis Minnesota 55406  
City State/Province Postal Code/Zip  
**County:** Outside MN  
**Phone:\*** 651-602-1000  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** METROTRANSIT

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## Project Information

**Project Name** Eden & Vernon Park and Ride Facility  
**Primary County where the Project is Located** Hennepin  
**Jurisdictional Agency (If Different than the Applicant):**

Metro Transit is submitting an application for the Regional Solicitation under Transit and Travel Demand Management (TDM) projects: Transit Expansion. The funding will be used for a one-time capital lease payment to the City of Edina for 150 park and ride stalls and transit facility located within a mixed use structure being constructed at the former Public Works site. The solicitation also includes operating funds for expanded express service, and purchase of 3 buses. The facility will be located at the former Edina Public Works site (5146 Eden Avenue, Edina MN).

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

Metro Transit Route 587 currently provides six AM and six PM peak hour express bus trips servicing downtown Minneapolis via Highway 100 and I-394 from the Vernon/Hwy 100 area. Currently (2014) there are 142 riders/per day on Route 587. The Draft Metro Transit Service Improvement Plan is adding rush-hour service from the proposed Eden/Vernon Park and Ride by adding three trips to each peak to supplement Route 587 and replace the 146 B extension. The application includes funding request for 3 years operating funds for this expanded service, along with the purchase of 3 vehicles to provide needed capacity.

There is no park and ride facility or improved bus stops serving this area. Metro Transit estimates that about 50 daily riders of Route 587 currently hide and ride by using nearby parking lots and ramps for all-day parking. The area is not designed well for pedestrians, meaning these hide and ride passengers and other riders are often boarding and alighting at unsafe and unprotected locations. A formal park and ride and transit facility at Eden Avenue will provide a safe facility for transit riders.

The timing of this project is opportune to take

advantage of a joint use approach that the City of Edina is pursuing as part of the redevelopment of the former Public Works site (Grandview Redevelopment). Metro Transit has been working with the City of Edina to locate a formal park and ride and transit facility to replace the current hide and ride activity and provide a safe and protected facility for transit passengers at this location. Both the City of Edina and Metro Transit have agreed to partner together in providing local funding to advance the park and ride and transit facility as part of the redevelopment of the former Public Works site. Metro Transit is requesting pre-award authority to expend funds to initiate the project prior to 2018.

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

**Project Length (Miles)** 0

**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**

1. Metropolitan Council 2030 Park-and-Ride Plan: I-394/Highway 12 Corridor. Pages 9, 10, 54, 56 and Figure 7-10.
2. Edina 2008 Comprehensive Plan: Chapter 7 Transportation; Goal and Policies. Pages 7-30 and 7-38.
3. Edina Grandview District Development Framework 2012. Pages 19, 24, 25, 34, 35, 39, 57.

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**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** \$4,438,702.00

**Match Amount** \$1,109,675.00

Minimum of 20% of project total

**Project Total** \$5,548,377.00

**Match Percentage** 20.0%

Minimum of 20%

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

**Source of Match Funds** Metro Transit and City of Edina

**Preferred Program Year**

**Select one:** 2018

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## MnDOT State Aid Project Information: Transit and TDM Projects

**County, City, or Lead Agency** Metro Transit

**Zip Code where Majority of Work is Being Performed** 55436

**(Approximate) Begin Construction Date** 04/15/2016

**(Approximate) End Construction Date** 09/15/2017

### LOCATION

**From:**  
**(Intersection or Address)** Highway 100 and Vernon Avenue, Edina MN

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

**To:**  
**(Intersection or Address)** 2nd Avenue and Washington, Downtown Minneapolis, MN

**Type of Work** Park and Ride, Passenger and Bus Driver Facility

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

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## Specific Roadway Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
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>\$0.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$3,400,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$1,359,000.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$4,759,000.00</b>

## Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$789,377.00
<b>Totals</b>	<b>\$789,377.00</b>

## Totals

<b>Total Cost</b>	\$5,548,377.00
<b>Construction Cost Total</b>	\$4,759,000.00
<b>Transit Operating Cost Total</b>	\$789,377.00

## 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. Transit expansion applications must be between \$500,000 and \$7,000,000. Transit System Modernization applications must be between \$100,000 and \$7,000,000.

**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 - Transit and TDM Projects

### Transit and TDM Projects Only

*1. The project must exclude costs for studies, preliminary engineering, design, or construction engineering (except if the project does not involve construction such as signal re-timing). Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible. Right-of-way costs are not eligible as a stand-alone proposal, but are eligible when included in a proposal to build or expand transit hubs, transit terminals, park-and-ride facilities, or park-and-pool lots).*

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

### For Transit Expansion Projects Only

*2. The project must provide a new or expanded transit facility or service (includes peak, off-peak, express, limited stop service on an existing route, or dial-a-ride).*

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

*3. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial funding period.*

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

*4. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.*

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

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## Other Attachments



File Name	Description	File Size
Eden and Vernon Travelshed.pdf	Map of the travel shed for this park-and-ride, in the context of other existing and planned park-and-ride facilities in the region.	567 KB
Edina Res 2014- support for Metro Transit CMAQ signed.pdf	City of Edina Resolution of Support	223 KB
Edina-Metro Transit REA memo.pdf	City of Edina REA Memo	104 KB
Pages from ComprehensivePlanCh7Transportation.pdf	Pages from Edina Comprehensive Plan	346 KB
Pages from Grandview Development Framework_2012.pdf	Pages from Grandview Development Framework	1.0 MB
Sidewalk_Facilities_CompPlanNov14.pdf	Edina Comprehensive Plan Sidewalk Facilities	599 KB

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## Measure A: Project Location Relative to Jobs, Manufacturing, and Education

### Select all that apply:

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Job Concentration Yes

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Manufacturing/Distribution Location Yes

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an Educational Institution Yes

Project provides a direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an existing local activity center identified in an adopted county or city plan

### City or County Plan Reference

**Note:** Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

Response (Limit 700 characters; approximately 100 words)

The project provides a direct connection to downtown Minneapolis. This project is included in the City of Edina's GrandView Development Framework, which is guiding the redevelopment of this site into a mixed-use activity center. The GrandView project, including the park and ride, will complement the commercial and civic uses currently prevalent within a quarter mile of the project site.

Upload Map

Regional Solicitation Map 2 - Regional Economy.pdf

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## Measure B: Project Location Relative to Population

Completed by Metropolitan Council Staff

Existing Population (Integer Only)

24961

Upload Map

Regional Solicitation Map 3 - Population and Employment.pdf

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## Measure C: Transit Ridership

Existing transit routes directly connected to the project

46 , 146, 568, 587

Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2030 TPP)

N/A

Upload Map

Regional Solicitation Map 1 - Transit Connections.pdf

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## Response

*Met Council Staff Data Entry Only*

Route Ridership

590813.0

Transitway Ridership

0

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## Measure A: Total Annual Project Cost per Rider

Total Annual Operating Cost

\$263,126.67

Total Annual Capital Cost of Project

\$178,964.29

Total Annual Project Cost

\$442,090.96

Cost Effectiveness

\$2.40

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## Service Type, Methodology, and Annual Ridership

**Service Type**

Express Routes

**Annual Ridership  
(Integer Only)**

184110

The Draft SIP estimates 439 new rides per weekday with the Park and Ride and expanded service, add to the existing weekday rides of 283 equals total weekday rides of 722. The 2020 forecast by TAZs to the Eden Vernon travel shed equates to 1,446 2020 Downtown MPLS Commuters. Two other existing park and ride facilities similar to Eden/Vernon determined that 150 stalls would be an appropriate number using an average of 10% of people (mode split) in the target area to use the facility. Hwy 100/Duluth has similar service and potential mirror to what will be offered at Eden/Vernon. They have a projected use rate (mode split) of 7.4% in 2030. 65th Ave & Brooklyn Blvd similar service to what will be offered at Eden/Vernon. They have a projected use rate of 14.5% in 2030.

**Urban and Suburban Local Routes  
Peer Route Selection  
(Limit 1,400 characters;  
approximately 200 words)**

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**Measure B: Total Annual Project Operating Cost per New Rider**

**New Annual Operating Cost**

\$178,964.29

**Cost Effectiveness**

\$1.60

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**Service Type, Methodology, and New Annual Ridership**

**Service Type**

Express Routes

**New Annual Ridership  
(Integer Only)**

111945

The Draft SIP estimates 439 new rides per weekday with the Park and Ride and expanded service. 2014 Metro Transit Finance documented 283 existing daily rides for Route587. Adding the new daily rides to the existing daily rides equals 722 daily rides. New Annual Ridership equals 439 weekday trips times 255 days for a total of 111,945. Total Annual Ridership equals 722 weekday trips times 255 days equals 184,110.

**Urban and Suburban Local Routes  
Peer Route Selection  
(Limit 1,400 characters;  
approximately 200 words)**

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## Measure C: Total Annual Project Cost per New Rider

Total Annual Operating Cost	\$263,126.00
Total Annual Capital Cost of Project	\$180,964.00
Total Annual Project Costs	\$444,090.00
Cost Effectiveness	\$3.97

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## Service Type, Methodology, and New Annual Ridership

Service Type	Express Routes
New Annual Ridership (Integer Only)	111945

Urban and Suburban Local Routes  
Peer Route Selection  
(Limit 1,400 characters;  
approximately 200 words)

The Draft SIP estimates 439 new rides per weekday with the Park and Ride and expanded service. 2014 Metro Transit Finance documented 283 existing daily rides for Route587. Adding the new daily rides to the existing daily rides equals 722 daily rides. New Annual Ridership equals 439 weekday trips times 255 days for a total of 111,945. Total Annual Ridership equals 722 weekday trips times 255 days equals 184,110.

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

Select One:

Projects service directly connects to Racially Concentrated Area of Poverty

Projects service directly connects to Concentrated Area of Poverty

Projects service directly connects to census tracts that are above the regional average for population in poverty or population of color

Project's service directly connects to 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)

This section of Edina is not located within a concentrated area of poverty. This project is located near the Edina Senior Center as well as a large senior assisted living facility (Vernon Terrace). This project would directly serve the senior community living in this area. Metro Transit facilities and vehicles are ADA accessible and are able to accommodate people of all ages and abilities. Metro Transit does not anticipate any negative impacts on disadvantaged populations as a result of this project.

Upload Map

Regional Solicitation Map 4 - Socioeconomic Conditions.pdf

### Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Edina	33.0
	<b>33</b>

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

City/Township	Number of Stops in City/Township	Total Number of Stops	Score	Number of Stops/Total Number of Stops	Housing Score Multiplied by Segment percent
Edina	33.0	33.0	70.0	1.0	70.0
		<b>33</b>	<b>70</b>	<b>1</b>	<b>70</b>

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

Total Number of Stops in City	33.0
Total Housing Score	70.0

### Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	439
Distance from Terminal to Terminal (Miles)	9.0
VMT Reduction	3951.0

CO Reduced	9442.89
NOx Reduced	632.16
CO2e Reduced	1448437.0
PM2.5 Reduced	19.755
VOCs Reduced	118.53
<b>Total Emissions Reduced</b>	<b>1458650.0</b>

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## Measure B: Total Project Cost per Daily KG of Emissions Reduced

*This measure will calculate the cost effectiveness of the project as it relates to emissions reduction.*

• *Cost Effectiveness = Total annual project cost / kilograms of emissions reduced per day*

*The total annual project cost is calculated by adding the annualized capital cost and the annual operating costs for the third year of service. The applicant **must** complete the forms listed below in order to calculate the Cost Effectiveness, save, and submit this form.*

Are the forms listed above complete?	Yes
Total Project Cost	\$442,090.96
Total Emissions Reduced	1458650.0
Cost Effectiveness	\$0.30

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## Measure A: Bicycle and Pedestrian Connections

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

The project is integral part of Edinas Grandview District. The City of Edina studied this area through Small Area Planning and public outreach. The culmination of this effort is the Grandview Development Framework (2012). Page 35 of the Framework Plan locates complete street improvements along Eden Avenue. Page 42 of the Framework Plan defines primary bicycle improvements on Vernon and Eden through the District. A potential bike facility is also proposed for the District which could be accommodated as part of the Park and Ride/Transit Facility project. A development partner has been selected by Edina and the project is moving forward with a selection of a preferred scenario in mid-2015. The improved bicycle and pedestrian connections will be required as part of the approved scenario. The Edina Comprehensive Plan 2007; Chapter 7 Bicycle Transportation Plan identifies primary, secondary and primary regional bike routes within the project area and providing connectivity to the region (page 9 and 10). Edina is currently adopting a Comprehensive Plan Amendment to the Pedestrian Facilities of Chapter 7, Figure 7-10 Sidewalk facilities which proposes future sidewalks that will connect the project locally and regionally.

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## Measure B: Roadway, Bicycle, and Pedestrian Improvements

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

The park and ride/transit facility will provide a safe and protected facility for passengers using a vehicle, bicycle or walking to the location. The project will be developed as part of the Grandview District development which will provide improved roadway, bicycle and pedestrian connectivity throughout the District and region. Currently, the area is auto centric with little to no bicycle or pedestrian access. All transit riders, including pedestrians, bicyclists and hide/ride must utilize a busy roadway system to get to and from the bus stops. There will be direct pedestrian and bicycle access to the park and ride facility from the north, south and east. The park and ride/transit facility will include bicycle storage. All passengers will have a safe area to board and alight from the buses without having to mix with other vehicular traffic.

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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 Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

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

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%



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

0%

**Anticipated date or date of completion**

**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**

Yes

50%

**Document not started**

0%

**Anticipated date or date of completion/approval**

**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**

Yes

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**

0%

**Anticipated date or date of completion of historic/archeological review:**

**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**

Yes

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**

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**

Yes

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**

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**

**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**

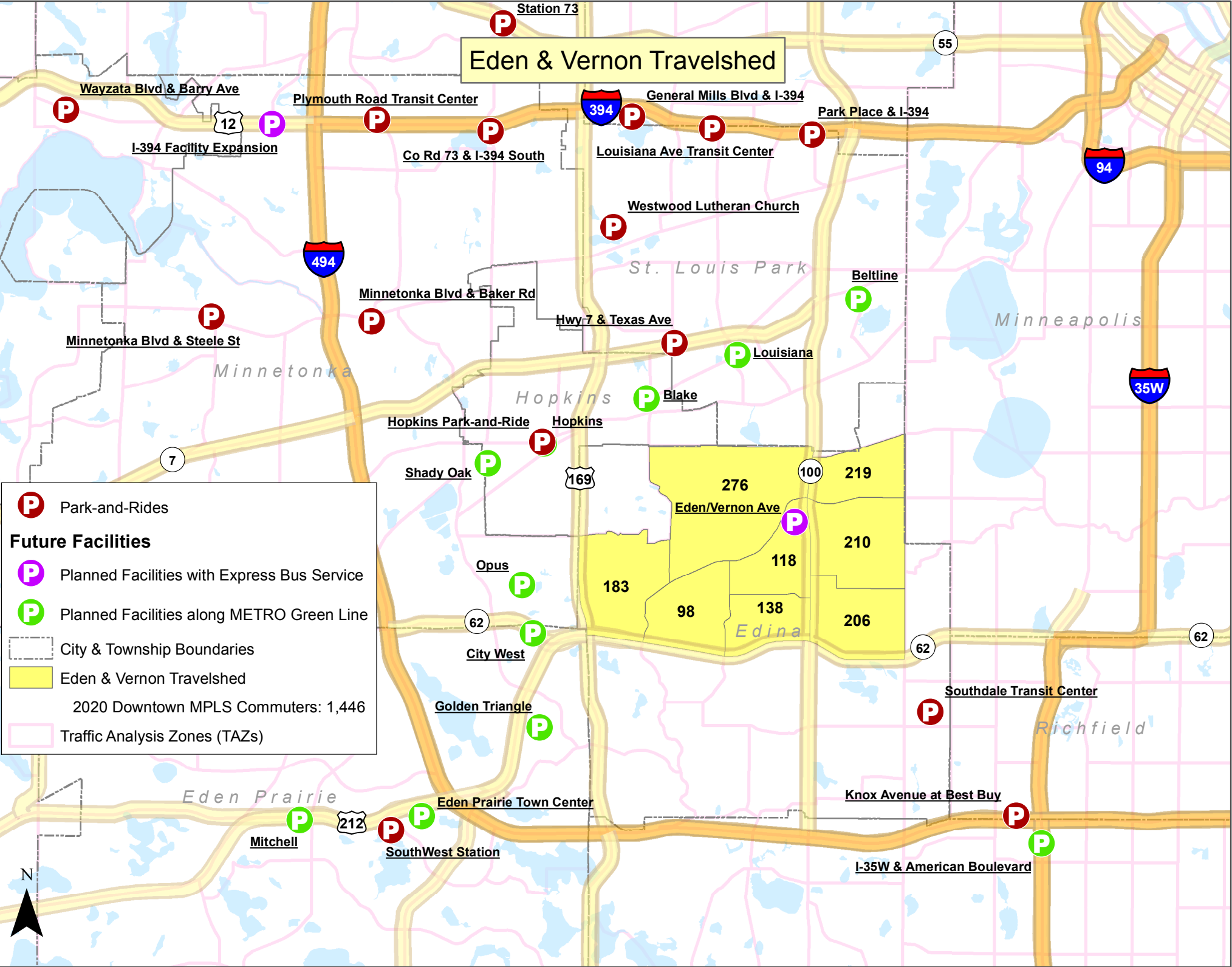
12/30/2015

**9)Letting**

**Anticipated Letting Date**

04/15/2016

# Eden & Vernon Travelshed



- Park-and-Rides
- Future Facilities**
- Planned Facilities with Express Bus Service
- Planned Facilities along METRO Green Line
- City & Township Boundaries
- Eden & Vernon Travelshed
- 2020 Downtown MPLS Commuters: 1,446
- Traffic Analysis Zones (TAZs)

N





**RESOLUTION NO. 2014-146  
SUPPORTING A METRO TRANSIT CMAQ APPLICATION**

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, as follows:

WHEREAS, the City of Edina approved the 2012 Development Framework to guide future development within the Grandview District; and

WHEREAS, the Development Framework recognizes the need to improve transportation connections to and through the District; and

WHEREAS, the Development Framework further anticipates the development of a mixed-use project on the vacant site of the former Public Works facility at 5146 Eden Avenue that potentially includes a private use, a public use and commuter parking; and

WHEREAS, the City of Edina has entered into a Collaborative Development Planning Agreement with Frauenshuh, Inc. to explore and refine the design for this site; and

WHEREAS, Metro Transit and the City of Edina are working cooperatively to develop a park and ride facility with transit station and driver facilities as part of the broad redevelopment of the Grandview District; and

WHEREAS, the construction of the park and ride facility and transit station will create a highly accessible facility that will help reduce traffic congestion and air pollution not only for the City of Edina but also for the surrounding region; and

WHEREAS, Metro Transit Express Route 587 services this area and the current and future passengers parking, boarding and alighting in the Grandview District do not have a facility to provide safe and convenient access to transit; and

WHEREAS, On December 1, 2014 Metro Transit intends to submit a Congestion, Mitigation and Air Quality (CMAQ) Application for funds from the 2014 Regional Solicitation administered by the Metropolitan Council to advance the shared goals.

NOW THEREFORE, BE IT RESOLVED that the City of Edina endorses the application submittal to the Metropolitan Council for Federal funding of a 150 stall park and ride facility with a transit station and driver facility; and

BE IT FURTHER RESOLVED that the City of Edina agrees to financially participate with Metro Transit in the 20% local match at such time that the grant is awarded subject to agreement on the project details.

BE IT FINALLY RESOLVED that the Mayor and the City Manager are hereby authorized to execute such documents as are necessary to implement the grant funding for the project.

Adopted by the Edina City Council this 18<sup>th</sup> day of November, 2014.

Attest: Debra A. Mangen  
Debra A. Mangen, City Clerk

James B. Hovland  
James B. Hovland, Mayor

STATE OF MINNESOTA )  
COUNTY OF HENNEPIN ) SS  
CITY OF EDINA )

**CERTIFICATE OF CITY CLERK**

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing City Council Minutes is a true and correct copy of the Resolution duly adopted by the Edina City Council at its regular meeting of November 18, 2014, and as recorded in the Minutes of said regular meeting.

WITNESS, my hand and seal of said City this 18<sup>th</sup> day of Nov, 2014. Debra A. Mangen

**Economic Development**Phone 952-826-0407 • Fax 952-826-0390 • [www.EdinaMN.gov](http://www.EdinaMN.gov)**Date:** November 25, 2014**To:** Chair Susan Haigh,  
Metropolitan Council**From:** Bill Neuendorf,  
Economic Development Manager**Re: CMAQ Park-and-Ride Application  
Edina / Metro Transit Reciprocal Easement Agreement**

The City of Edina conducted long-range planning activities for the Grandview District from 2010-2012. Thanks in part to a planning grant from Met. Council, this multi-year, community-based effort culminated in the unanimous adoption of the *Development Framework* in 2012. This guiding document recognizes the need for improved transit service in the area and included a goal to “partner with Metro Transit to implement a community-scale Park and Ride and bus turnaround loop in the area (page 34).

On November 4, 2014 the Edina City Council entered into a partnership with Frauenshuh Inc. to prepare different scenarios for the re-use of vacant City-owned property at 5146 Eden Avenue. The site was formerly used as Edina’s Public Works facility. The obsolete building has been razed and the site remediated in anticipation of future redevelopment.

Each of the scenarios developed by the City and Frauenshuh will be rooted in the Seven Guiding Principles contained in the *Development Framework* and will be based upon the direction set in the *Development Framework*. One or more of the scenarios will include a 150 stall park and ride/transit facility that will be incorporated into the design of a new mixed-use building on the site.

The *Development Framework* envisions a shared parking facility that serves the needs of commuters during the workday and the needs of the general public at other times.

Upon successful selection of a scenario and project funding in 2015, the City anticipates the preparation of a Reciprocal Easement Agreement (REA) with Metro Transit to ensure the availability of the park and ride stalls to public transit users during commuting times. These stalls will be available to the general public during non-commuting times so as to maximize the use of the facility and contribute to the overall vibrancy of the district.

The REA will clearly define how commuter and transit parking will coexist with parking needs for other users of the multi-purpose facility. The entity charged with ensuring exclusive parking for transit commuters after the facility opens will be designated in the REA. The REA is not yet finalized, but will be completed prior to any federal funds being dedicated to the project.

Please contact me if you have any questions.



should work with Metro Transit and Southwest Metro Transit to advance such service as demand is identified. Metro Transit provides the great majority of transit service in Edina, and it would make the determination if service revisions or enhancements would be viable for its service areas. The ability to plan and provide additional transit service is subject to state and regional funding that Metro Transit receives.



**Facilities**

Metro Transit's Central-South (Sector 5) Plan (revised 2004) identifies that a park and ride facility (300-500 car facility) is envisioned at TH 100 and Vernon Avenue. A park-and-ride facility in this location would be of significant benefit for City residents desiring express service to downtown Minneapolis. This is particularly true given that there currently is only limited transit service in the western portion of the City. An assessment of local traffic and other impacts will be required prior to implementing a park and ride facility at this or any other location within the City. Local mitigation measures will be provided as deemed necessary through analysis and local input.

**Local Circulator Service**

As discussed above, there is very limited Metro Transit Service in the western portions of Edina. The City has had discussions with Metro Transit regarding additional service to the western areas, perhaps as circulator service. This would involve smaller vehicles which would seat between 12 and 18 riders. Metro Transit has determined that there is not enough demand in this area for it to viably provide such service, given its funding limitations. Metro Transit staff has



- any construction or alteration of greater height than an imaginary surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway (Runway 17/35 at MSP)

There is currently one heliport in the City of Edina. It is located at the Fairview Southdale Hospital. Heliports are regulated through City ordinance.

## 7.4 GOALS AND POLICIES: TRANSPORTATION

The goals and policies provided in this section are based on the policies from the 1999 *Edina Transportation Plan*, the 2005 *Edina Transportation Commission Policy*, and current discussions and deliberations by the City.

### Goals

1. Maintain and enhance mobility for residents and businesses through creation and maintenance of a balanced system of transportation alternatives.
2. Implement a fully multi-modal transportation system that supports the land use vision and future land use plan for managing and shaping future growth.
3. Minimize the impacts of the transportation system on Edina's environment and neighborhood quality of life.
4. Reduce the overall dependence on and use of single-occupant vehicles by promoting land use patterns that allow for shorter vehicular trips and the use of alternative travel options.
5. Ensure that all Edina's residents, workers, and visitors, including those with transportation disadvantages, have viable travel options.
6. Promote a travel demand management program through a coordinated program of regulations, marketing, and provision of alternative travel options.
7. Provide multiple travel options for transit users, pedestrians, bicyclists, and rideshare users, as well as for drivers of private automobiles.



## Implementation

The following Implementation section is included as one example of anticipating an initial, or phase 1, increment and associated preliminary range of costs. These numbers are not detailed costs but represent one possible range of expenditures that are included here to illustrate levels of funding (and investment) of various components. The Phase 1 diagram and following spreadsheets for the public works site, the bus garage site and local street improvements will vary depending on actual funding sources, timing, program, and other factors (e.g., cost of materials and labor) that cannot be determined at this time.

### Phase 1

#### A. Public Works Site

- Community Commons:
  - GrandView Crossing (street)
  - GrandView Green
  - Community/Civic Building
- Arcadia Steps
- Community Civic building
- Variety of residential building types
- Structured parking
- **Park and ride structure**

#### B. Bus Garage Site

- Multi-level parking
- Retail / service office use
- Possible drive - thru use

#### C. Warner Site

- Townhouses fronting the OLG open space

#### D. Eden Avenue Streetscape

- Bus stop integrated
- Boulevard organizes intersection alignments

#### E. Jerry's Streetscape

- Pedestrian enhancements
- Streetscape
- Stormwater treatment



Phase 1

## Land Use

### Public Works Site

The public works site is located in a central point of the District and is seen as the “commons” for how the District vision will be realized. Uses proposed include the community green space located on top of a parking garage that supports area businesses, civic uses, and serves as a Metro Transit park and ride structure; a community/civic building anchoring the green; and a variety of residential uses including condominiums, apartments, and townhouse building types. Townhouse units are envisioned to front Arcadia as a building type that can incrementally “step-up” the hill, providing a character unique to the District.

#### Development

3.6	acres	Site
28,000	SF	Public Green
24	units	Condominium
42	units	Apartments
50,000	SF	Community/Civic
16	units	Townhouses

#### Parking

200	spaces	Park and Ride
200	spaces	Community Use
158	spaces	Multi-family



Public Works Site



A form-based code can guide desired building use and frontage.

## Land Use

### Phase 1

From a land use perspective, a number of immediate steps can be taken to set the stage for new investment in the District. These include:

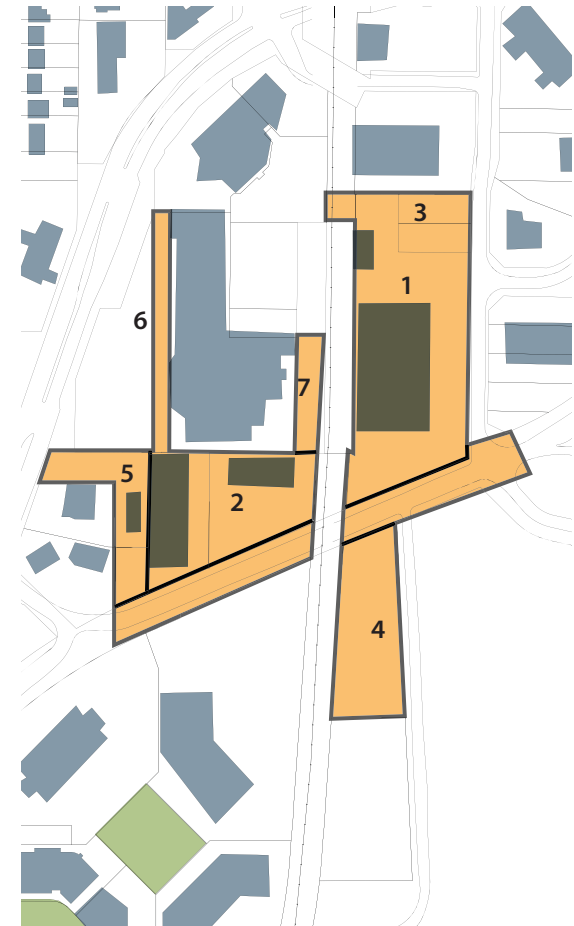
- Policy changes to the Comprehensive Plan (the Small Area Plan is intended to update the Comprehensive Plan).
- Potential zoning revisions that could include a form-based code to regulate desired public realm, building frontages, and building height.
- Identification of Eden and Vernon as early candidates for application of Living Streets principles.
- Policy direction that guides overall sustainability of the District, including consolidated reuse/recycling, stormwater management, etc.
- Policy direction that guides how new public and private investment may be supported with a variety of financing tools.

The public works site (public green space and a community/civic building) and the bus garage site are the two key parcels that can “jump-start” the redevelopment process. In particular, the ability of the public works site to provide a fee simple, unencumbered asset will allow civic/community and private and public realm uses to be realized

early, and will demonstrate the leverage identified in the Guiding Principles to support a variety of next steps. **This could include a Metro Transit park and ride facility as a way to provide a parking structure that would also serve as the GrandView Commons (community/civic building/public green).**

In similar fashion, the bus garage can be a major pivot point for how a number of land use decisions may play out and will act as a land use “connector” along Eden. This site may need to be readied for development sooner than the public works site in order to accommodate a series of land use transitions that will help the larger District vision implementation. A third component of an early phase would be the development of the Wanner site currently owned by Our Lady of Grace as potential residential, office, or retail uses.

In support of these anticipated land use changes, new street configurations/alignments, circulation patterns, and streetscape/pedestrian improvements along Eden will complete a bike and pedestrian network and support the anticipated land use changes with improved automobile circulation and management.



1. Public Works
2. School Bus Garage
3. New Bridge/Street
4. Wanner Site
5. Jerry's Site
6. Jerry's Site
7. City Ramp Access

## Land Use

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### Phase 1

#### A. Public Works Site

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Phase 1 Diagram

## Transportation

The GrandView area street and movement network is primarily composed of Vernon/50th Street (reliever/augmenter arterial), Eden (local street, state-aid facility) and the multiple ingress/egress ramp system of Highway 100 (designated a principal arterial). There are other local streets, but most provide limited service (such as Summit Avenue) or access that dead ends (such as Brookside off Eden).

The highway interchange has several on and off ramps that, according to MnDOT, are redundant and/or unsafe. Vernon is a county facility that, south of Interlachen, has seen a reduction of average daily traffic over the past 10 years. Eden provides a secondary connection within the District east and west over Highway 100. Eden is designated the primary bike route through the District; Vernon and Interlachen are designated as secondary routes.

There are two major recommendations that support the overall movement and transportation goals of the plan. First, the Framework proposes that the Highway 100 interchange be reconfigured into a split-diamond interchange to better manage through-traffic and to provide improved local access/circulation via frontage roads east and west of the highway. Over time, this would provide a more connected local system (i.e., more local streets) with direct access to Highway 100 via the frontage roads.

Second, the Framework proposes a new east-west street along the north half of the public works site (spanning the CP Rail corridor) connecting to Arcadia from Vernon, that would be paired with Gus Young Lane to provide a one-way

circulation pattern. It would operate as one-way in (eastbound) from Vernon on the new GrandView Crossing, and one-way out (westbound) to Vernon/Interlachen on Gus Young Lane. This pattern would eliminate the left hand turn from Vernon (southbound) to Gus Young Lane.

Bike improvements would focus on more lane area and identification along Vernon and Eden, consistent with Living and Complete Streets principles. Over the long term, east-west bike and pedestrian access would be improved by adding a new bridge over Highway 100 that would connect the GrandView Commons to Tupa Park, City Hall, and the Minnehaha Creek mill area. In addition to more bike parking facilities in the District, the plan recommends an off-road option within the District: an at-grade bike path alongside the CP Rail ROW from Eden connecting to Brookside.

### Functional Class

- Highway 100: Principal Arterial.
- 50th Street: A Minor Augmenter.
- Vernon Avenue: B Minor Connector.
- Interlachen Boulevard: Major Collector.
- Eden Avenue: Local Street.

### Traffic Volume

- 13,000-23,000 AADT along West 50th Street/Vernon Avenue.
- 4000-8000 AADT along Eden Avenue.

### Goals

- Support a more efficient, compact, and safe interchange access to Highway 100 from Vernon and Eden.

- Create a more bike and pedestrian friendly environment by applying Complete Streets and Living Streets principles to Vernon, Eden, and the local street network.
- Create an improved circulation and access network between public streets/parcels and private development/destinations.
- Create an enhanced parking environment that, in part, depends on shared, centrally-located District parking supplies.
- Partner with Metro Transit to implement a community-scale Park and Ride and bus turnaround loop in the area.
- Complete the historical transition of Vernon from old Highway 169 to a local District street.
- Identify and implement a demonstration project for “Complete/Living” streets principles.
- Provide additional auto, bike, and pedestrian connections east and west in the District.
- Maintain and improve parking, access, and circulation in the short term for convenience, retail, and service uses.
- Complete the pedestrian and bike system. Make bikes and pedestrians a priority and allow for a safe crossing over Highway 100.
- Take a leadership role related to the Highway 100 interchange. Build the “reason platform” for multi-modal access and gateways.
- Preserve the CP Rail corridor for future, possible public transit, and non-motorized movement/connection in the District.
- Reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network.

## Transportation

### Park and Ride Options

Metro Transit operates the #587 Express route through the GrandView District before turning north on Highway 100 to downtown. They have a well documented market that they serve in southwest Edina, and board riders on a daily basis who are parking in front of the library, in the city ramp, and in front of a number of businesses. They are highly motivated to locate a “community” scale park and ride facility that would accommodate no more than 200 cars. At least two sites have the potential to serve this need: the existing city ramp and a potential structure on the public works site.

The existing city ramp is currently undergoing a construction project (new water treatment plant on the ground floor) and according to the city, this would make adding additional levels problematic. Access will also be an issue as well when the new GrandView Crossing is built. The city does think additional parking could be located over Brookside behind and east of Jerry’s.

Under the right conditions and with some minor improvements, the public works site could be converted into a park and ride lot tomorrow. This would be an interim solution (a similar scenario involving the site as an interim use for the Edina bus garage could also be considered). The advantage of locating a park and ride on the public works site is that it is a fee simple site that could be used with little change to existing conditions. In general, a park and ride could provide a surplus of parking during nights and weekends, and serve overflow parking in the District as well.



Location	Spaces	Notes
A Use existing ramp	244	Access issues
C New ramp in “cloverleaf”	n/a	Long term
B New ramp on public works site	200	Fee simple

587 Express Route  
 Existing bus stops

## Transportation

### Parking

- Consider the use of the current city parking ramp (located behind Jerry's) to accommodate future park and ride patrons and general parking district supply; increase the capacity of this structure in the future if economically possible/practical.
- The public works site should be considered as a location for a Metro Transit park and ride facility as a way to provide parking to weekly commuters and to provide parking for a community/civic building, public green, residences and other uses. In addition, the top level (deck) of this structure is intended to serve as the GrandView Green, the major public realm amenity in the district.
- Additional parking (structure) is proposed to the south and contiguous to Jerry's grocery store to provide better service access to the loading area and provide additional parking supply.

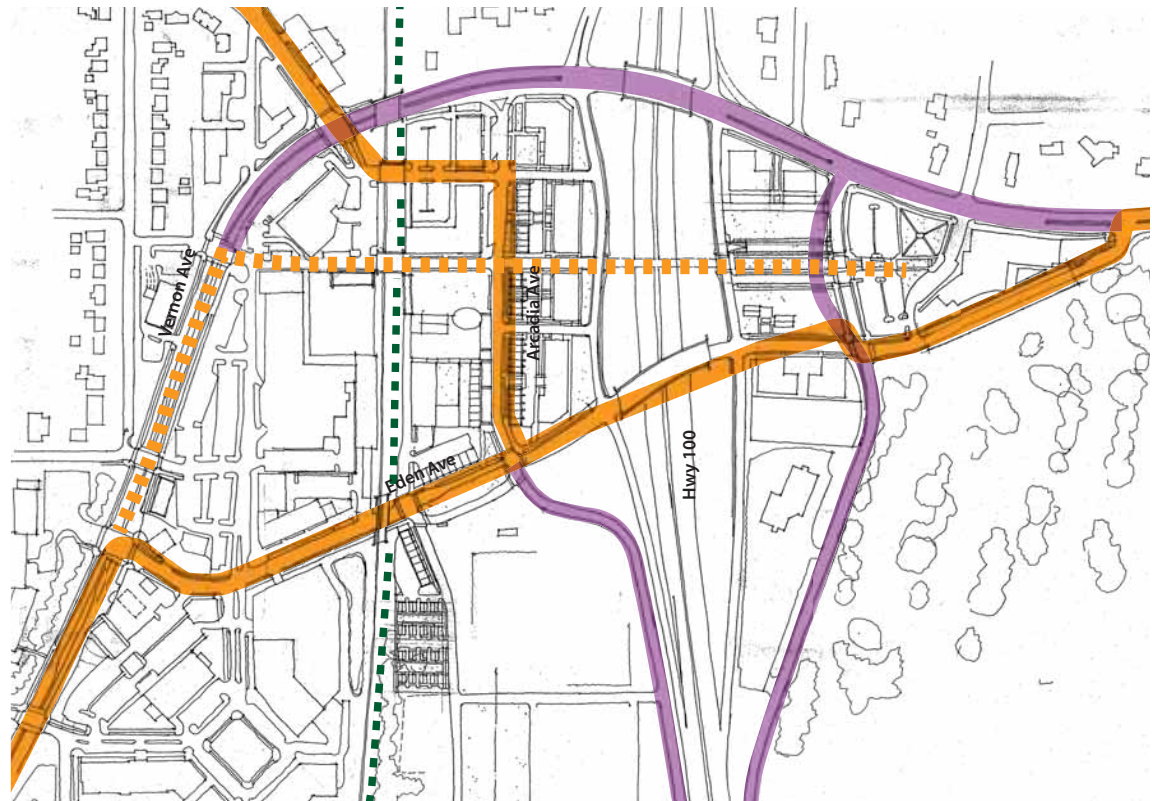





- Parking beneath buildings
- New access to existing
- Surface lots
- P Existing ramp
- Direction of traffic

## Transportation

### Bicycle Improvements

Bike lanes are shown for Vernon, a secondary bike route, and Eden, a primary bike route, through the District. The lanes are shown with enhanced paint and striping as well as additional lane area. A potential bike facility using the CP Rail right-of-way or adjacent land could connect Eden, at grade, to Brookside, thereby providing an off-road option to move through the District.



	Primary bike routes
	Secondary bike routes
	Trail (on CP ROW)



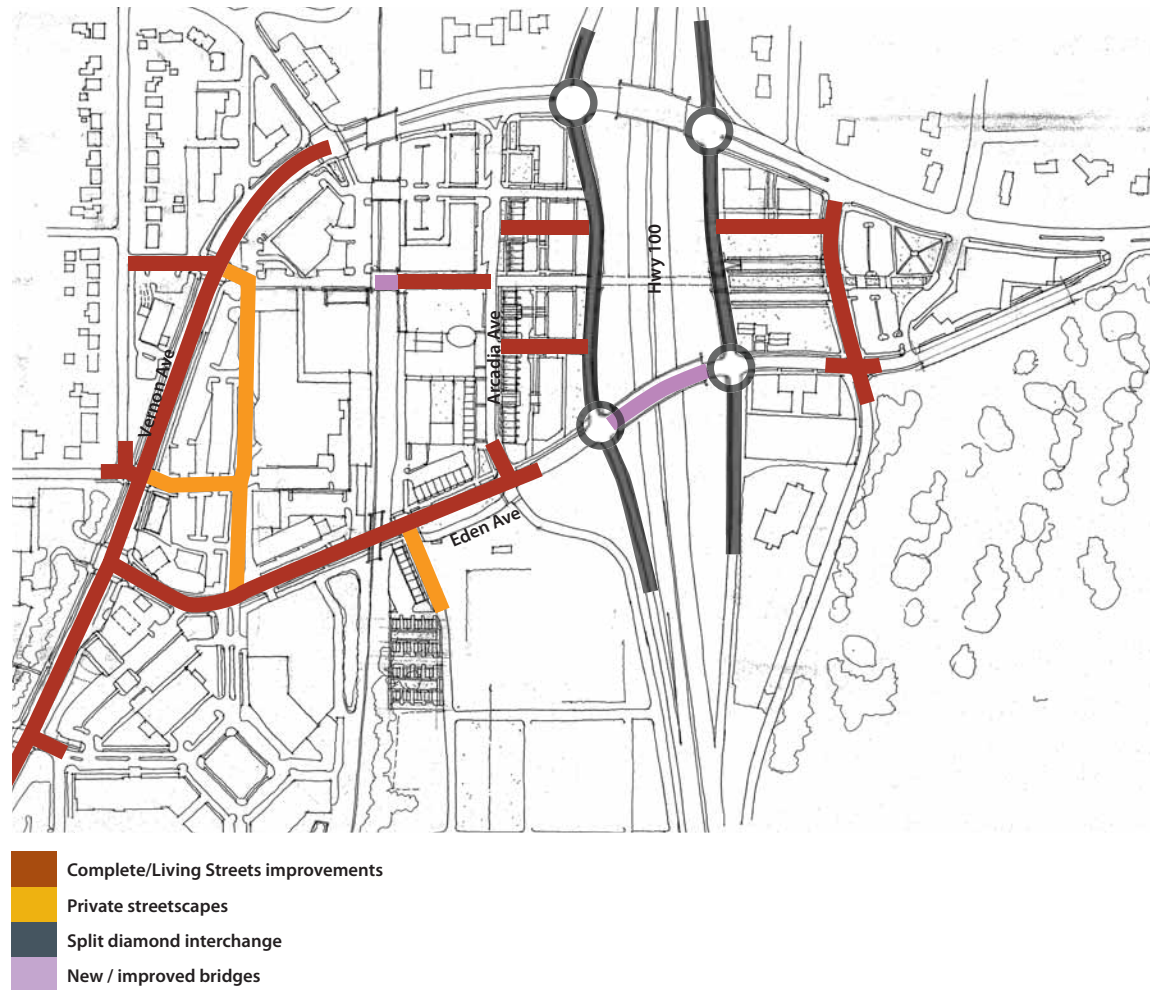
## Transportation

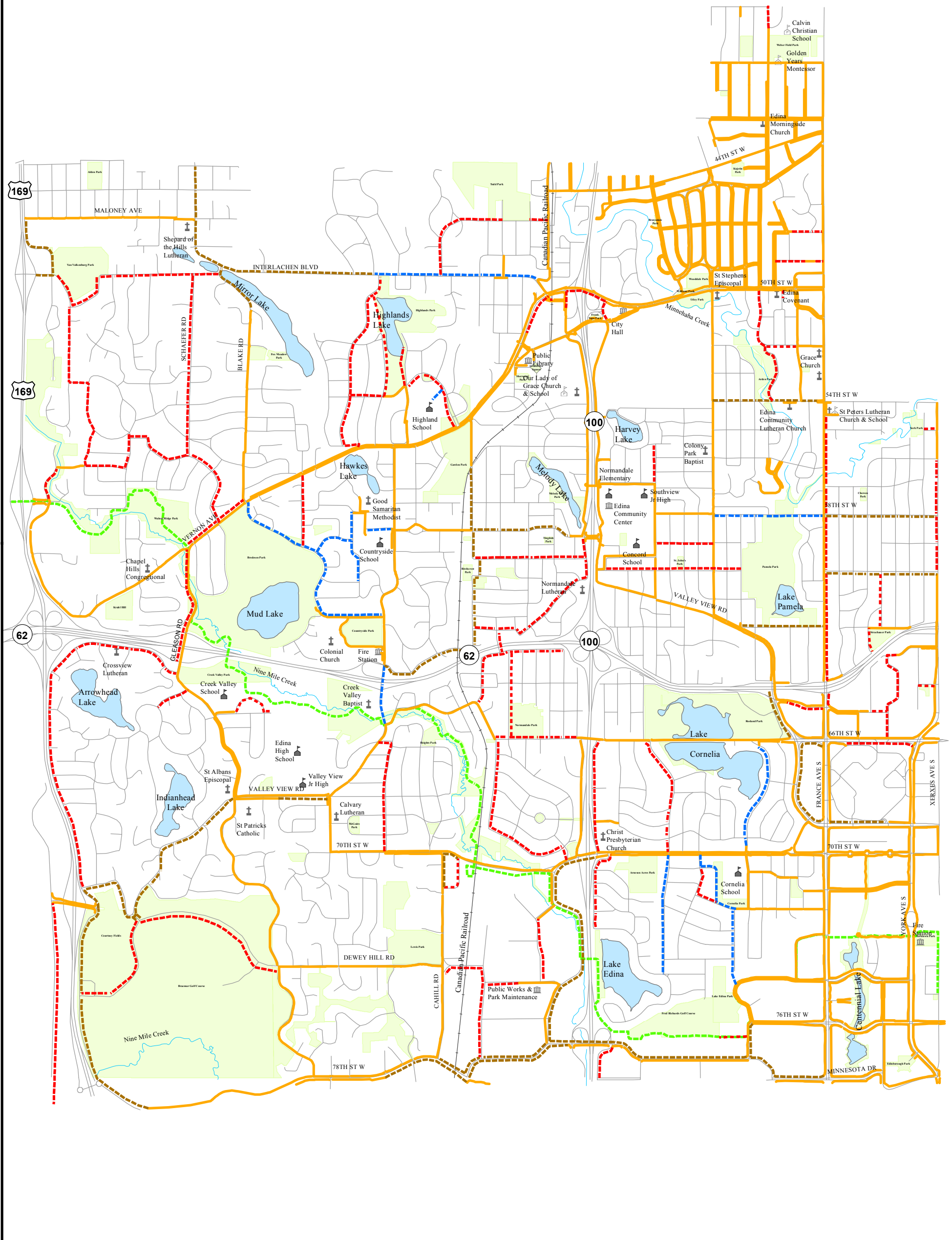
### District Street Framework

The movement framework for the District begins with addressing policy issues like the adoption of the Living Streets principles and applying Hennepin County’s Complete Streets policy, as well as considering larger and more long term ideas like reconstructing the Highway 100 interchange using a “split diamond” configuration. This approach accomplishes a number of objectives that meet the District Principles and provides an incremental approach to addressing change over time.

The existing slip ramp location off the southbound ingress ramp would be retained but would be combined with an additional connection to Gus Young as part of the one way frontage road system. Traffic would be controlled at four signalized intersections.

In the short term, there is an opportunity to begin implementing streetscape, bike, and pedestrian improvements. Another important recommendation is to implement the GrandView Crossing/Gus Young one-way street pair that will help manage traffic access and circulation in the upper core of the District.





- Legend**
- Existing Sidewalk
  - - - Future State-Aid Sidewalk
  - - - Future Active Routes To School Sidewalk
  - - - Future City Sidewalk
  - - - Future Nine Mile Creek Regional Trail



**City of Edina  
2008 Comprehensive Plan Update**



**Sidewalk Facilities**  
Figure 7.10

# Regional Economy

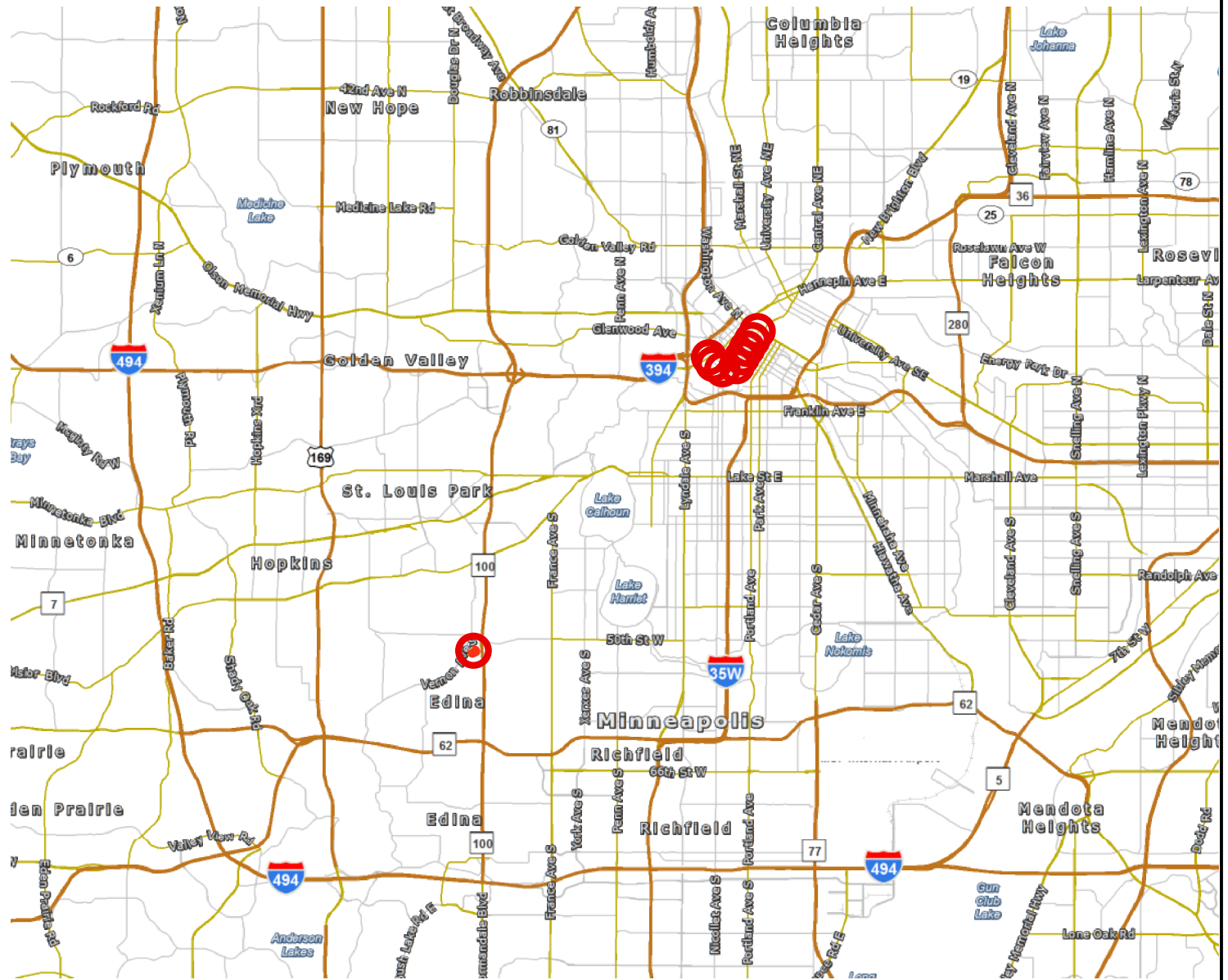
Transit Expansion Project: Eden & Vernon Park-and-Ride | Map ID: 1415370825678

## Results

Project IN area of Job Concentration.

Project IN area of Manufacturing and Distribution.

Project CONNECTED to area of Education Institutions.



 Project Points

 Project



Created: 11/7/2014  
LandscapeRSA5



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



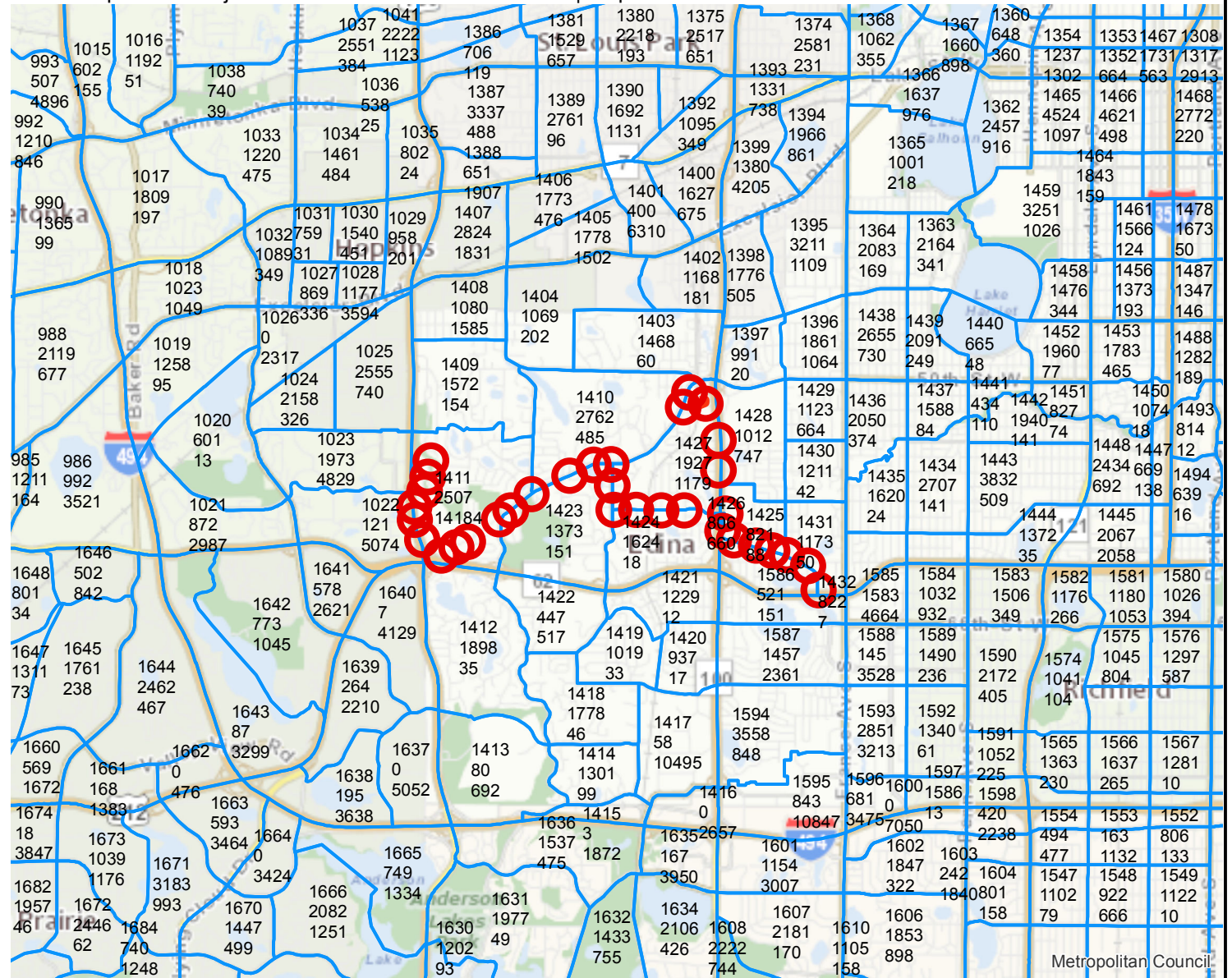
# Population Summary


Transit Expansion Project: Eden & Vernon Park-and-Ride | Map ID: 1416499571273

## Results

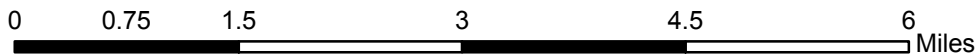
Within QTR Mile of project:  
 Total Population: 24961  
 Total Employment: 36685

Within HALF Mile of project:  
 Total Population: 34203  
 Total Employment: 46530



 Project Points  2010 TAZ

 Project



Created: 11/20/2014  
 LandscapeRSA4



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



### Results

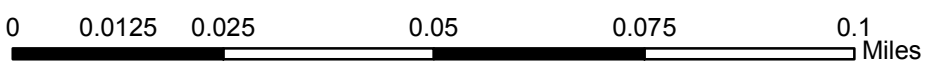
Transit with a Direct Connection to project:  
587 588 589

Transit within QTR mile of project:  
587 588 589

*\*indicates Planned Alignments*



- Project Points
- Active Stop
- Transit Routes
- Project
- 🏫 School



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LandscapeRSA3

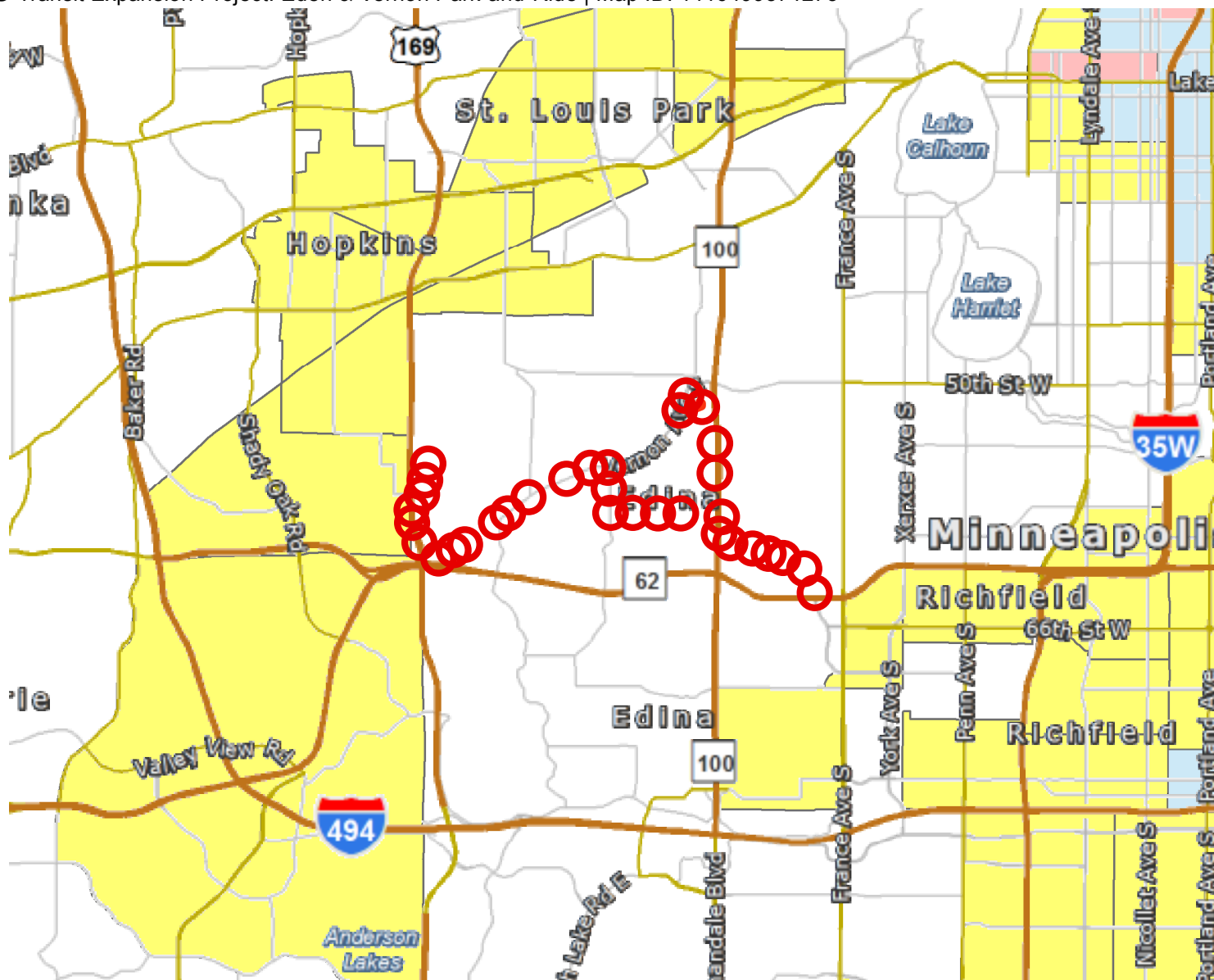







For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Project **NOT IN** any area of concentrated poverty.



-  Project Points
-  Racially concentrated area of poverty
-  Above reg'l avg conc of race/poverty
-  Project
-  Concentrated area of poverty

