



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05202 - France Avenue Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/12/2016 11:34 AM

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

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

Project Information

Project Name

France Avenue Trail

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

City of Bloomington

The France Avenue Trail project in the City of Bloomington will reconstruct and widen substandard trails that are beyond their useful life and construct new trails to fill gaps in the city's trail network. The result will be a new multiuse off-street trail on the west side of France Avenue with improved intersection crossings and a new boardwalk to cross Nine Mile Creek (see Figure 2). As a Tier I Priority RBTN corridor and critical north-south link, it will catalyze bicycle travel throughout the city and region. The 2.9-mile project corridor extends from W 84th Street to Old Shakopee Road. It traverses areas of distinct character, including community assets like Bloomington Jefferson High School, a regional educational destination at Normandale College, and Valley West Shopping Center at Old Shakopee Road. While this makes France Avenue an excellent multimodal thoroughfare, the existing corridor is burdened with issues related to the condition, safety, and design of trail facilities (see Figure 1).

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

The existing bicycle and pedestrian facilities on the west side of France Avenue are a patchwork of sidewalks, narrow trails, and paved shoulders. The varied conditions require weaving, have inconsistent protection, and have little separation between bicyclists and pedestrians.

The project will establish a consistent 10 foot wide off-street trail separated from the roadway by a five foot boulevard, which provides better separation between the trail and roadway thus enhancing safety. Reconstruction will improve the pavement condition of the existing trail which is cracked, overgrown with plants, and beyond its useful life (see Figure 3) and widened to meet current standards. The project will provide an improved connection to east-west bike/ped facilities on Old Shakopee Road (RBTN Tier 1), 90th Street (86th

Street Bikeway) and W 84th Street (RBTN Tier 2) (see Figure 2).

The project will promote active living in the city due to its 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 and an archery range at Marsh Lake Playing Fields located at 94th Street. The project will efficiently connect people with housing, education, and employment opportunities. Several schools-Bloomington 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 and the Northwestern Chiropractic College are within one mile of the project. The project also provides a north-south connection to Metro Transit bus routes on Old Shakopee Road, 102nd Street, 98th Street, 90th Street and W 84th Street and bus routes on France Avenue.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Project Length (Miles)

bituminous trail, ADA curb ramps, retaining walls, a boardwalk

2.9

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

\$2,803,313.00

Match Amount

\$700,828.00

Minimum of 20% of project total

Project Total

\$3,504,141.00

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 franchise fees for trail reconstruction and maintenance

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years: 2019

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency City of Bloomington

Zip Code where Majority of Work is Being Performed 55431

(Approximate) Begin Construction Date 03/31/2020

(Approximate) End Construction Date 11/30/2020

Name of Trail/Ped Facility: France Avenue Trail

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: Old Shakopee Road
(Intersection or Address)

To: W 84th Street
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Or At:

Primary Types of Work

Bike path, retaining wall, boardwalk, widen ped ramps,
pedestrian signal indication and push button upgrades,
crosswalk markings

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Mobilization (approx. 5% of total cost)

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 (do not include in cost effectiveness measure)	\$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
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$2,712,400.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$317,031.00
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	\$54,000.00

Bicycle and Pedestrian Contingencies	\$415,710.00
Other Bicycle and Pedestrian Elements	\$5,000.00
Totals	\$3,504,141.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$3,504,141.00
Construction Cost Total	\$3,504,141.00
Transit Operating Cost Total	\$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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

-Goal B: Safety and Security - The regional transportation system is safe and secure for all users

--Objectives: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport

---Strategy B6: Regional transportation partners will use best practice to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system (page 2.7).

-Goal C: Access to Destinations - People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond

List the goals, objectives, strategies, and associated pages:

--Objectives: Increase the availability of multimodal travel options, especially in congested highway corridors.

---Strategy C15: Regional transportation partners should focus investments on completing Priority Regional Bicycle Transportation Corridors and on improving the larger Regional Bicycle Transportation Network (page 2.10).

-Goal D: Competitive Economy - The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state

--Objectives: Improve multimodal access to regional job connections identified in Thrive MSP 2040.

---Strategy D3: The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors.

-Goal F: Leveraging Transportation Investment to Guide Land Use.

--Objectives: Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

---Strategy F7: Local Governments should include bicycle and pedestrian elements in local comprehensive plans (page 2.15).

(Limit 2500 characters; approximately 750 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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.

City of Bloomington Alternative Transportation Plan, 2014, p.4-9.

List the applicable documents and pages:

City of Bloomington Comprehensive Plan 2008, p. 4.3-4.10, figures 4.1 and 4.2

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. 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

6. 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

7. 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. Funding amounts by application category are listed below.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

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

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

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

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

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

10. 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

11. 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

12. 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

13. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

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

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Safe Routes to School projects only:

3. 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.

4. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel 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 applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

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, city or regional parks implementing agency plan.

Upload Map 1467819394477_1A_FranceAve_Trail_RBTN_map.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 40641

Existing Employment Within One Mile (Integer Only) 42862

Upload the "Population Summary" map 1467819479144_2A_FranceAve_Trail_Population_map.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated 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 2,800 characters; approximately 400 words)

Twenty-eight 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 42,000 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 Figure 1) will have access to the trail. Additional wayfinding signs will also be added as part of this project to help trail users navigate to various community features including local parks, schools and commercial nodes/retail areas along 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. With auto ownership rates trending down, more people rely on transit, bicycling and walking as their primary means of transport. The proposed trail provides a convenient Americans with Disabilities Act (ADA) accessible trail connecting people with disabilities, youth and the elderly to jobs, community amenities, and local transit routes.

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. The trail will be constructed

quickly to limit disruptions to current users. During construction, trail users will be directed towards alternate routes with easy to follow detour signing.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1467819621800_3A_FranceAve_Trail_Socio-Eco_map.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Bloomington	2.9
	3

Total Project Length

Total Project Length (Total Population) 2.9

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
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 2.9
 Total Housing Score 0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;

- Improving bikeability to better serve all ability and experience levels by:

- Providing a safer, more protected on-street facility;

- Improving crossings at busy intersections (signals, signage, pavement markings); OR

- Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street. Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or 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 2,800 characters; approximately 400 words)

France Avenue in the City of Bloomington is a Tier I Priority RBTN, 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. The project will close a gap in the RBTN by adding an off-street trail where there is currently only an on-street facility. The off-street trail is interrupted by the bridge that crosses Nine Mile Creek and its riparian areas. Bicyclists and pedestrians are also forced to travel on a narrow paved shoulder on the west side of France Avenue at this location, which is a safety concern as northbound traveling bicyclists are facing opposing southbound traveling vehicles on France Avenue. Traffic volumes on France Avenue are projected to increase in the future which creates an even bigger need to close the gap in the RBTN and construct a continuous off-street trail. 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. The project proposes a new facility parallel to France that would link the trail via a new, protected boardwalk over the creek (a physical barrier) (See Figure 2). 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).

The France Avenue corridor also makes connections between jurisdictions. The Hennepin County Bicycle Transportation Plan (2015) shows several existing and planned on-street and off-street bikeways adjacent to the France Avenue Trail. It links to bikeways on 90th Street that directly connect to trails and bicycle lanes that serve Eden Prairie. The city's Alternative Transportation Plan (2008) and Draft Alternative Transportation Plan

Update (2016) shows the connections that the France Avenue Trail makes to existing on-street facilities on W 84th Street (RBTN Tier 2 Alignment), Poplar Bridge Road/90th Street, 102nd Street and proposed off-street trails on 102nd Street (RBTN Tier 2 Alignment) and Old Shakopee Road (RBTN Tier 1 Corridor). The trail also provides an important north-south connection linking the City of Bloomington with the City of Edina. A future bicycle facility is planned along Xerxes Avenue, north of W 84th Street, that will be a combination of on and off-street segments, and will connect the France Ave Trail to the City of Edina crossing I-494 (regional barrier) via the existing on-street bike facility on W 84th Street and the new Xerxes facility.

Measure B: Project Improvements

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-street 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 by adding additional off-street trail sections. The project will also separate bike/peds from vehicles traveling on France Avenue with a five foot boulevard, an A-minor high volume roadway with a posted speed limit of 45 mph and an average daily traffic volume (AADT) ranging from 11,900 to 17,100. A review of the crash data reported in the Minnesota Crash Mapping Analysis Tool (MnCMAT) for the years 2011 through 2015 shows a total of six crashes involving either a bicycle or pedestrian. All reported crashes were injury type crashes, including two incapacitating injury crashes, and occurred at intersections along France Avenue (See Figure 1).

Response (Limit 2,800 characters; approximately 400 words)

The proposed project will provide much needed safety improvements at the intersections where the trail crosses, including high visibility pavement markings, wider crosswalks and ped ramps, updated pedestrian indications and push buttons at signalized intersections, additional signage and improved sight lines to improve driver visibility of bike/peds using the trail.

The city has also made a commitment to increase public awareness of bike/peds and will encourage drivers to become more aware of their presence at intersection crossings. The city's Alternative Transportation Plan Update (2016) identifies the intersections with the highest rate of bike/ped related crashes over the past ten years. Six intersections on France Avenue are identified crash intersections: American, W 84th Street, 90th Street, 98th Street, 102nd Street, 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.

Connections between employment, bus routes, educational centers, retail areas, and senior housing will be made safer with the France Avenue Trail Project. Studies and accepted practice state that dedicated bicycle facilities reduce crashes and injuries among cyclists. The new boardwalk replacing the shoulder for bike/peds crossing Nine Mile Creek, and new off-street trail connection near Old Shakopee Road where bicycles travel in mixed traffic will benefit bike/peds by offering separation/protection and improving safety for northbound traveling bike/peds that current are opposing southbound vehicles on France Avenue, a high speed (45 mph) and high volume (AADT of 17,100) roadway.

Measure A: Multimodal Elements

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

The objective of the project is to safely integrate multiple modes of transportation into a corridor that serves important purposes across these modes. The project will enable pedestrians to use a protected off-street trail facility instead of a paved shoulder, which is substandard for a trail facility. This will reduce the conflicts between bike/peds and vehicles traveling on France Avenue, a high volume, high speed roadway, and make the environment safer for both modes of transportation.

The shoulder area along France Avenue is an active transit route, 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. The project will focus on improving access to transit stops and increasing use of transit routes on France Avenue. This will be accomplished by widening sidewalk connections at high use bus stop locations where ped ramps do not currently exist and constructing new concrete pads for bus stop benches. The project will create a missing off-street trail connection, which will reduce the risks and conflicts between pedestrians and buses and make the environment safer for both modes of transportation. Additionally, access to existing bus stops and shelters along France Avenue will be maintained during construction.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

[Check Here if Your Transit Project Does Not Require Construction](#)

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

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 (5 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% date submitted

Document in progress; environmental impacts identified; review request letters sent 50%

Document not started Yes 0%

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

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are 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%

Unsure if there are any historic/archaeological resources in the project area

0%

Anticipated date or date of completion of historic/archeological review: 07/01/2016

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

No impact to 4f property. The 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%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

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

25%

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

0%

Right-of-way, permanent or temporary 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

100%

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

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

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)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)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

10) Letting

Anticipated Letting Date 01/31/2019

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$3,504,141.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$3,504,141.00

Points Awarded in Previous Criteria

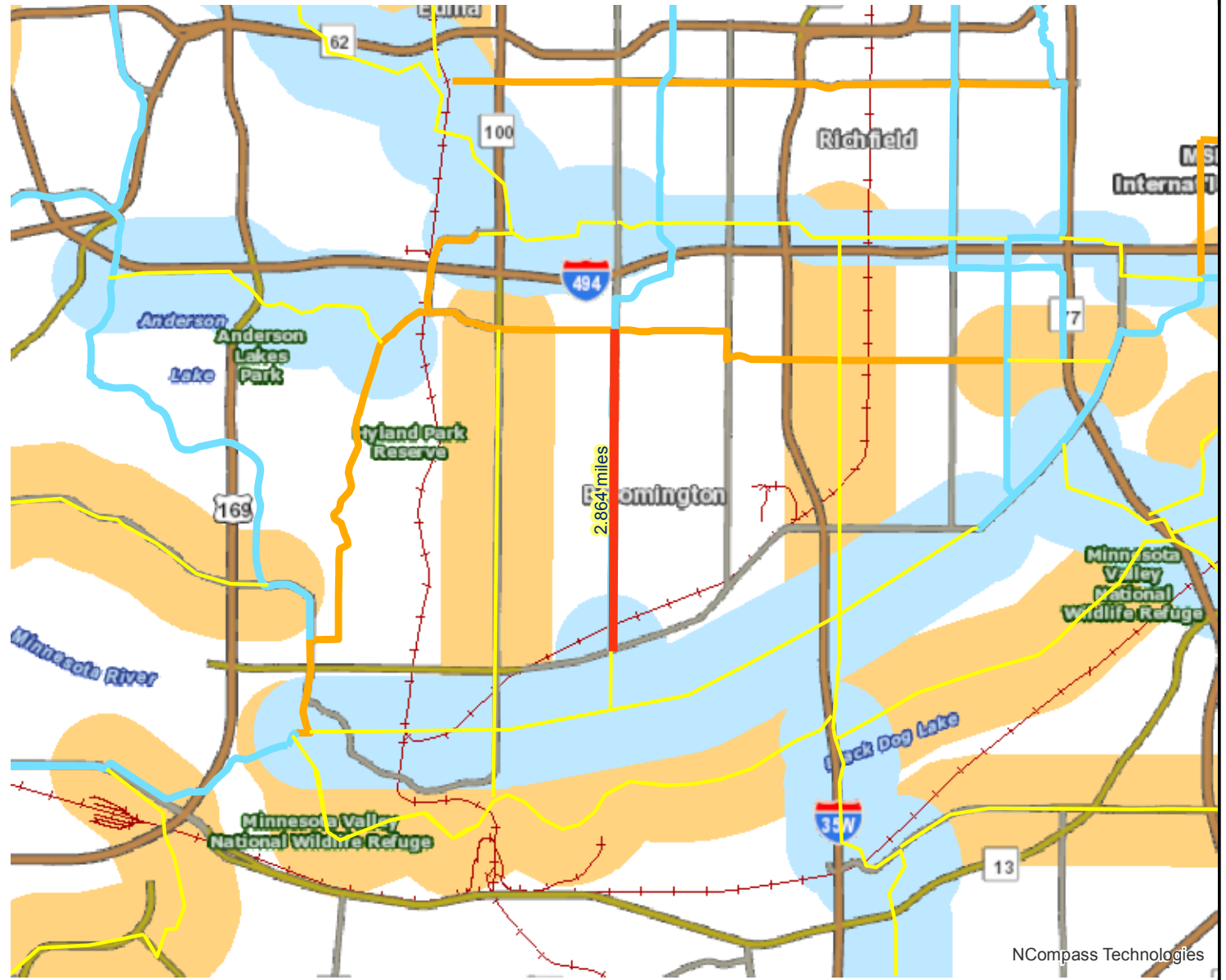
Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Figure 3_Existing Conditions Photos of France Avenue Trail Alignment.pdf	Figure 3 - France Avenue Trail Existing Conditions Photos	233 KB
Figure1_FranceAveTrail_ExistingConditions.pdf	Figure 1 - France Avenue Trail Existing Conditions Map	1.6 MB
Figure2_FranceAveTrail_ProposedProject.pdf	Figure 2 - France Avenue Trail Proposed Project Map	1.6 MB
FranceAve_Trail_Bloomington Resolution.pdf	France Avenue Trail - City of Bloomington Resolution	52 KB
FranceAve_Trail_LOS_HC.pdf	France Avenue Trail - Hennepin County Letter of Support	36 KB

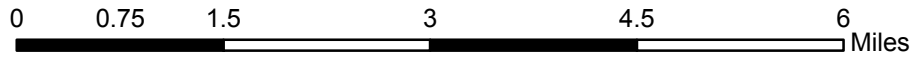
Project to RBTN Orientation

Multituse Trails and Bicycle Facilities Project: France Avenue Trail | Map ID: 1465850613424



NCompass Technologies

- Project
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- Principal Arterials
- Minor Arterials
- - - Railroads
- RBTN Tier 1
- RBTN Tier 2



Created: 6/13/2016
LandscapeRSA1



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

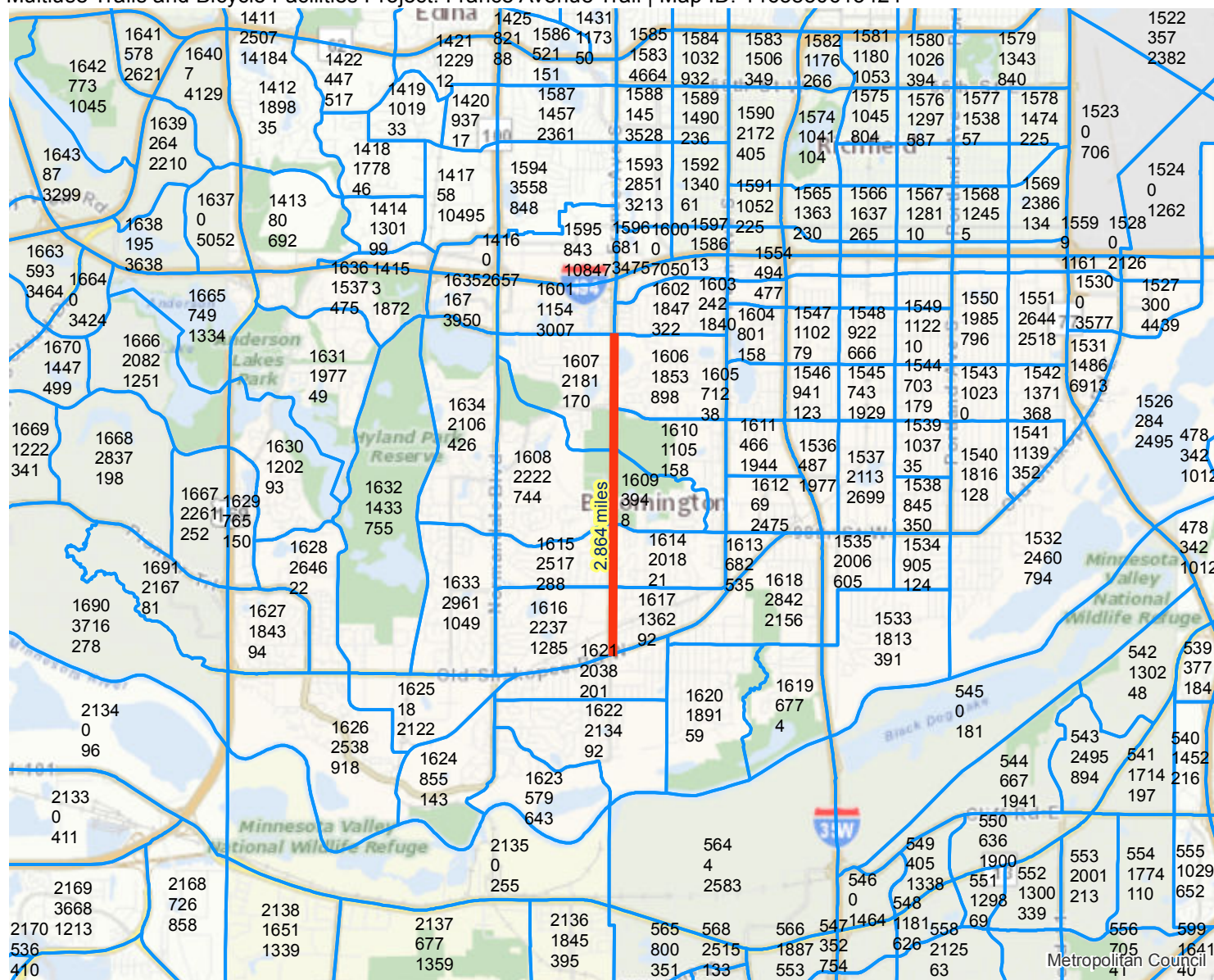


Population Summary

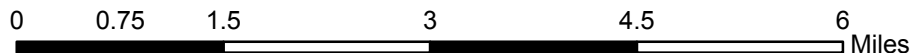
Multiuse Trails and Bicycle Facilities Project: France Avenue Trail | Map ID: 1465850613424

Results

Within ONE Mile of project:
 Total Population: 40641
 Total Employment: 42862



- Project
- 2010 TAZ



Created: 6/13/2016
 LandscapeRSA4



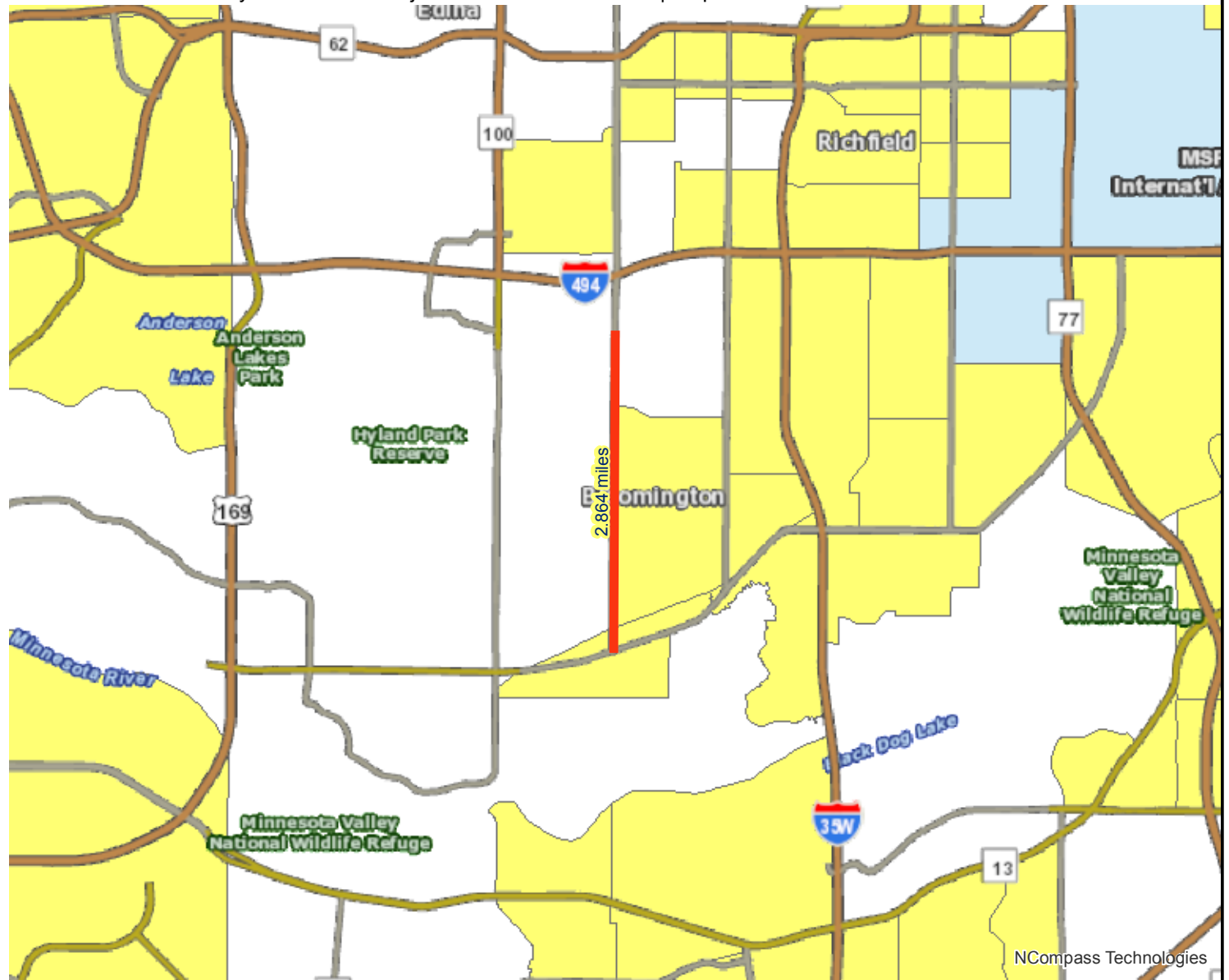
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Socio-Economic Conditions Multiuse Trails and Bicycle Facilities Project: France Avenue Trail | Map ID: 1465850613424

Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



NCompass Technologies

Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 6/13/2016
LandscapeRSA2



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



Photos of France Avenue Trail Alignment (Existing Conditions)



South of Poplar Bridge Road



North of W 90th Street



South end of wetland, trail gap



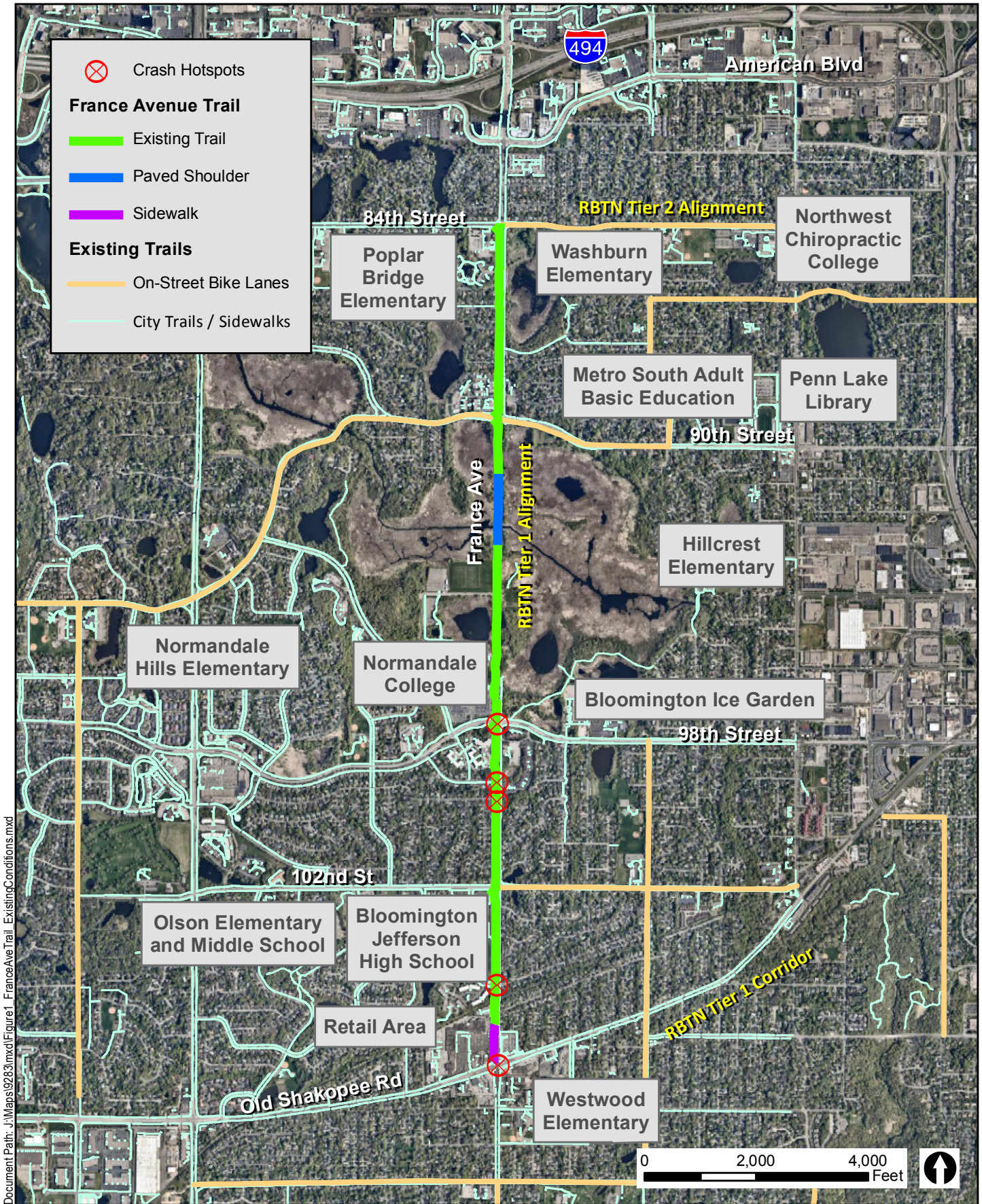
North of W 102nd Street



S of W 102nd Street, Jefferson High School



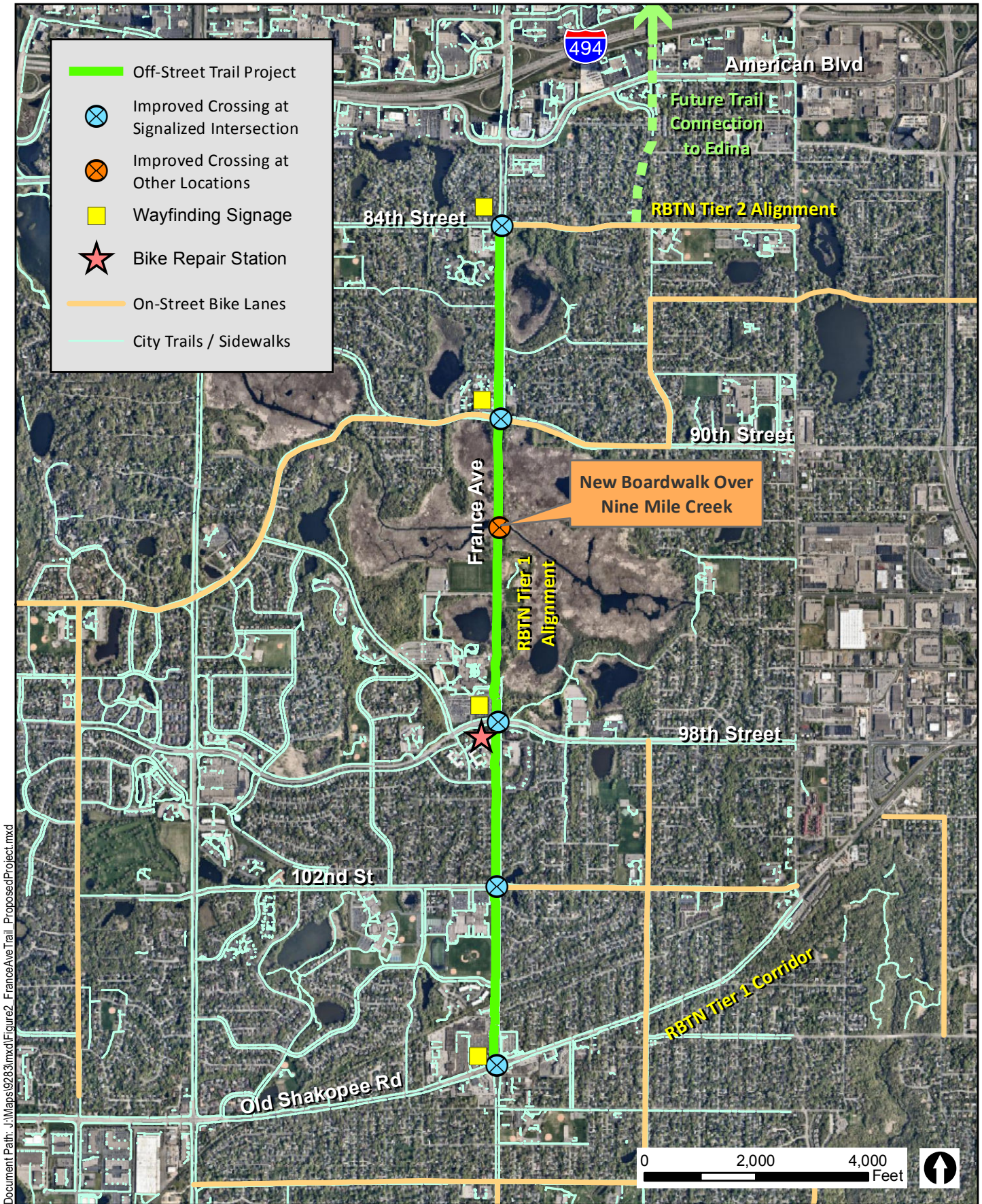
North of Old Shakopee Road, Commercial Node



Existing Conditions

France Avenue Trail - Multiuse Trails and Bicycle Facilities Regional Solicitation
 City of Bloomington, MN

Figure 1



Proposed Project

France Avenue Trail - Multiuse Trails and Bicycle Facilities Regional Solicitation
 City of Bloomington, MN

Figure 2

RESOLUTION NO. 2016- 58

RESOLUTION OF SUPPORT OF A BICYCLE FACILITY PROJECT,
FRANCE AVENUE MULTI-MODAL TRAIL
BETWEEN OLD SHAKOPEE ROAD AND W 84TH STREET – 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

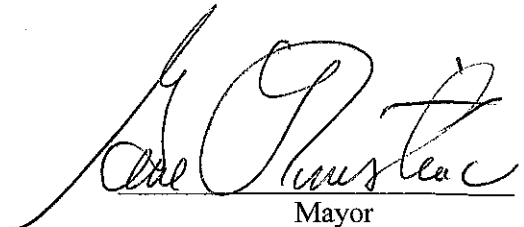
WHEREAS, Metropolitan Council has identified this corridor as a Tier I Alignment in the Regional Bicycle Transportation Network Corridors from the 2013-14 Regional Bicycle System Study; and

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 2016 Regional Solicitation for Transportation Funding for 2020 Fiscal Year funds.

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

Passed and adopted this 27th day of June 2016.


Mayor

ATTEST:


Secretary to the Council



Resolution Number 2016- 58

The attached resolution was adopted by the City Council of the City of Bloomington on June 27, 2016.

The question was on the adoption of the resolution, and there were 6 YEAS and 0 NAYS as follows:

COUNCILMEMBERS:	YEA	NAY	OTHER
Gene Winstead	<u>X</u>	_____	_____
<i>vacant</i>	_____	_____	_____
Jack Baloga	<u>X</u>	_____	_____
Tim Busse	<u>X</u>	_____	_____
Andrew Carlson	<u>X</u>	_____	_____
Dwayne Lowman	<u>X</u>	_____	_____
Jon Oleson	<u>X</u>	_____	_____

RESOLUTION ADOPTED.

ATTEST:

Devin M. Way

Secretary to the Council

RANDY JOHNSON
COMMISSIONER



PHONE: 612-348-7885
FAX: 612-348-5295
TDD: 612-348-7708

BOARD OF HENNEPIN COUNTY COMMISSIONERS
A-2400 GOVERNMENT CENTER
MINNEAPOLIS, MINNESOTA 55487-0240

June 22, 2016

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 federal funding for a multiuse trail project on CSAH 17 (France Avenue) from CSAH 1 (West Old Shakopee Road) to West 84th Street. I understand the proposed project, provides for reconstruction on an existing trail along France Avenue to improve pedestrian and bicycle safety, provide a new trail surface, and correct existing alignment irregularities.

As we know France Avenue serves as an important north/south arterial 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. I believe this project will promote active living within the community by providing a more attractive walking / biking option for those destined for Olson Elementary/Middle School, Thomas Jefferson High School, and Normandale College are all located within the limits of the proposed project.

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 black ink, appearing to read "Randy Johnson", is written over a circular stamp.

Randy Johnson, Commissioner, District 5

cc: Carl Michaud, Acting Assistant County Administrator – Public Works
James Grube, County Highway Engineer