



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14034 - Normandale Boulevard Multiuse Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

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Primary Contact

Name:* Amy Marohn
Salutation First Name Middle Name Last Name

Title: Civil Engineer

Department: PW - Engineering

Email: amarohn@bloomingtonmn.gov

Address: 1700 W 98th St

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

Phone:* 952-563-4532
Phone Ext.

Fax: 952-563-4868

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 Normandale Boulevard Multiuse Trail
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Bloomington
Jurisdictional Agency (If Different than the Applicant): City of Bloomington

The proposed project will construct bicycle and pedestrian facilities on Normandale Boulevard (CSAH 34) between Old Shakopee Road (CSAH 1) and W 94th Street. By closing a gap in the local trail network, the project will provide direct, continuous bikeway and pedestrian access to amenities in Bloomington and neighboring communities; improving safety for all modes of travel.

Proposed project elements include:

- Multiuse trail on the west side and multiuse trail or walk on the east side (to be determined by public process) of Normandale Boulevard
- Curb reconstruction with ADA pedestrian ramps, improved crosswalks, and accessible pedestrian signals at signalized intersections
- Wayfinding to other local and regional bicycle and pedestrian facilities
- Bicycle and pedestrian rest areas with amenities at Normandale Boulevard and W 98th Street and at Normandale Boulevard and W 94th Street

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

Project benefits include:

- Strengthen Bloomington's alternative transportation network, support active living, enhance Safe Routes to School facilities, and expand transportation options
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists
- Provide a continuous north-south link to regional job centers and last-mile bicycle and pedestrian facilities to two park-and-rides, enabling residents of low-income housing to access regional job centers in areas with higher housing costs

- Create a Critical Bicycle Transportation Link by connecting to France Avenue (a Tier 1 RBTN Alignment), Old Shakopee Road (located in a Tier 2 RBTN Corridor), and Hyland Regional Trail (a Tier 2 RBTN Alignment)

- Link to Hyland Regional Trail, Soo Line Corridor Regional Trails, and Hyland Bush Regional Park, closing gaps between existing recreation amenities and improving the regional trail network

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)

Bituminous trail, concrete walk, ADA curb ramps, retaining walls, traffic signals, wayfinding signage

Project Length (Miles)

1.8

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$4,000,000.00

Match Amount \$1,476,128.00

Minimum of 20% of project total

Project Total \$5,476,128.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 26.96%

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 and local funds

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: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:

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	55437
(Approximate) Begin Construction Date	03/01/2024
(Approximate) End Construction Date	11/30/2024
Name of Trail/Ped Facility:	Normandale Boulevard Multiuse Trail
<i>(i.e., CEDAR LAKE TRAIL)</i>	

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

From: (Intersection or Address)	W 94th Street
To: (Intersection or Address)	Old Shakopee Road (CSAH 1)

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

Or At:

Miles of trail (nearest 0.1 miles):	1.8
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	1.8
Is this a new trail?	No

Primary Types of Work

BICYCLE AND PEDESTRIAN PATH, SIGNAL POLE RELOCATION FOR ADA, WIDENED PED RAMPS, AUDIBLE PEDESTRIAN SIGNALS (APS) AT SIGNALIZED TRAIL CROSSINGS, FENCE

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):

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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 goals, objectives, and strategies that relate to the project.

Goal B: Strategy B6; 2.8

Goal C: Strategies C1, C2, C15, C16, and C17;
p2.10-2.12, 2.22-2.24

Briefly list the goals, objectives, strategies, and associated pages:

Goal D: Objectives A and B; p2.26; Strategy D3:
p2.27

Goal E: Objectives C and D; p2.30; Strategy E3
and E6; p2.31-2.32, 2.34

Goal F: Objective C; p2.35

(Limit 2,800 characters; approximately 400 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 Alternate Transportation Plan (2016); Section 2, p13 ; Section 3, p6; Section 4, p10

- City of Bloomington Complete Streets Policy (2012)

- City of Bloomington Forward 2040 Comprehensive Plan (2019); p4.2-4.10, figures 4.1 and 4.2

- Hennepin County 2040 Bicycle Transportation Plan (2015); Figure 10 (identified as "Planned Off-Street Bikeway")

- Bloomington Public Schools Safe Routes to School District Wide Plan (2014); p66

List the applicable documents and pages:

(Limit 2,800 characters; approximately 400 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 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 State Aid 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.

Multituse 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: \$250,000 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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

Date plan completed: 11/07/2016

Link to plan: <https://www.bloomingtonmn.gov/eng/ada-transition-plan-public-right-way>

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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

13. 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

14. 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.

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4. 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.

5. 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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$23,000.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$2,542,736.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$511,750.00
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	\$3,077,486.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,893,446.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$41,746.00

Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$379,500.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$83,950.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$2,398,642.00

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	\$5,476,128.00
Construction Cost Total	\$5,476,128.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Yes

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

1589290881439_RBTN.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

23819

Existing Employment Within One Mile (Integer Only)

12041

Upload the "Population Summary" map

1589290926046_PopulationEmployment.pdf

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

*1. **Sub-measure: Equity Population Engagement:** A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

City staff have completed preliminary design options and will host an open house in 2020, once efforts to control the spread of COVID-19 are no longer in effect.

The proposed design draws from engagement conducted during the 2016 update of the City's Alternative Transportation Plan. Engagement events included a pop-up event at Bloomington Farmers Market (which accepts SNAP and has special fund matching and nutrition programs for SNAP participants), and three open houses (one was hosted Jefferson High School (see attached map)). An online survey about bicycle, pedestrian, and transit infrastructure was available for residents unable to attend in-person events due to work and childcare schedules, mobility challenges, or other concerns.

Response:

The City also hosted three focus group meetings with key stakeholders representing diverse perspectives, including:

- Bloomington Schools, which emphasized the importance of providing safe routes to school and facilities that meet the needs of children.

- Bloomington Planning commission, which noted the City's aging population and advocated for infrastructure to serve seniors and others with limited mobility.

At the City Council meeting in 2019, they discussed the importance of the biking and walking along the Normandale Boulevard corridor and directed City Staff to increase the priority of reconstructing the existing trail.

(Limit 2,800 characters; approximately 400 words)

2. Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

The proposed Normandale Boulevard Trail will provide multiple benefits to the City's low-income populations, people of color, children, people with disabilities, and elderly. (See attached map.)

The project is in a census tract below the regional average for population in poverty or populations of color. However, its south end is less than ½ mile from a census tract above the regional average. The project will provide a vital north-south link to employment and services for people living in these adjacent areas. It will also increase access to free recreation and natural resources by linking with the broader park and trail network.

It will also serve:

Response:

- Commuters with limited access to vehicles:
 - Park and Rides are offer critical access to job, medical, and recreation centers via bus and train for those living outside the urban core. Two Metro Transit park and rides are located along the project corridor, with transit routes linking to Downtown Minneapolis, Southdale Transit Station, Best Buy Corporate, and the Mall of America.
 - The number of people using trails to commute in Hennepin County has tripled in recent years. The project will provide a safe facility connecting users of all ages and abilities to regional job centers, including a Thrive MSP Regional Job Center less than a mile north of the trail corridor.
- Children and families:
 - In an online survey soliciting feedback for the Alternate Transportation Plan, 34 percent of respondents said they use trails in Bloomington

with children. The existing trails are narrow, discontinuous, and in poor condition. With 6' planted boulevards separating the trail from vehicular traffic, the proposed facility will safely and comfortably accommodate young families.

-- According to the City of Bloomington's Partnerships for Healthy Communities, 17 percent of students must walk, bike, or get a ride to school. Ridgeview Elementary School, Normandale Hills Elementary School, Olson Middle School, and Jefferson High School are all in close proximity to the project (see attached map). The project's off-street facility will help students travel safely by bicycle and foot along Normandale Boulevard.

- Seniors and people with limited mobility:

-- Bloomington has seen a 17 percent increase in residents age 65 and older since 2000; and the 2016 American Community Survey estimates that 11 percent of Bloomington residents live with a disability. Transitions between facility types are difficult for people with mobility challenges. This project will serve these users through a continuous, ADA accessible facility and updated pedestrian ramps.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Response:

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 while 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.

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points *Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

Project is located in an Area of Concentrated Poverty where 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:

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:

Yes

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map

1589291379229_SocioEconomic.pdf

Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Bloomington	1.8	1.0	97.0	97.0

Total Project Length

Total Project Length 1.8

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 1.8

Total Housing Score 97.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

Normandale Boulevard Multiuse Trail will help cost-burdened households feel comfortable and safe traveling the corridor and beyond without a vehicle.

Within a half mile of the project, there are 1,170 total affordable units:

- 71 senior income-restricted units

- 42 income-restricted units

- 18 Section 8 participants, and

- 1,039 Naturally Occurring Affordable Housing (NOAH) units.

Existing income-restricted communities include The Tarnhill Apartments, Ridgeview Terrace, and the Highland Apartments (see attached map).

Response:

Many residents chose to live in the area because of the concentration of NOAH units at France Avenue and Old Shakopee Road. While affordable housing residents are less likely to have access to a vehicle, the project neighborhood is classified as car-dependent, meaning most errands require a car. The proposed facility will provide pedestrian and bicycle access to groceries and other essentials from the retail center at Normandale Village and medical appointments at Park Nicollet Clinic. Forty percent of trail users surveyed said that they already walk and bike to run errands.

The proposed project will also enable residents of low-income housing to access jobs in areas with higher housing costs. The trail will provide a key north-south link to regional job centers. It will expand pedestrian and bicycle access to Metro Transit Park-and-Rides with service to Downtown Minneapolis, Southdale Transit Station, Best Buy

Corporate, and the Mall of America.

Local, accessible connections between low-income residents and natural resources fosters health equity, supports community and family development, and promotes active living. By linking to Hyland Regional Trail, Soo Line Corridor Regional Trail, Normandale Lake Park, and Hyland Bush Regional Park, the Normandale Boulevard Multiuse Trail will close gaps between existing recreation amenities, making it possible for all residents of the project corridor to walk or bike to natural resources.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589291527714_AffordableHousing.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

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

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

- *Providing a safer, more protected on-street facility or off-road trail;*

- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

Normandale Boulevard Multiuse Trail is in a Tier 2 RBTN Corridor.

It will create a Critical Bicycle Transportation Link by:

- Replacing substandard sidewalks and discontinuous bike lanes with multiuse trail on the west side and multiuse trail or walk on the east side, to be determined by public process
- Connecting to France Avenue (a Tier 1 RBTN Alignment) via on-road bike lanes on Poplar Bridge Road (Mid City Bikeway)
- Linking to the off-road bikeways and park trail network in Hyland Bush Regional Park
- Extending an existing off-street trail north of W 94th Street into a continuous facility between Old Shakopee Road (located in a Tier 2 RBTN Corridor) to a major job center at Normandale Boulevard and Highway 100 and to Hyland Regional Trail (a Tier 2 RBTN Alignment).
- Connecting to East Soo Line Corridor and to the West Soo Line Corridor Regional Trail.
- Providing last-mile bicycle and pedestrian facilities to two park-and-ride stations.

Response:

Bloomington's Alternate Transportation Plan and Forward 2040 Plan identify Normandale Boulevard as a "community corridor" trail. As part of an interconnected trail network, the proposed project will improve continuity between local and regional destinations for cyclists and pedestrians. According to the City of Bloomington's Partnerships for Healthy Communities, 55 percent of residents walk or bike instead of drive more than once a month. As auto ownership trends down, it will be critical to expand pedestrian and bicycle infrastructure.

Bloomington's Alternate Transportation Plan identifies Normandale Boulevard as the #2 priority community corridor in Bloomington (after France Avenue, where mixed-use facilities have since been constructed). Hennepin County's 2040 Bicycle Plan calls it out as a planned off-street facility. The proposed facility will strengthen continuity between Bloomington and adjacent communities by offering a continuous and accessible north-south route. Directional blade signs along the trail at W 94th Street, W 98th Street, and Old Shakopee Road will provide wayfinding to other local and regional bicycle and pedestrian facilities.

The City of Bloomington's Alternate Transportation Plan (2016) notes that "bicycling has been increasing rapidly in Hennepin County for more than a decade both in sheer numbers and rider diversity. The population of people riding bicycles increasingly reflects the diversity of the population as a whole, with growing number of women, seniors, and nonwhite groups bicycling." These diverse groups have different facility needs and preferences than experienced cyclists. An off-street, protected facility will best allow diverse users to walk, bike, and roll to school, work, medical appointments, errands, and recreation.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

The most-cited barriers to walking and biking in Bloomington are a lack of trails, poor sidewalk and trail maintenance, and missing connections between existing trails and sidewalks and to parks and recreation areas. The proposed project addresses all these concerns, improving the safety and experience of pedestrians, cyclists, and drivers along the corridor.

Normandale Boulevard's existing trails are beyond their useful life. The trail on the east side of the roadway was constructed in 1977 and has an average pavement condition index (PCI) score of 19/100. The trail on the west side of the roadway dates to 1970, with a PCI score of 14/100. The pavement and subgrade are deteriorated. People using wheelchairs, walkers, or other mobility aids have difficulty navigating the narrow paths (only 30" wide at some points), zone obstruction, and driveway transitions.

Response:

Existing facilities do not protect pedestrians or cyclists from vehicular traffic. The trail is at grade with the vehicular roadway and boulevards are narrow or absent. The project segment is a minor high-volume roadway with a posted speed limit of 45 mph and an average daily traffic volume (AADT) ranging from 12,800 to 25,500. Yet due to the condition of existing trails, 3/4 of cyclists observed in Bloomington's 2019 bicycle and pedestrian counts were biking on the road with vehicular traffic. Traffic volumes on Normandale Boulevard are projected to increase, which creates an even bigger need to construct an accessible, grade-separated off-street trail.

From 2017-2019, there were 39 crashes along the project corridor. Two involved a bicycle-vehicle collision. Most crashes occurred at major

intersections: W 94th Street, W 98th Street, W 102nd Street, and Old Shakopee Road. Both bicycle-related crashes were at W 102nd Street and Normandale Boulevard:

- Minor injury crash with vehicle, cyclist riding north on west side of sidewalk (9/18/18)

- Minor injury crash with vehicle, cyclist was 70-year-old man taking no improper action, riding in traffic lane (8/24/2017)

The project will reduce the crash potential and provide a much safer environment for all users. A six-foot planted boulevard will buffer pedestrians and cyclists from vehicular traffic. Installing curbs along the length of the corridor will add a grade separation between users and vehicles, reducing the risk of collision.

Normandale Boulevard Multiuse Trail will greatly improve conditions for users with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists. The new facilities will add ADA pedestrian ramps at all crossings and accessible pedestrian signals at all signalized intersections along the trail.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Normandale Boulevard is a priority community corridor in the City of Bloomington's Alternative Transportation Plan and a planned off-street facility in Hennepin County's 2040 Bicycle Plan. The proposed facility will safely integrate bicycling, walking, driving, and riding transit into a corridor that serves important purposes across these modes. The design includes the following multimodal elements:

- Widen existing trail to ensure accessibility and allow cyclists and pedestrians to safely share the facility for the length of the corridor
- Separate pedestrians and cyclists from vehicular traffic with a 6' boulevard and curb
- Upgrade pedestrian and bicycle crossings with ADA compliant ramps, crosswalks, and Accessible Pedestrian Signals at signalized intersections
- Improve transit access and circulation for existing routes and Park and Ride stations
- Install wayfinding to other key pedestrian and bicycle routes
- Offer rest stops with amenities for cyclists, pedestrians, and transit riders

Existing facilities are degraded and inaccessible to people with disabilities. The existing trail is also at-grade with vehicular traffic with narrow boulevards, increasing risk of vehicle-pedestrian and vehicle-bicycle collisions. At points, the facilities are as narrow as 30," making it virtually impossible for cyclists and pedestrians to share the trail. As a result, bicycles must often share lanes with vehicles traveling 45mph+, which is intimidating for all but

Response:

the most experienced cyclists. The project's off-street, grade-separated trail facility will reduce the conflicts between bike/peds and the high volume of vehicles traveling on Normandale Boulevard, making the environment safer for all modes of transportation.

Normandale Boulevard is served by route 539 to Best Buy Corporate and the Mall of America and by routes 589 and 597 to downtown Minneapolis. Trail improvements provide direct benefits to transit users who bike, walk, or roll for the last mile of their trips. The proposed facility will improve bicycle and pedestrian access to bus stops and park and rides, connecting residents to regional job centers, medical appointments, and retail hubs whether or not they own a private vehicle.

By closing a gap in the local trail network, the project will provide direct, continuous bikeway and pedestrian access to amenities in Bloomington and neighboring communities; along with safer travel for drivers and transit riders.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 - Construction Projects

1)Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

Attach Layout

1589383478855_NormandaleLayout.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion 08/31/2021

2)Review of Section 106 Historic Resources (15 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%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

12/31/2022

4)Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public:

02/12/2015

Meeting with partner agencies:

03/31/2020

Targeted online/mail outreach:

07/08/2014

Number of respondents:

300

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

At a Bloomington City Council meeting in fall 2019, the Council members discussed recent communication from several residents about the importance of Normandale Boulevard as a biking and walking corridor, and that the existing facilities are inadequate. Council directed City Staff to prioritize this corridor.

City staff has completed preliminary design options to construct off-road facilities on both sides of the roadway and was preparing for a public engagement/open house in Late March 2020. The City postponed the event until the Community Mitigation efforts to control the spread of COVID-19 is no longer in effect, but still expects to host an open house in 2020.

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

The proposed design draws from engagement conducted from 2014-2015 as part of the Alternative Transportation Plan which identified prioritized bike and pedestrian corridors throughout Bloomington. To inform the plan, the City deployed a wide range of public engagement strategies, including:

- 5/27/14 to 9/10/14: online questionnaire on the City of Bloomington website, nearly 300 respondents

- 6/21/12: pop-up event at Bloomington Farmers Market

- 6/14: article in Bloomington Briefing (June 2014)

- 7/8/14: article in Star Tribune, included a link to online survey

- 7/29/14: Open house 1

- 8/7/14: Open house 2

- 2/12/15: Open house 3

Direct feedback from residents confirmed support to upgrade and expand the off-road trail network and helped identify priority routes - including several comments advocating to improve facilities on Normandale Boulevard. The City of Bloomington also hosted three focus group meetings with cycling and walking groups, transit users and representatives, business representatives, and other key stakeholders.

- 7/10/14 - Focus group meeting 1: Bloomington Schools, MnDOT, City of Burnsville, Dakota County

- 7/15/14 - Focus group meeting 2: Bloomington Bicycle Alliance, Twin Cities Volkssports (walking club)

- 7/17/14 - Focus group meeting 3: Bloomington Historical Society, Bloomington Bicycle Alliance, Bloomington Planning Commission

These meetings revealed a range of perspectives and priorities. Common goals between stakeholders included:

- Providing safe routes for seniors, recognizing that the City's population is aging

- Meeting needs of all users, not just experienced cyclists

- Improving key connections between Bloomington

and neighboring communities
- Protecting pedestrians and cyclists from distracted and unsafe drivers

The concerns and priorities of residents, business owners, schools, recreational groups, and other key stakeholders directly informed the timing and design of the proposed project.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$5,476,128.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$5,476,128.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

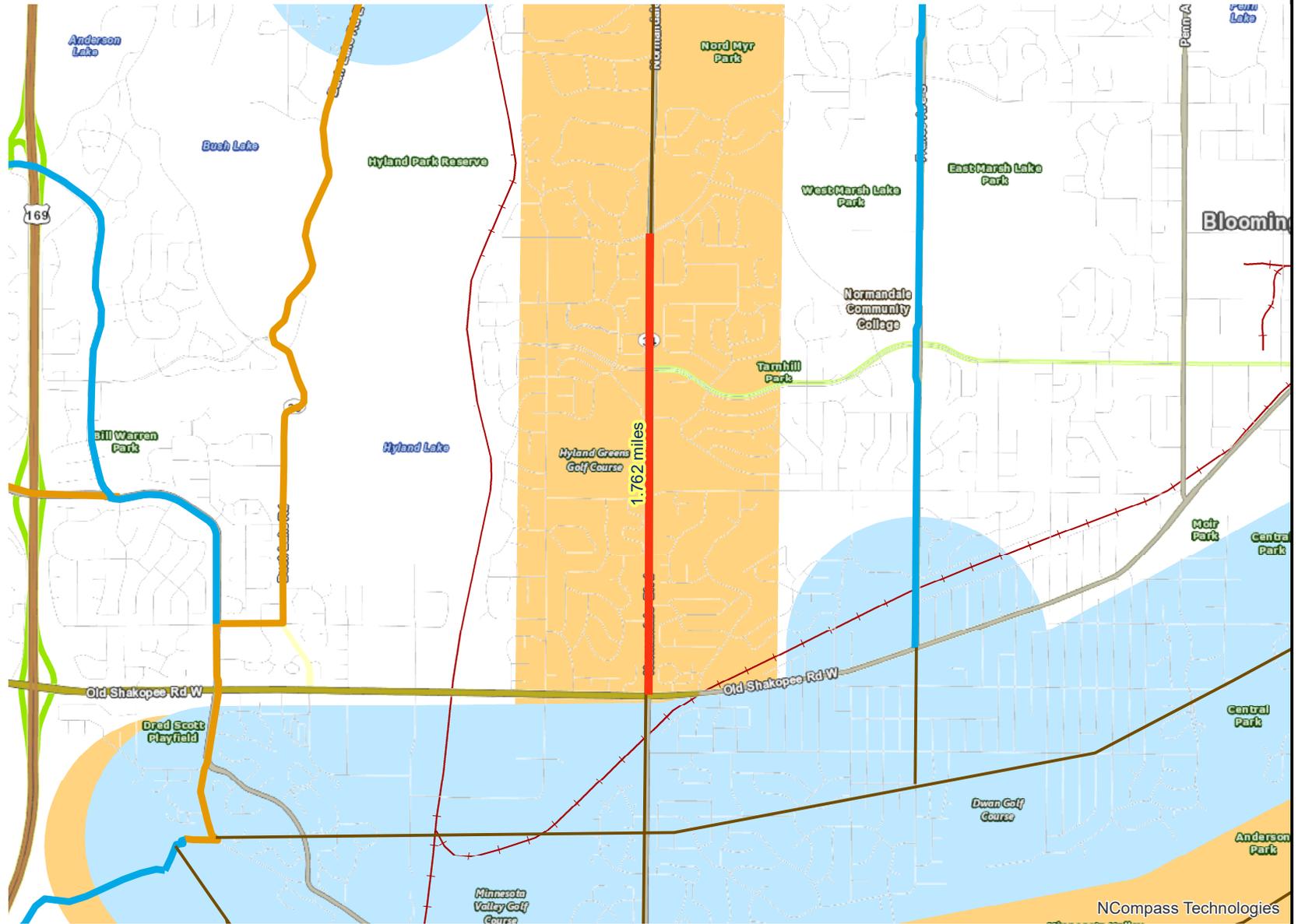
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CC Resolutions 5_4_2020 2020-61.pdf	Resolution of support from Bloomington City Council	643 KB
NormandaleExistingConditions.pdf	Existing Condition Photos	680 KB
NormandaleProjectDescription.pdf	One-page summary	742 KB
SupportLetter.pdf	Letter of support from Hennepin County	88 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities | Map ID: 1584395290074

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



Created: 3/16/2020
LandscapeRSA6



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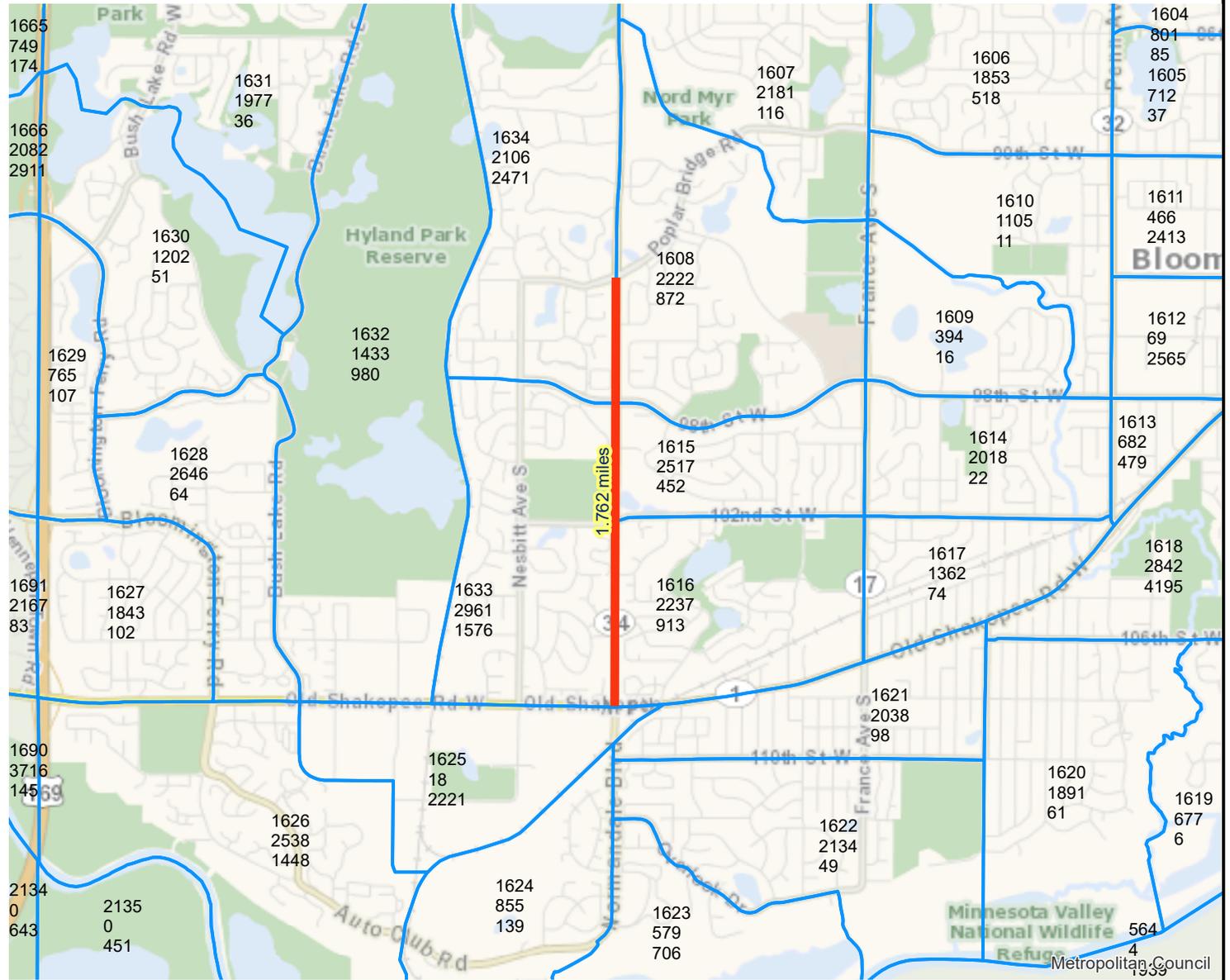
NCompass Technologies

Population/Employment Summary

Multiuse Trails and Bicycle Facilities | Map ID: 1584395290074

Results

Within ONE Mile of project:
 Total Population: 23819
 Total Employment: 12041



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/16/2020
 LandscapeRSA4



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



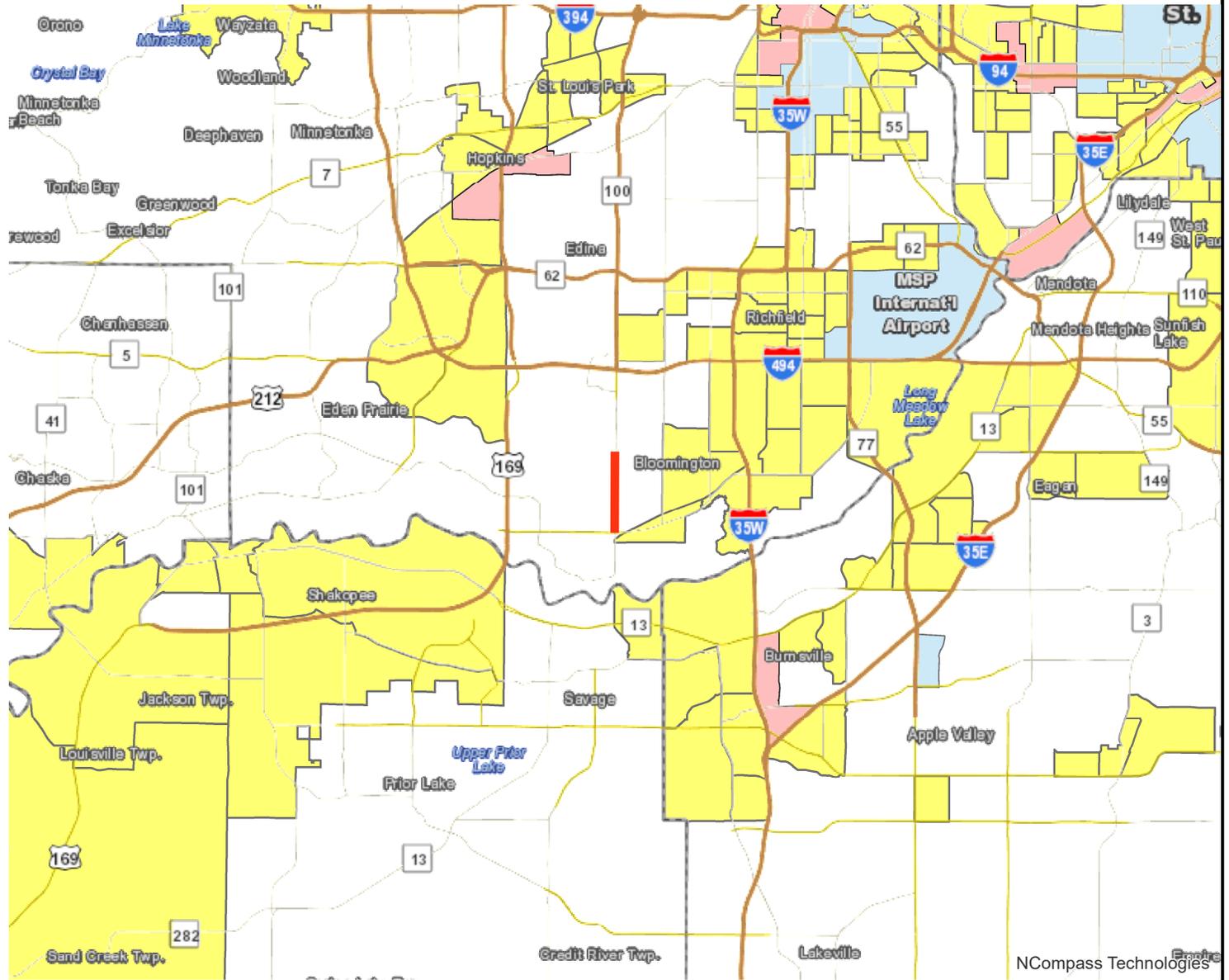
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities | Map ID: 1584395290074

Results

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:
(0 to 12 Points)

Tracts within half-mile:
25701 25803 25805
25903



— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

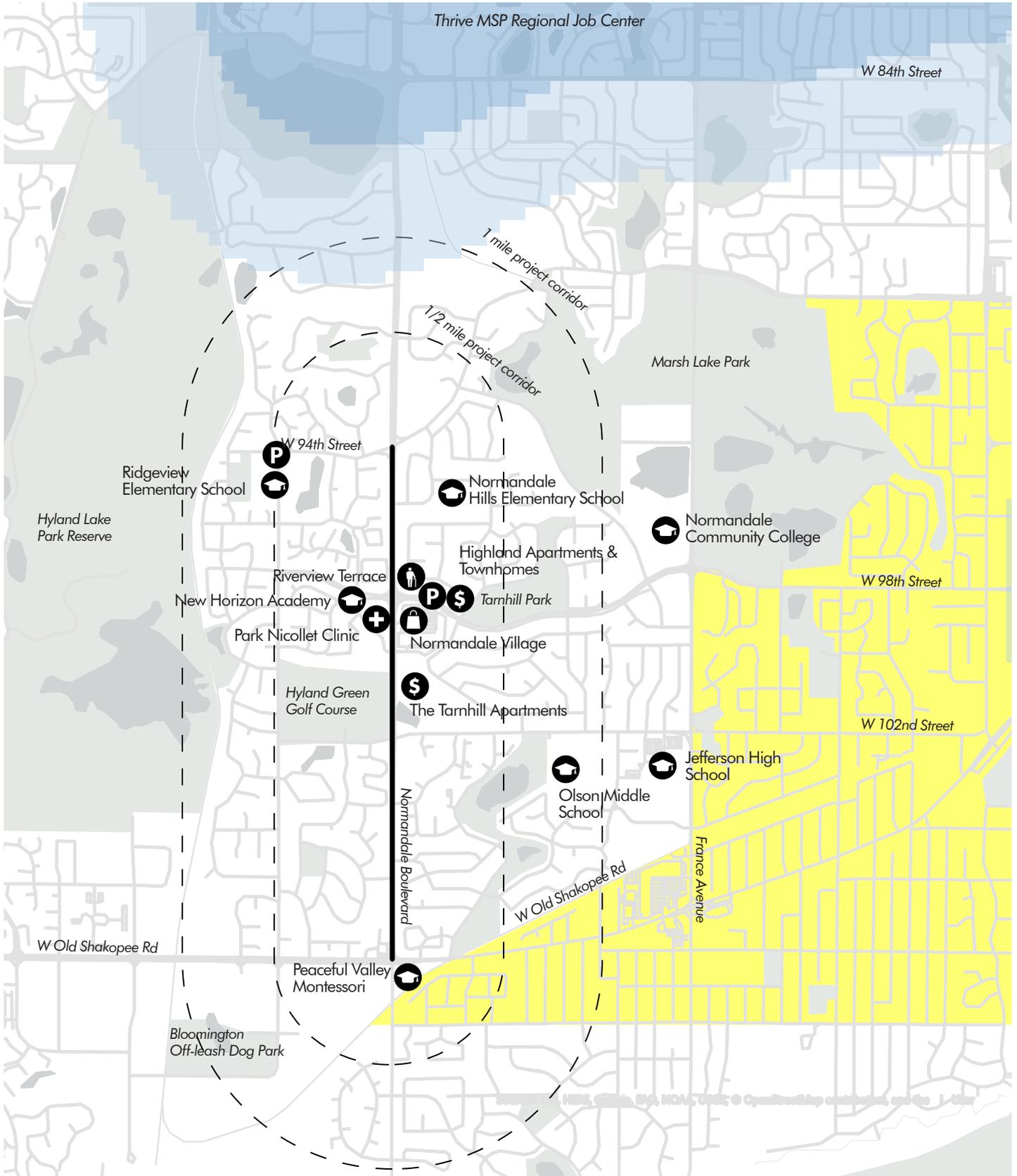


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LandscapeRSA2



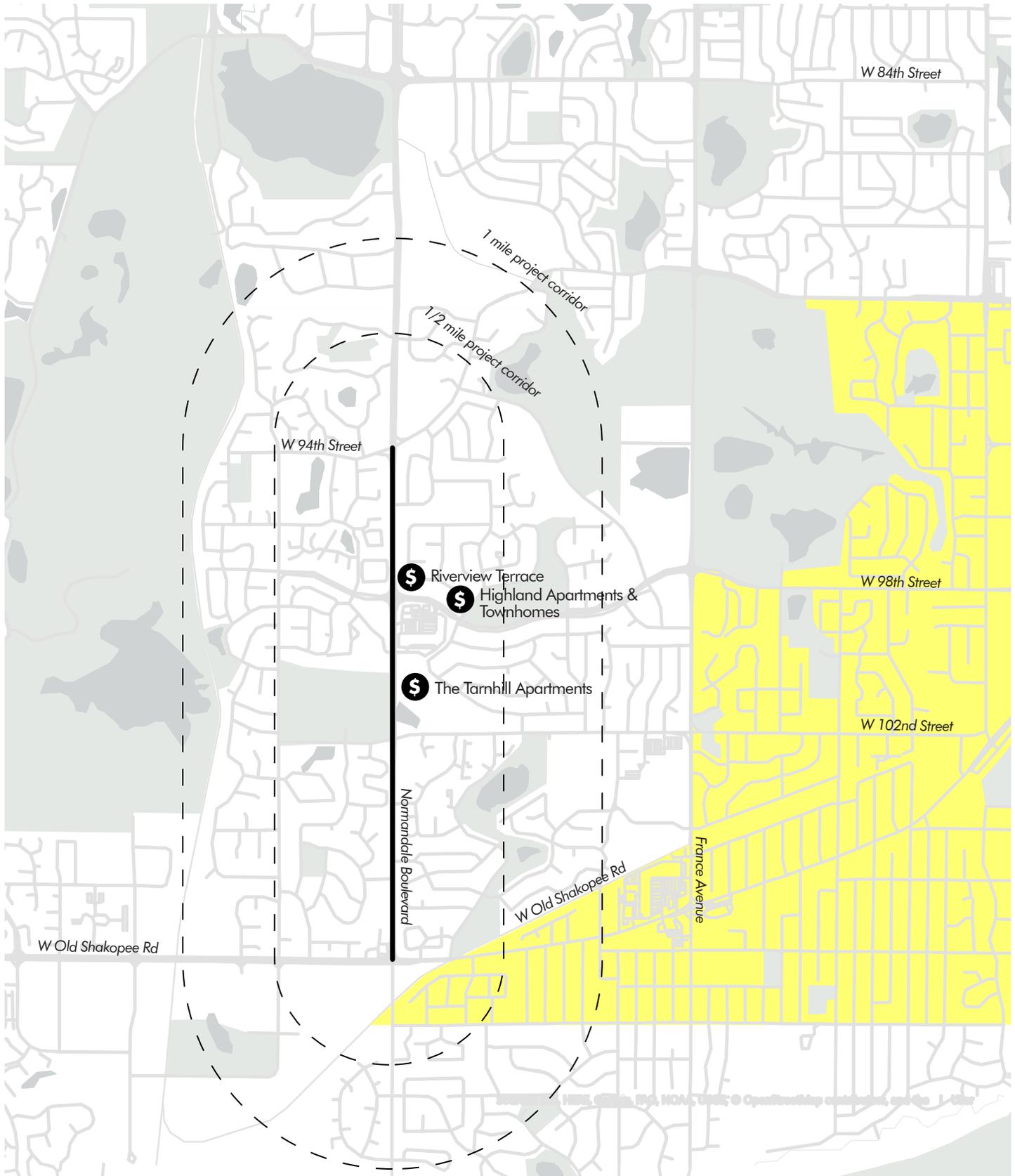
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>





Normandale Boulevard Multiuse Trail Equity Populations and Destinations

-  Proposed project
-  Above regional average concentration of race / poverty
-  School
-  Senior housing
-  Affordable housing
-  Social services
-  Medical clinic
-  Retail center
-  Park and ride
-  Public park



Normandale Boulevard Multiuse Trail

Equity Populations and Destinations

 Proposed project

 Above regional average concentration of race / poverty

 Affordable housing



Normandale Boulevard Multiuse Trail Project Layout



RESOLUTION NO. 2020 - 61

RESOLUTION OF SUPPORT OF A BICYCLE FACILITY PROJECT,
NORMANDALE BOULEVARD MULTI-MODAL TRAIL
BETWEEN OLD SHAKOPEE ROAD AND W 94TH STREET
BLOOMINGTON, MINNESOTA

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

WHEREAS, the City of Bloomington places a high value on providing a safe and convenient bicycle and pedestrian network for its residents; and

WHEREAS, the condition of the existing pedestrian and bicycle infrastructure along the Normandale Boulevard corridor between Old Shakopee Road and West 94th Street is deteriorated and there is a need for safe and convenient multi-modal access along this roadway (the "Project"); and

WHEREAS, the Project would include a 10' bituminous trail on the west side of the roadway and either a 6' concrete walk or a 10' bituminous trail on the east side, which will be determined through a public process that considers user needs, topography, public right-of-way and potential impacts to the area; and

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

WHEREAS, the City documents its acceptance of the responsibility for operation and maintenance of the Project throughout its useful life, including snow removal to allow for year round use of the bicycle and pedestrian facility;

WHEREAS, the City of Bloomington has identified this corridor as a Proposed Off-Street Trail in its Alternative Transportation Plan dated November 21, 2016; and

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

WHEREAS, Metropolitan Council has identified this corridor as a Tier II 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, in addition to the design, administration, rights-of-way, and peripheral Project costs.

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 2020 Regional Solicitation for Transportation Funding for 2024 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 4th day of May 2020.

DocuSigned by:

531400D301D44BF...

Mayor

ATTEST:

DocuSigned by:

751432E1811745D...

Secretary to the Council

Certificate Of Completion

Envelope Id: 35EDE2FE0A3242949DEED3D6E1090FB2	Status: Completed
Subject: City of Bloomington - Resolutions approved at May 4th, 2020 City Council meeting.	
Source Envelope:	
Document Pages: 11	Signatures: 14
Certificate Pages: 2	Initials: 0
AutoNav: Enabled	Envelope Originator:
Envelopeld Stamping: Enabled	Kristin Graves
Time Zone: (UTC-06:00) Central Time (US & Canada)	1800 W. Old Shakopee Road
	Bloomington, MN 55431
	kgraves@bloomingtonmn.gov
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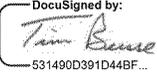
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Storage Appliance Status: Connected	Pool: City of Bloomington, MN	Location: DocuSign

Signer Events

Tim Busse
tbusse@Bloomingtonmn.gov
Mayor
City of Bloomington, Minnesota
Security Level: Email, Account Authentication (None)

Signature

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Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Denise Christenson
dchristenson@Bloomingtonmn.gov
Mayor's Assistant - City Council Admin.
City of Bloomington, MN
Security Level: Email, Account Authentication (None)

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In Person Signer Events

Signature

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Editor Delivery Events

Status

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Agent Delivery Events

Status

Timestamp

Intermediary Delivery Events

Status

Timestamp

Certified Delivery Events

Status

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Carbon Copy Events

Status

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Laserfiche
Laserfiche@Bloomingtonmn.gov
Security Level: Email, Account Authentication (None)

COPIED

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Notary Events	Signature	Timestamp
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Envelope Summary Events	Status	Timestamps
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Signing Complete	Security Checked	5/6/2020 11:53:02 AM
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Completed	Security Checked	5/6/2020 11:53:02 AM
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Payment Events	Status	Timestamps
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Normandale Boulevard – Existing Off-road Facilities (Photos)



Fig 1. W 94th to W 98th Street, West side –Examples of deteriorated subgrade and pavement



Fig 2. W 94th to W 98th Street, West side – Examples of narrow path, deteriorated pavement, and clear zone obstructions

Normandale Boulevard – Existing Off-road Facilities (Photos)



Fig 3 and 4, W 94th to W 98th Streets, West side – Example of Narrow trail (approx. 2 1/2 ' wide, deteriorated pavement, narrow boulevard



Normandale Boulevard – Existing Off-road Facilities (Photos)

Fig 5. W 98th to 102nd Streets, East side – Example of deteriorated subgrade and pavement, poor ADA conditions



Fig 6. W 102nd to Old Shakopee Road, East side –Example of deteriorated pavement and subgrade, narrow boulevard



Fig 7. W 102nd to Old Shakopee Road, East side – Example of ADA concerns with holes and driveway transitions

HENNEPIN COUNTY
MINNESOTA

April 30, 2020

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

Re: Support for 2020 Regional Solicitation Application
CSAH 34 (Normandale Boulevard) Multi-Use Trail Project
From CSAH 1 (Old Shakopee Rd) to 94th Street

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Bloomington is submitting an application for funding as part of the 2020 Regional Solicitation through the Metropolitan Council. The proposed project is the CSAH 34 (Normandale Boulevard) Multi-Use Trail Project as identified in the city's Pavement Management Program (PMP) for Trails.

The project will provide a multi-use trail along CSAH 34 (Normandale Boulevard) to improve the safety and mobility for people walking and biking. Hennepin County supports this funding application and acknowledges that the project aligns with the Hennepin County 2040 Bicycle Transportation Plan. In addition, Hennepin County will operate and maintain the roadway facilities along CSAH 34 (Normandale Boulevard) for the useful life of improvements.

At this time, Hennepin County has no funding programmed in its 2020-2024 Transportation Capital Improvement Program (CIP) for this project. Therefore, county staff is currently unable to commit county cost participation in this project. However, we request that the City of Bloomington continues to include county staff as part of the design process to ensure project success. We look forward to working together to improve safety and mobility for people walking and biking along CSAH 34 (Normandale Boulevard).

Sincerely,



Carla Stueve, P.E., P.T.O.E.
Transportation Project Delivery Director and County Engineer

cc: Chad Ellos, P.E., P.T.O.E. – Transportation Planning Division Manager

Hennepin County Transportation Project Delivery
7009 York Avenue South, MN 55435 (Temporary)
612-596-0241 | hennepin.us

