



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17648 - Normandale Boulevard Multiuse Trail and Sidewalk Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 04/14/2022 8:31 AM

---

## Primary Contact

**Name:\*** Amy Marohn  
Pronouns 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:

- A multiuse trail on west side and multiuse trail or walk on east side (to be determined by public process and feasibility study) of Normandale Boulevard.

- Curb reconstruction with ADA pedestrian ramps, improved crosswalks, and accessible pedestrian signals at signalized north-south intersections.

- Wayfinding to other local and regional bicycle and pedestrian facilities.

- Bicycle and pedestrian rest area with amenities at Normandale Boulevard and W 98th Street.

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

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

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 1 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

*Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).*

**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** \$4,550,000.00

**Match Amount** \$1,139,021.00

*Minimum of 20% of project total*

**Project Total** \$5,689,021.00

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

**Match Percentage** 20.02%

Minimum of 20%

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

**Source of Match Funds**

City of Bloomington 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:

2026, 2027

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

**Additional Program Years:**

2025

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**

03/01/2026

**(Approximate) End Construction Date**

11/30/2026

**Name of Trail/Ped Facility:**

Normandale Boulevard Multiuse Trail

*(i.e., CEDAR LAKE TRAIL)*

**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,  
ped ramps, audible pedestrian signals (APS), retaining walls,  
fence on walls

*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)

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

- 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

(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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$2,000,000

**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:** 02/28/2022

**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. Unique projects are exempt from this qualifying requirement.*

**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	\$2,989,195.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$373,750.00
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
<b>Totals</b>	<b>\$3,385,945.00</b>

---

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$2,001,086.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$45,540.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$172,500.00
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
<b>Totals</b>	<b>\$2,303,076.00</b>

---

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00

Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

### 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	\$5,689,021.00
Construction Cost Total	\$5,689,021.00
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 1649855017471\_NormandaleRBTNMap.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	1649855072034_NormandalePopulationMap.pdf

Please upload attachment in PDF form.

---

## Measure A: Engagement

*i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.*

*ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.*

*iii. Describe the progression of engagement activities in this project. A full response should answer these questions:*

In 2022, City staff completed online engagement utilizing the LetsTalkBloomington website, a project location map with a clearly defined purpose and need, and a community survey. There was a total of 144 responses received and 46% were under age 18 or over age 55.

The City also sent out targeted postcards to the residents within 1/2 mile of the project which included 2,132 properties and posted a link to the survey on the City's Facebook page. Based on ACS 2019 data, within 1/2 mile of the project 20% is over age 65, 19% is under age 18, and 17% identify as BIPOC. The following were key takeaways from the survey:

- 47% walk or bike daily
- 74% would like to see safer intersection crossings
- 65% would like to see paved, accessible surfaces to walk or bike on

**Response:**

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 Equity Populations, Affordable Housing and Destinations 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.

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.

Should the project receive funding, the City will continue to utilize their LetsTalkBloomington engagement site to provide information pertaining to design and construction of the project to all populations including BIPOC, low-income, persons of disabilities, youth and older adults. The City is also committed to targeting these populations with alternative methods such as direct mailings, local community events, door knocking, etc. to ensure their feedback is documented and responded to.

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

---

## **Measure B: Equity Population Benefits and Impacts**

*Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:*

*This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.*

*Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.*

*Below is a list of potential negative impacts. This is not an exhaustive list.*

The proposed project will provide benefits to the City's low-income populations, BIPOC, children, people with disabilities, and elderly (see attached Equity Populations, Affordable Housing and Destinations map).

Based on ACS 2019 data, within 1/2 mile of the project 20% is over age 65, 19% is under age 18, and 17% identify as BIPOC. The project is less than 1/2 mile from a census tract above the regional average. The project will provide a vital north-south link to employment, schools, health care 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.

**Response:**

Commuters with limited access to vehicles: 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 to regional job centers, including a Thrive MSP Regional Job Center.

Children and families: In an online survey soliciting feedback for the Alternate Transportation Plan, 34% said they use trails with children. The existing trails are narrow and in poor condition. A new paved trail with 6' boulevard will safely and comfortably accommodate young families and complete a vital gap in the trail network. According to the City, 17% of students walk, bike, or get a ride to school. There are several schools (see attached Equity Populations, Affordable Housing and Destinations map) near the project. The project's off-street facility will help students travel safely

along Normandale Boulevard and will improve pedestrian crossing safety at intersections.

Seniors and people with limited mobility:  
Bloomington has seen a 17% increase in residents age 65 and older since 2000; and the 2016 ACS estimates that 11% of residents live with a disability. This project will serve these users through a continuous, ADA accessible facility and updated pedestrian ramps.

Project construction will incorporate proper noise, dust, and traffic mitigation and will not negatively impact the disadvantaged populations by maintaining access to while minimizing construction nuisances. The trail will be constructed to limit disruptions and users will be directed towards alternate routes with easy-to-follow detour signing.

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

---

## **Measure C: Affordable Housing Access**

*Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).*

*Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:*

*This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.*



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

According to the Met Council's 2021 Housing Performance Scores, Bloomington has a score of 100, the highest score available. This score recognizes their overall local effort in developing and maintaining housing affordable to low and moderate-income households.

Within 1/2 mile of the project, there are a total of 227 subsidized rental housing units and 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.

**Response:**

Existing income-restricted communities include The Tarnhill Apartments, Tealwood Apartments, Ridgeview Terrace, Bloomington Family Townhomes, and the Highland Apartments (see attached Equity Populations, Affordable Housing and Destinations map).

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 near the Old Shakopee Road/Normandale Boulevard intersection, and medical appointments at Park Nicollet Clinic. Forty percent of trail users surveyed said that they already walk and bike to run errands.

The project will also provide a key link between the existing income-restricted communities and schools and childcare centers in the area (see attached Equity Populations, Affordable Housing and Destinations map).

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 2,800 characters; approximately 400 words):*

---

## **Measure D: BONUS POINTS**

**Project is located in an Area of Concentrated Poverty:**

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Yes

Upload the Socio-Economic Conditions map used for this measure.

1649867028840\_NormandaleSocioEquityMaps\_Final.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 an off-street trail.

- 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, and the future CP Rail Regional Trail that will connect to Nine Mile Creek Regional Trail.

- Extending an existing off-street trail at W 94th Street into a continuous facility between Old Shakopee Road (located in a Tier 1 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.

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

Response:

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 multimodal 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-speed, high-volume roadway with a posted speed limit of 45 mph and an average daily traffic volume (AADT) ranging from 17,500 to 23,000. Yet due to the condition of existing trails, 75 percent 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 more need to construct an accessible, grade-separated off-street trail.

From 2019-2021, there were 46 crashes along the project corridor. In the last 10 years, the following pedestrian/vehicle and bicycle/vehicle crashes

have occurred in the project area:

- Pedestrian/vehicle minor injury crash (4/19/2019)
- Bicycle/vehicle minor injury crash (9/18/18)

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. The project will also create an off-street trail thus removing bicycle and pedestrian traffic from the roadway where collisions could occur.

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 north-south intersections along the trail.

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

---

## **Measure A: Multimodal Elements**



The proposed project is identified as 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 project will safely integrate bicycling, walking, driving, and transit riding through 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.
- Separating 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.

**Response:**

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 challenging 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 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.

Trail improvements provide direct benefits to transit users who bike, walk, or role 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. The Normandale Boulevard Multiuse Trail provides direct connection to the three transit routes 547, 546 and 534 on Old Shakopee Road, W 98th Street, and W 94th Street/Popular Bridge Road, respectively, and a park and ride facility on W. 98th Street. These transit routes connect to destinations such as the Normandale Community College, Mall of America, Minnesota Masonic Heritage Center, and downtown Minneapolis via the Orange Line Bus Rapid Transit (BRT) line.

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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.*

**Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.** Yes

100%

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

50%

**At least online/mail outreach effort specific to this project with the general public 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%

*Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.*

In 2022, City staff completed online engagement utilizing the LetsTalkBloomington website ( Blm.mn/NormandaleTrail ), a project location map with a clearly defined purpose and need, and a community survey. There was a total of 144 responses received. The City also sent out targeted postcards to the residents within 1/2 mile of the project which included 2,132 properties and posted a link to the survey on the City's Facebook page.

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.

**Response:**

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.

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

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

## **2.Layout (25 Percent of Points)**

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;\* city and/or county limits; existing ROW, labeled; existing signals;\* and bridge numbers\*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;\* proposed signals;\* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. \*If applicable

**Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100%

**A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements).**

**Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid [colleen.brown@state.mn.us](mailto:colleen.brown@state.mn.us).**

100%

**For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

75%

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

50%

**Layout has been started but is not complete. A PDF of the layout must be attached to receive points.**

25%

**Layout has not been started**

0%

**Attach Layout**

1649868392600\_NormandaleLayout\_FINAL.pdf

*Please upload attachment in PDF form.*

**Additional Attachments**

*Please upload attachment in PDF form.*

### **3.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

**4.Right-of-Way (25 Percent of Points)**

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified Yes

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

**5.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%

---

**Measure A: Cost Effectiveness**

Total Project Cost (entered in Project Cost Form): \$5,689,021.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$5,689,021.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

---

## Other Attachments

File Name	Description	File Size
Normandale Blvd_CrashData (2019-2021).pdf	Crash Data 2019-2021	86 KB
Normandale Blvd_CrashData 10 year bike-ped.pdf	Crash Data Bike/Ped Only 2011-2021	62 KB
OtherAttach_NormandaleExistingConditions.pdf	Existing Conditions Photos	680 KB
OtherAttach_NormandaleTransitMap.pdf	Transit Map	136 KB
OtherAttach_Normandale_LOS_City.pdf	City of Bloomington Resolution to provide snow removal and winter maintenance	275 KB
OtherAttach_Normandale_LOS_County.pdf	Hennepin County Letter of Support	88 KB
OtherAttach_Normandale_project_description_Final.pdf	1-page Project Description	987 KB

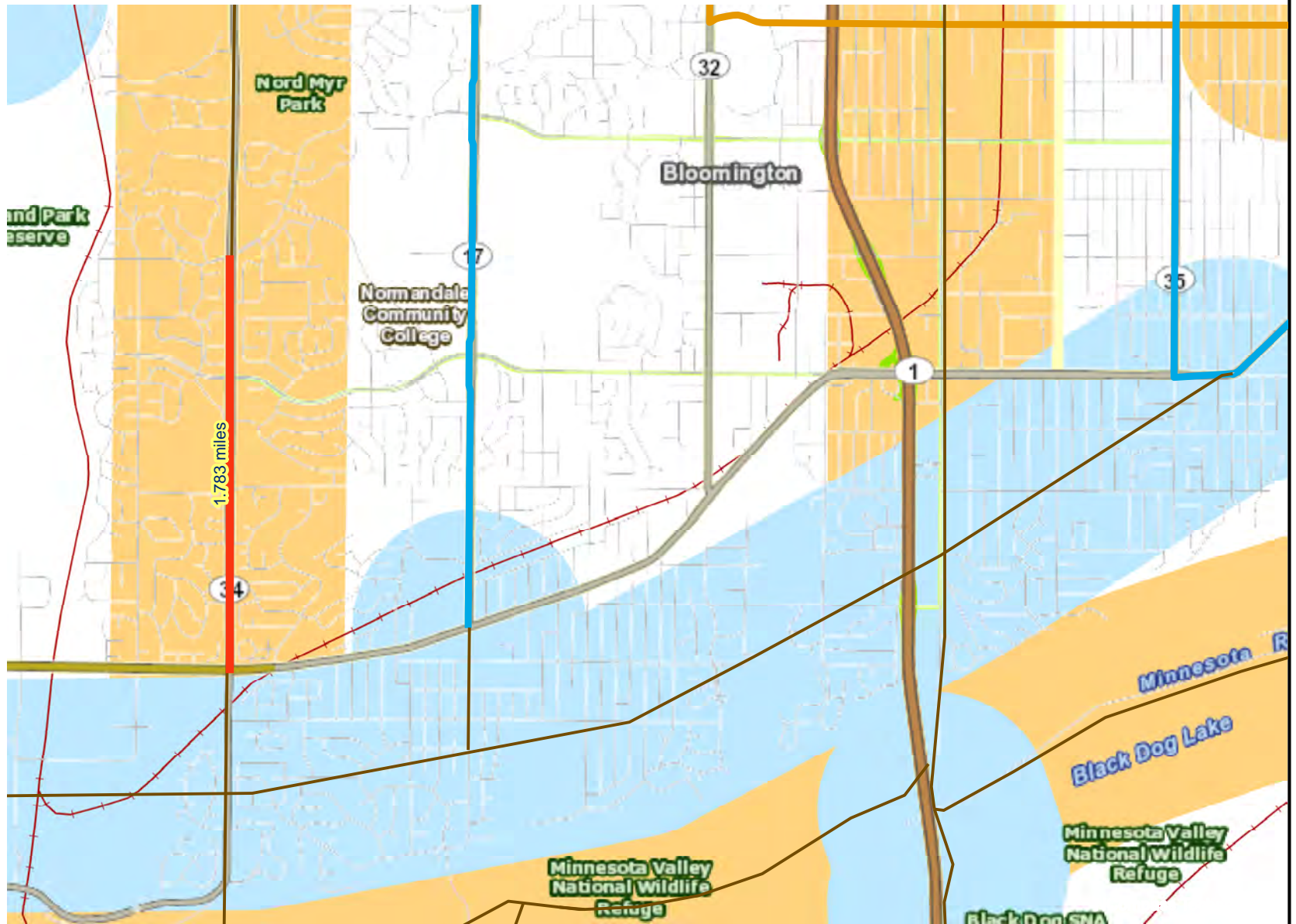


# Project to RBTN Orientation

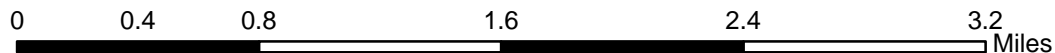
Multiuse Trails and Bicycle Facilities Project: Normandale Boulevard Multiuse Trail | Map ID: 1648300872697

## Results

Project **IN** TIER 2  
Bicycle Transport Corridor.



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



Created: 3/26/2022  
LandscapeRSA6



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

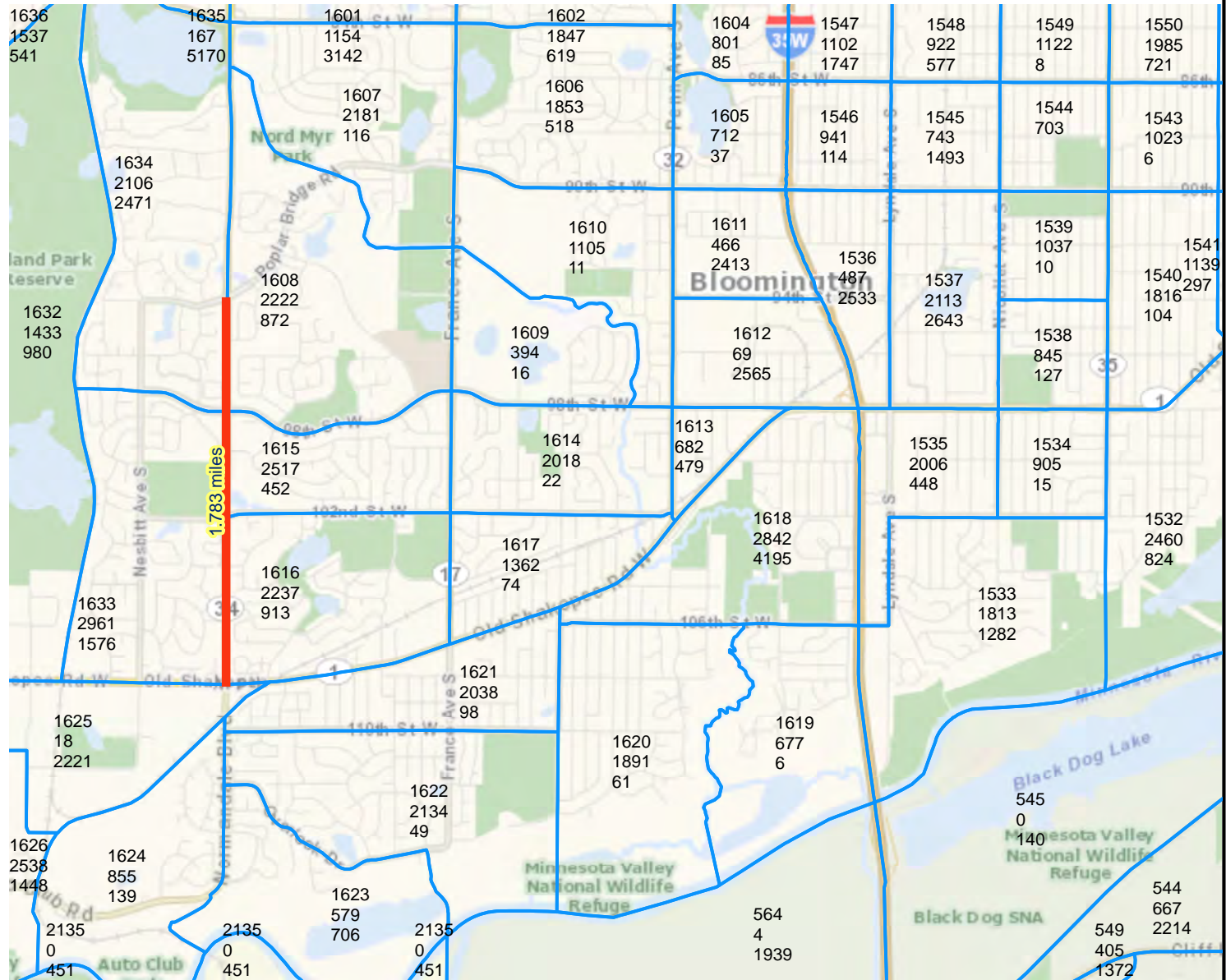



# Population/Employment Summary

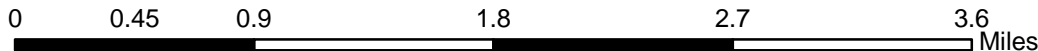
Multiuse Trails and Bicycle Facilities Project: Normandale Boulevard Multiuse Trail | Map ID: 1648300872697

## Results

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



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/26/2022  
 LandscapeRSA4



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

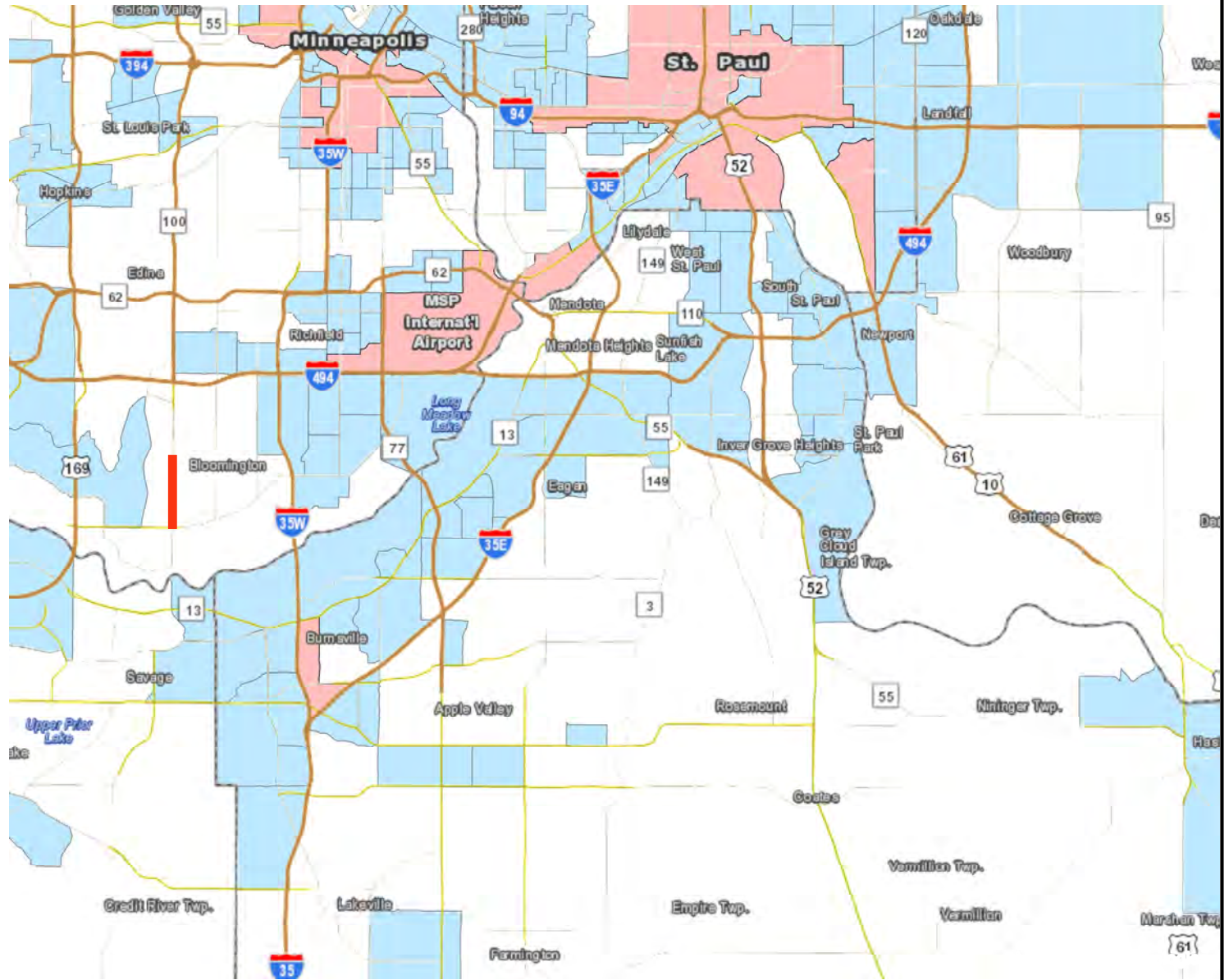


# Socio-Economic Conditions

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 227

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty

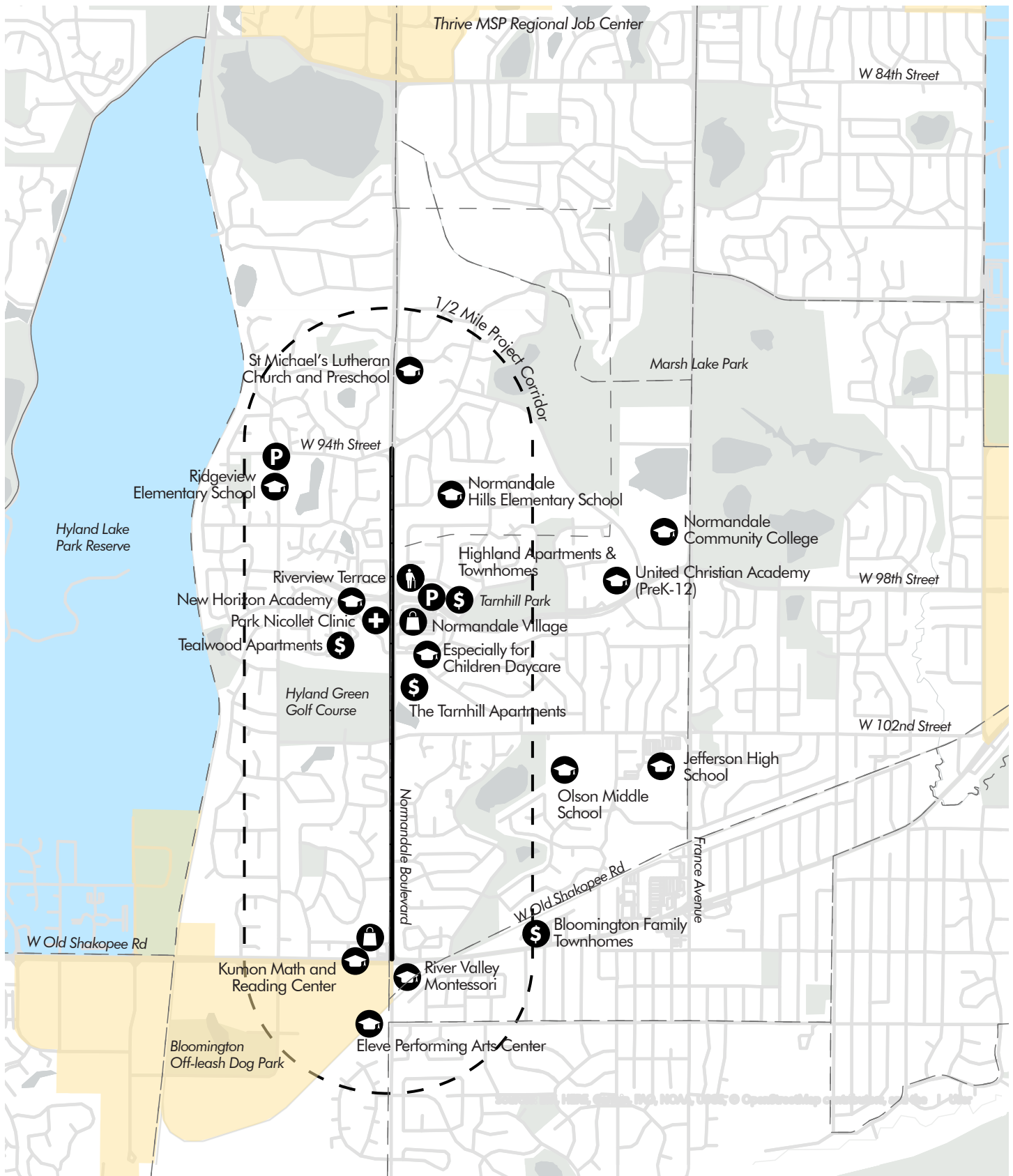


Created: 3/26/2022  
LandscapeRSA2













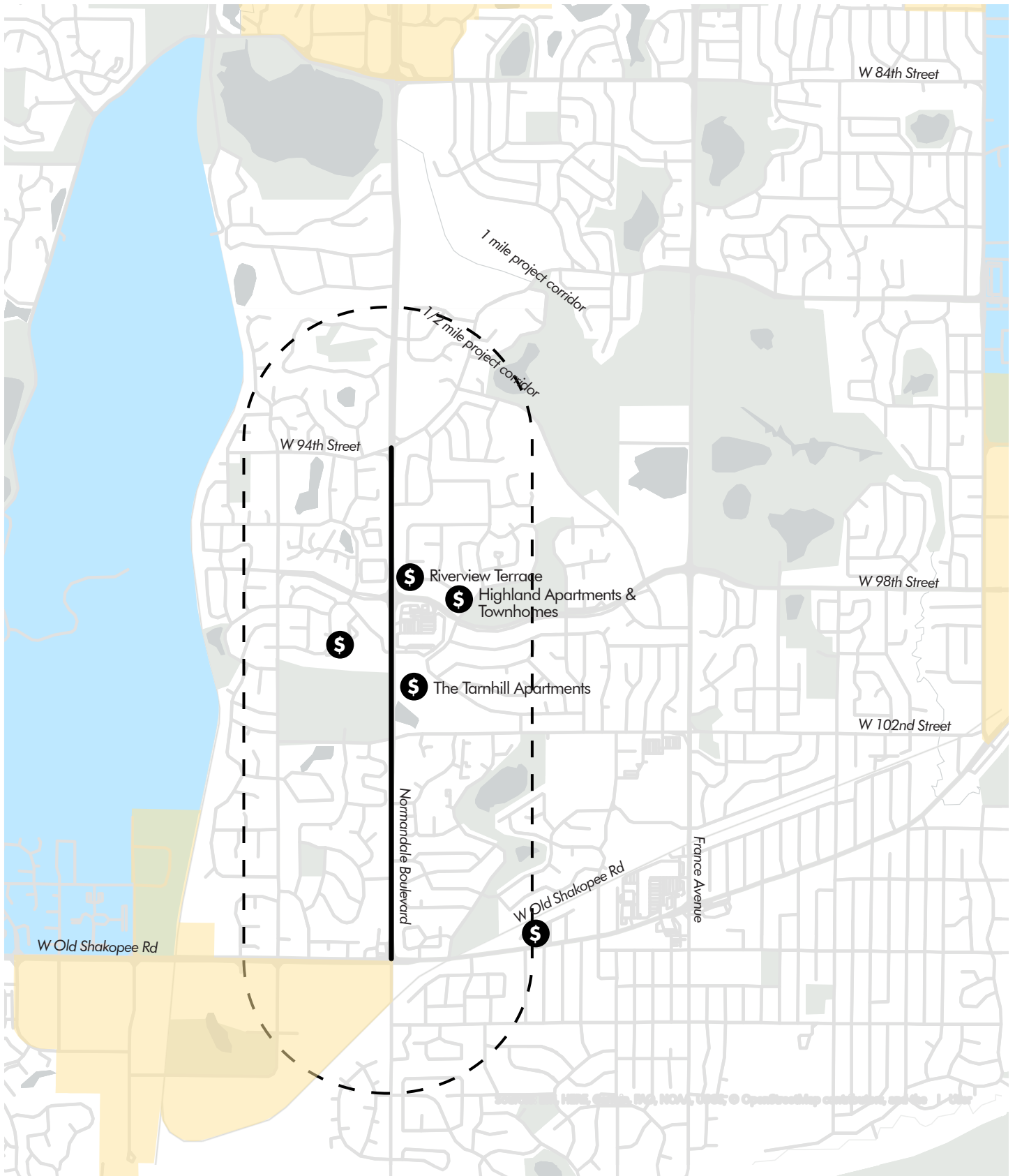
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>





## Normandale Boulevard Multiuse Trail Equity Populations, Affordable Housing, and Destinations

-  Proposed project
-  Regional environmental justice area
-  Regional job + activity center
-  School
-  Senior housing
-  Affordable housing
-  Social services
-  Medical clinic
-  Retail center
-  Park and ride
-  Public park

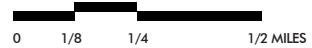


## Normandale Boulevard Multiuse Trail Equity Populations and Destinations

-  Proposed project
-  Regional environmental justice area
-  Regional job + activity center
-  Affordable housing



# Normandale Boulevard Multiuse Trail Project Layout



Normandale Boulevard Multiuse Trail Regional Solicitation Application (Crash Data 2019-2021)

INCIDENTID	RTESYS	COI	RTENUMBI	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_D	STATE_PA	TRIBAL_GC	LOCALID	ACCIDENT_CRASH_MC	CRASH_DA	CRASH_YE	CRASH_DA	CRASH_HC	DIVIDED	CRASHSEVI	NUMBERKI	NUMBERO	MANNERO
869992	4		1	9.751	27	Bloomington	M	25	BP200114		2.04E+08	12	24	2020	Thu	7		5	0	2	5
891772	4		1	9.754	27	Bloomington	M	25	21001577		2.11E+08	2	19	2021	Fri	18	E	5	0	3	13
888056	4		1	9.772	27	Bloomington	M	25	21001090		2.1E+08	2	4	2021	Thu	11	E	5	0	2	12
704983	4		1	9.777	27	Bloomington	M	25	19003727		1.91E+08	4	19	2019	Fri	15	E	3	0	1	
676397	4		1	9.783	27	Bloomington	M	25	19000533		1.9E+08	1	15	2019	Tue	14	E	4	0	2	12
743115	4		1	9.789	27	Bloomington	M	25	19008465		1.92E+08	8	27	2019	Tue	8	S	4	0	2	5
811684	4		1	9.792	27	Bloomington	M	25	20004585		2.01E+08	5	26	2020	Tue	13		5	0	2	5
867910	4		1	9.798	27	2394198		25	20011155		2.03E+08	12	13	2020	Sun	19	98	5	0	2	11
779947	4		1	9.811	27	Bloomington	M	25	20000514		2E+08	1	16	2020	Thu	7	W	5	0	4	12
752730	4		1	9.812	27	Bloomington	M	25	19009907		1.93E+08	10	7	2019	Mon	8	W	4	0	2	12
943023	4	34		0	27	Bloomington	M	25	21008860		2.13E+08	9	26	2021	Sun	14	98	3	0	2	13
755806	4	34		0.009	27	Bloomington	M	25	19010342		1.93E+08	10	20	2019	Sun	13	S	4	0	2	12
913259	4	34		0.016	27	Bloomington	M	25	21005554		2.12E+08	6	20	2021	Sun	11	98	4	0	2	12
803133	4	34		0.022	27	Bloomington	M	25	20002498		2.01E+08	3	9	2020	Mon	15	S	4	0	2	12
678696	4	34		0.029	27	Bloomington	M	25	19000799		1.9E+08	1	24	2019	Thu	14	S	4	0	2	12
943253	4	34		0.03	27	Bloomington	M	25	BP210088		2.13E+08	9	27	2021	Mon	16		3	0	2	12
816449	4	34		0.046	27	Bloomington	M	25	20005497		2.02E+08	6	26	2020	Fri	0	N	5	0	1	
751468	4	34		0.293	27	Bloomington	M	25	19009736		1.93E+08	10	1	2019	Tue	19	98	5	0	2	5
803415	4	34		0.74	27	Bloomington	M	25	20002560		2.01E+08	3	11	2020	Wed	6	S	5	0	3	12
845785	4	34		0.765	27	Bloomington	M	25	20009085		2.03E+08	10	11	2020	Sun	16	98	4	0	2	5
685473	4	34		0.766	27	Bloomington	M	25	19001428		1.9E+08	2	8	2019	Fri	16	S	5	0	2	11
887869	4	34		0.768	27	Bloomington	M	25	21001064		2.1E+08	2	3	2021	Wed	14		5	0	4	5
803417	4	34		0.771	27	Bloomington	M	25	20002559		2.01E+08	3	11	2020	Wed	6	S	3	0	2	12
967599	4	34		0.779	27	Bloomington	M	25	21009561		2.13E+08	10	18	2021	Mon	7		4	0	3	13
810010	4	34		0.784	27	Bloomington	M	25	20004197		2.01E+08	5	12	2020	Tue	19	N	5	0	2	12
771028	4	34		0.784	27	Bloomington	M	25	19012388		1.93E+08	12	13	2019	Fri	7	S	5	0	4	13
776885	4	34		0.794	27	Bloomington	M	25	20000097		2E+08	1	3	2020	Fri	18		5	0	3	12
752164	4	34		0.803	27	Bloomington	M	25	19009805		1.93E+08	10	4	2019	Fri	8	N	3	0	1	
745543	4	34		0.985	27	Bloomington	M	25	19008840		1.92E+08	9	6	2019	Fri	20	S	2	0	2	12
760475	4	34		1	27	Bloomington	M	25	19010711		1.93E+08	10	30	2019	Wed	17	N	5	0	2	12
886545	4	34		1.075	27	Bloomington	M	25	21-000782		2.1E+08	1	25	2021	Mon	16	N	5	0	2	13
982706	4	34		1.217	27	Bloomington	M	25	21011782		2.14E+08	12	22	2021	Wed	14		4	0	2	12
742844	4	34		1.261	27	Bloomington	M	25	19008349		1.92E+08	8	23	2019	Fri	15	N	4	0	5	5
753885	4	34		1.36	27	Bloomington	M	25	19010059		1.93E+08	10	11	2019	Fri	16	S	5	0	3	12
976965	4	34		1.463	27	2394198		25	21011085		2.13E+08	12	2	2021	Thu	14	98	5	0	3	13
767288	4	34		1.652	27	Bloomington	M	25	19011980		1.93E+08	12	2	2019	Mon	9	N	4	0	2	11
767649	4	34		1.707	27	Bloomington	M	25	19012020		1.93E+08	12	3	2019	Tue	8	N	4	0	2	12
695006	4	34		1.76	27	Bloomington	M	25	19002285		1.91E+08	3	5	2019	Tue	10	N	5	0	2	12
907456	4	34		1.8	27	Bloomington	M	25	21003404		2.11E+08	5	17	2021	Mon	14	N	3	0	2	12
771233	5	130		0.411	27	Bloomington	M	25	19012409		1.93E+08	12	13	2019	Fri	19	N	5	0	2	90
783228	5	411		0.391	27	Bloomington	M	25	20000877		2E+08	1	24	2020	Fri	17	E	5	0	2	12
970732	5	411		0.406	27	Bloomington	M	25	BP210100		2.13E+08	11	1	2021	Mon	18		5	0	2	5
684505	5	429		0.959	27	Bloomington	M	25	19001337		1.9E+08	2	7	2019	Thu	9	N	5	0	2	10
694490	10	127		0.002	27	Bloomington	M	25	19002193		1.91E+08	3	2	2019	Sat	3	N	5	0	1	
723358	22	144		0.002	27	Bloomington	M	25	19005176		1.92E+08	5	31	2019	Fri	7	N	3	0	2	12
931616	22	144		0.012	27	Bloomington	M	25	21006981		2.12E+08	8	1	2021	Sun	13	N	3	0	2	12

FIRSTHARN	RELATION	LIGHTCON	WEATHERF	WEATHERS	RDWYSURI	WORKZON	ROADWAY	INTERSECT	ROUTE_ID	BASIC_TYP	UNITTYPE	VEHICLETY	DIRECTION	PRECRASH	AGEU1	SEXU1	PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC
10	90	2	1			3	98 W OLD SHAKOPEE RD		040000659	9	2	4	4	24	51 F		5	2			
10	2	4	1			1	98 W OLD SHAKOPEE RD		040000659	8	1	4	4	22	61 F		10	67			
10	2	1	4			3	98 W OLD SHAKOPEE RD		040000659	7	2	2	3	21	34 M		5	4			
8	2	1	1			1	98 W OLD SHAKOPEE RD		040000659	1	2	3	3	21	50 F		5	71			
10	2	1	99			99	98 W OLD SHAKOPEE RD		040000659	7	1	4	3	21	0			99			
10	3	1	1			1	98 W OLD SHAKOPEE RD		040000659	9	2	3	4	24	60 F		5	63		2	
10	3	1	2			1	98 W OLD SH/NORMANC		040000659	10	2	2	4	21	67 M		5	63			
10	3	4	4			3	98 W OLD SHAKOPEE RD		040000659	6	1	2	4	21	21 F		5	99			
10	3	1	1			1	98 W OLD SHAKOPEE RD		040000659	7	2	2	4	21	63 F		5	4			
10	3	1	1			1	98 W OLD SH/NORMANC		040000659	7	2	2	4	21	54 F		5	90			
10	3	1	1			1	98 NORMANC W OLD SH/		040000659	9	2	4	2	24	31 M		5	2		63	
10	10	1	1			1	98 NORMANDALE BLVD		040000659	7	2	3	2	31	24 M		5	4			
10	3	1	2			1	98 NORMANDALE BLVD		040000659	7	2	2	2	23	58 M		5	4			
10	3	1	1			1	98 NORMANDALE BLVD		040000659	7	2	2	2	23	22 F		5	70			
10	3	1	1			1	98 NORMANDALE BLVD		040000659	7	2	48	2	23	49 M		5	10			
10	2	1	1			1	98 NORMANDALE BLVD		040000659	7	2	2	1	21	36 M		7	63			
32	2	4	1			1	98 NORMANDALE BLVD		040000659	3	2	5	1	21	29 F		5	99			
10	4	4	2			2	98 NORMANC W 106TH S		040000659	10	1	2	2	24	23 M		99	70			
10	10	4	6			2	98 NORMANDALE BLVD		040000659	7	2	2	2	21	54 F		5	4			
10	3	1	1			1	98 NORMANC W 102ND S		040000659	10	2	2	3	24	91 F		5	2			
10	3	1	1			1	98 NORMANDALE BLVD		040000659	6	2	4	2	24	68 F		5	1			
10	3	1	1			1	98 NORMANDALE BLVD		040000659	10	2	5	4	24	25 M		5	2			
10	3	4	6			2	98 NORMANDALE BLVD		040000659	7	2	3	2	21	54 M		5	90			
10	3	1	1			1	98 NORMANC 102ND ST \		040000659	7	2	5	3	24	36 F		5	99			
10	3	1	1			1	98 NORMANDALE BLVD		040000659	7	2	4	1	21	23 M		5	99			
10	3	1	1			2	98 NORMANC W 102ND S		040000659	8	2	2	2	24	16 F		5	2			
10	3	4	2			1	98 NORMANDALE BLVD		040000659	7	2	2	2	21	70 M		5	99			
69	2	1	2			1	98 NORMANDALE BLVD		040000659	3	2	5	1	21	23 F		11	70			
10	2	4	1			1	98 NORMANDALE BLVD		040000659	7	2	31	2	21	23 M		10	70		90	
10	2	1	1			1	98 NORMANDALE BLVD		040000659	7	2	2	1	21	32 M		99	4			
10	3	1	1			1	98 NORMANDALE BLVD		040000659	9	1	2	3	24							
10	2	1	1			1	98 NORMANC 98TH ST W		040000659	7	2	4	1	28	23 M		5	10			
10	3	1	1			1	98 NORMANC W 98TH ST		040000659	10	2	2	2	22	45 M		11	69		67	
10	2	1	2			1	98 NORMANDALE BLVD		040000659	7	1	2	2	21	35 M		99	4			
10	2	1	1			1	98 NORMANDALE BLVD		040000659	8	2	2	2	21	45 F		99	99			
10	2	1	1			5	98 NORMANDALE BLVD		040000659	6	2	4	1	21	65 F		5	72			
10	3	1	1			2	98 NORMANDALE BLVD		040000659	7	2	2	1	21	25 M		5	4			
10	2	1	1			5	98 NORMANDALE BLVD		040000659	7	2	4	1	26	17 F		5	1			
10	10	1	1			1	98 NORMANC POPLAR BR		040000659	7	2	51	1	21	38 M		5	1			
10	3	4	1			3	98 POPLAR BRIDGE RD		050002394	90	2	2	2	24	65 F		5	2			
10	3	4	1			1	98 W 102ND ST		050002394	7	2	2	3	21	35 M		10	4			
10	3	4	2			2	98 W 102ND ST		050002394	9	2	4	2	24	50 M		5	2			
10	3	1	4			2	98 NORMANDALE BLVD		050002394	5	2	90	1	25	36 M		5	10			
28	3	4	1			3	98 NORMANDALE HIGHL		100002394	3	2	2	1	27	25 M		5	1			
10	29	1	1			1	2 RAMP144		220000659	7	2	4	1	21	49 F		5	4			
10	3	1	2			1	98 RAMP144 NORMANC		220000659	7	2	2	4	23	36 F		5	2			



RDWYDESI	TRAFFIC	SPEED	LIMI	ALIGNMEN	GRADEU1	UNITTYPEL	VEHICLE	TY	DIRECTION	PRECRASH	AGEU2	SEXU2	PHYSICAL	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDESI	TRAFFIC	SPEED	LIMI	ALIGNMEN	GRADEU2	UNITTYPEL	
15	99			11	21	2	2	3	21	37	M		5	1				15	99			11	21		
14	9	40		11	21	2	6	3	21	61	M		5	1				14	9	40		11	21	2	
15	20	35		11	21	2	49	3	34	34	M		5	1				15	20	35		11	21		
15	9	40		11	21	5				38			5	23		30	5								
15	98	35		11	21	2	2	3	34	27	M		99	1				15	98	35		11	21		
14	20	35		11	21	2	2	3	21	50	F		5	1				14	20	40		11	21		
15	20	35		11	21	2	2	2	21	69	F		5	1				15	20	45		11	24		
12	20	35		11	21	2	2	2	21	30	M		5	1				12	20	40		11	21		
15	20	35		11	21	2	2	4	21	29	F		5	4				15	20	35		11	21	2	
15	20	35		11	21	2	2	4	34	48	F		5	1				15	20	35		11	21		
14	20	35		11	21	2	4	3	21	50	M		5	1				14	20	35		11	21		
15	20	35		11	24	2	2	2	31	55	F		5	1				15	20	35		11	21		
90	20	45		13	21	2	2	2	23	19	M		5	1				90	20	45		13	21		
11	20	30		13	25	2	5	2	23	51	M		5	1				11	20	30		13	25		
15	9	40		13	24	2	4	2	23	85	M		5	1				15	9	40		13	24		
15	9	45		11	23	3	2	1	34	21	M		5	1				15	9	45		11	23		
15	98	45		11	23																				
12	9	45		11	24	2	4	2	21	53	F		5	1				12	9	45		11	24		
15	20	45		11	21	2	2	2	21	25	M		5	1				15	20	45		11	21	2	
15	20	45		11	21	2	2	1	21	63	F		5	1				15	20	45		11	21		
13	20	40		11	24	2	2	1	21	22	M		5	1				13	20	40		11	23		
15	20	45		11	21	2	2	2	21	23	M		5	1				15	20	45		11	21	2	
12	20	45		11	24	2	5	2	21	35	F		5	1				12	20	45		11	24		
12	20	45		11	21	2	4	3	21	45	M		5	99				12	20	45		11	21	2	
15	20			11	21	2	4	1	34	36	F		5	1				15	20			11	21		
12	20	45		11	21	2	2	1	21	24	M		5	1				12	20	45		11	21	2	
15	20	45		11	21	2	2	2	34	29	M		5	1				15	20	45		11	21	2	
14	9	45		11	23																				
14	9	45		11	24	2	2	2	21	22	M		5	1				14	9	45		11	24		
15	98	45		11	21	2	2	1	21	82	F		5	1				15	98	45		11	21		
14	9	45				2	2	1	21	27	F		5	1				14	9	45		11	23		
15	98	45		11	21	2	2	1	34	38	F		5	1				15	98	45		11	21		
15	20	45		11	21	2	2	3	21	32	F		5	1				15	20	35		11	21	2	
12	9	45		11	21	2	2	2	34	24	M		5	1				12	9	45		11	21	2	
12	9	45		11	21	2	4	1	21	63	M		5	1				12	9	45		11	21	2	
12	9	35		11	24	2	4	2	21	41	F		5	1				12	9	35		11	24		
15	20	45		11	24	2	2	1	26	44	M		5	1				15	20	45		11	24		
15	20	45		11	24	2	2	1	26	84	M		5	1				15	20	45		11	24		
12	9	30		11	21	2	2	1	21	37	F		5	4				12	9	30		11	21		
15	20	45		11	23	2	2	1	21	17	M		5	1				15	20			11	24		
12	20	35		11	21	2	2	3	21	30	M		5	1				12	20	35		11	21		
15	20	45		11	21	2	2	1	21	19	F		5	1				15	20	45		11	21		
14	20	35		11	21	2	2	1	21	24	M		5	1				14	20	35		11	21		
15	23	45		11	23																				
14	20	45		13	21	2	4	1	34	37	F		5	1				14	20	45		13	21		
14	20	45		13	23	2	5	4	23	40	F		5	1				14	20	45		13	23		



CONTRIB#	CONTRIB#	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCC	SPEEDLIMI	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE	LONGITUD	CRASH_DA	STATUS	STATUS_N	AGENCY_C	AGENCY_C	NARRATIVE
																		Unit 1 was traveling Westbound on OSR, and
																		Both Unit
																		UNIT#2
																		Unit 2 entered the roadway on foot. Unit 1 s
																		Two
																		Unit 2 was
																		VEHICLE
																		Veh 2 (328TCZ) SB Normandale Blvd approac
1	15	20	35	11	21													ALL FOUR VEHICLES WERE W/B OLD SHAKOP
																		VEHICLE
																		Unit 1 was
																		-Vehicle
																		Two
																		UNIT#2
																		UNIT#1
																		Veh 2 was
																		BPD
																		Vehicle 2
																		UNIT #3 WAS SOUTH BOUND ON NORMAND
																		UNIT 1
1	15	20	45	11	21													Driver 1 stated Unit 1 was traveling southbo
																		U1 was driving n/b on Normandale Blvd mak
																		U1 was
																		Responde
																		-Vehicle 1
1	12	20	35	11	21													Unit 1 was SB on Normandale Blvd and was g
																		-Vehicle
																		Unit 1 was
																		Unit 2 was
																		UNIT 2 WAS NORTH BOUND ON NORMANDA
																		UNIT#2
1	15	20	45	11	21													UNIT #1
																		ALL THREE VEHICLES WERE S/B NORMANDA
																		Unit 1 was driving southbound on Normanda
																		Veh 1 driving northbound on Normandale an
																		Unit 1 was
																		UNIT 1
																		Unit one was traveling Northbound on Norm
																		On 12/13/2019 at approximately 1927 hours
																		On 01/24/2020 at approximately 1735 hours
																		On
																		V1
																		V1 was traveling northbound Normandale Bl
																		Unit 2 was
																		V2 stopped to turn from WB 98th street to N

went to turn Southbound at W OSR Cir to enter the Holiday Gas. Unit 2 was traveling Eastbound on OSR and Unit 1 turned out in front of them. The front passenger side of unit 2 struck the rear passenger side of Unit 1. Unit 2 continued to drive lea  
swerved to avoid unit 2 and struck him with the front drivers side panel of the vehicle, knocking unit 2 to the ground

hing OSR. Veh 2 had green light through intersection. Proceeded to enter intersection. Veh 1 WB OSR through red light into intersection hitting Veh 2 in the driver side causing Veh 2 to deploy all airbags. Veh 1 did not stop and fled the scene. Veh 1  
EE ROAD APPROACHING NORMANDALE BLVD. TRAFFIC LIGHT WAS GREEN FOR W/B TRAFFIC. DRIVER #4 SAID A VEHICLE IN FRONT OF HER STOPPED IN THE TRAFFIC LANE, WHEN THE TRAFFIC LIGHT WAS GREEN. SHE STOPPED TO AVOID A CRASH.

ALE BLVD, JUST SOUTH OF 102ND STREET, AND WAS SLOWING FOR A SEPERATE CRASH THAT HAD JUST OCCURRED AT THAT INTERSECTION. UNIT #2 WAS BEHIND UNIT #3 AND WAS ALSO SLOWING FOR THE CRASH. UNIT #1 FAILED TO SLOW FOR L  
nd on Normandale Blvd, in the left turn lane approaching the intersection of 102nd St W. Drive 2 stated Unit 2 was traveling northbound on Normandale Blvd, in the middle lane approaching 102nd St W. Driver 1 then stated that she was turning lef  
ing a left turn to w/b 102nd Street. U1 turned in front of U2, which was driving s/b on Normandale Blvd causing a collision. Both units were pushed into U3 and U4 which were stopped at the red light facing e/b on 102nd Street at Normandale Blvd

going to make a left turn to travel EB on 102nd St W. Driver advised she had a flashing yellow arrow and saw another vehicle (unit 2) NB on Normandale Blvd which she thought was taking a right turn. Unit 1 continued through intersection as Unit 2 \

LE IN THE LEFT LANE APPROACHING NORMANDALE HIGHLANDS DR INTERSECTION. UNIT 1 WAS SOUTHBOUND AND WAS SLOWING TO MOVE INTO THE TURN LANE TO GO EAST ON NORMANDALE HIGHLANDS DR. UNIT 2 SAW UNIT 1 AND THOUGH

.E BLVD APPROACHING 98TH ST, LEFT LANE. VEHICLE #3 WAS STOPPED IN TRAFFIC. VEHICLE #2 WAS SLOWING OR STOPPED IN TRAFFIC. VEHICLE #1 REAR END CRASH IN TO VEHICLE #2 CAUSING IT TO CRASH IN TO VEHICLE #3. DRIVER OF VEHICLE  
ile Blvd, south of 94th St. Unit 2 and 3 were northbound on Normandale Blvd north of 98th St. Unit 1 crossed the center divider line striking unit 2 and 3, causing unit 2 to drive off the road. Unit 3 ended up rolling over due to the crash. Unit 1 cam  
d started sliding on ice. She tried to brake and slid into the other lane. She then slid into Veh 2 which was in the southbound lanes. Both vehicles disabled and towed by Chiefs

andale BLVD. Vehicles in front of unit 1 stopped abruptly causing unit 1 to stop abruptly. Unit 2 was unable to stop in time and rear ended unit 1  
, I responded to a property damage accident at Normandale Blvd and Poplar bridge road. Upon arrival, bot units one and two were facing eastbound on Poplar Bridge Road. I spoke with the driver of unit one first, Janene Harker. Harker stated she w  
, unit 2 was east bound on 102nd st w in the left turn lane, stopped at a red light waiting to turn left (nb) on Normandale Blvd. Driver of Unit 2 advised the light turned green and he began to continue into the intersection and was rear ended by Unit

vd approaching Normandale Highlands Dr in the #2 (right lane). An unknown vehicle was westbound on Normandale Highlands Drive, and ran the stop sign there. The vehicle turned southbound on Normandale Blvd. V1 swerved to the right to avoi

B Normandale Blvd via the dedicated ramp. V1 directly behind V2. V1 said she saw V2 start to move forward, so V1 looked to her left and began to drive forward as well. V1 then rear-ended V2. V1 said her husband recently purchased the vehicle

ving the scene of the accident

followed by witness (Wendy) to a stop location of 10700 Hampshire Av. Veh 1 parked in the back of the lot (heavy front end damage). Veh 1 was driven by BF with BM passenger. Veh 1 driver went inside the building. Officers arrived at the 10700 bu  
DRIVER #3 SAID HE WAS DISTRACTED BY CHANGING HIS VEHICLE'S FOUR WHEEL DRIVE AND REAR-END CRASHED IN TO VEHICLE #4. DRIVER #2 REAR END CRASHED IN TO VEHICLE #3 AND VEHICLE #1 CRASHED IN TO HER CAR. DRIVER #1 REAR END

JNIT #2 AND #3 AND REAR ENDED UNIT #2. UNIT #2 WAS THEN PUSHED INTO UNIT #2

't (eastbound) onto 102nd St W, when she struck Unit 2's driver's side door with the front bumper. Driver 1 stated there was a vehicle in front of Unit 2, and a vehicle in the left hand turn lane traveling northbound at the intersection of Normandale  
. Driver's of U3 and U4 verified the traffic signal was green for north and southbound traffic. The intersection has a flashing yellow left turn arrow

was NB and struck unit 2. Unit 3 was in left turn lane facing WB on 102nd st w and Unit 4 was in the straight/right turn lane on 102nd st w facing WB stopped at the red light. Unit 3 and 4 were also struck after the initial collision of Unit 1 and 2. It wa

T THAT UNIT 1 WOULD WAIT FOR HER TO PASS BEFORE TURNING BECAUSE SHE HAD THE RIGHT OF WAY. WHEN UNIT 2 REACHED THE INTERSECTION, UNIT 1 TURNED RIGHT IN FRONT OF HER CRASHING INTO THE FRONT FENDER AND BUMPER OF HER

#1 FLED THE SCENE ON FOOT. PASSENGER OF VEHICLE #1 PROVIDED THE IDENTITY OF DRIVER #1. PASSENGER OF VEHICLE #1 ADVISED THAT THE VEHICLE WAS A RENTAL CAR, RENTED AND INSURED IN HIS NAME. SEE TRAFFIC OFFENSE REPORT F  
e to a rest on the east side of Normandale Blvd. on a hi

as southbound on Normandale turning eastbound onto Poplar Bridge Road. She stated she had the blinking yellow arrow to turn left and the vehicle ahead of her went east. She just followed the vehicle without checking to see if it was clear. Harker  
: 1. Both driver's left the scene of the accident and met in the Paragon Apartments parking lot (10700 Brunswick Road). I pulled into the parking lot as both Unit 1 and 2 were also pulling in. I observed Unit 2 was behind Unit 1. I spoke with both drive

id a collision with the unknown vehicle. V1 did not collide with the unknown vehicle, but went off road on the plowed sidewalk and collided into a utility pole just off road. Moderate front damage to V1. No injuries report. The other unknown vehi  
and the title had not been transferred ye

ilding and located Veh 1 (FAB100). I was approached by the femal driver in the parking lot identified as Mercedes Short. Short admitted to driving Veh 1 and leaving the scene of the accident. Short issued citation #270120204538 for Hit and Run-Occ, CRASHED IN TO VEHICLE #

Blvd and 102nd St W, thus obscurring her vision. Driver 2's statement coincided with driver 1's statement. No injuries. Both cars tow

s unknown which vehicles struck Unit 3 and 4. No injuries reported. There was airbag deployment in Unit 2 and moderately disabling damage to front and driver side of vehicle. There was moderately disabling damage to unit 1 front and passenger s

:R CAR. THE IMPACT WAS HARD AND CAUSED HER TO VEAR OFF TO THE RIGHT. AFTER SHE CAME TO A STOP SHE EXITED HER VEHICLE TO CHECK ON UNIT 1'S DRIVER. SHE DID NOT SEE UNIT 1 ANYWHERE. A MALE WHO HAD BEEN BEHIND HER STOP

OR ADDITIONAL INFORMATION

stated she had a long day and just wasn't paying attention. I spoke with the driver of unit two, Janovy Meyer, who confirmed Harker turned eastbound in front of him while he was traveling northbound on Normandale Blvd while he had a green light and observed rear end damage to unit 2 and front end damage to unit 1. While speaking with the driver of unit 1, I smelled a strong odor of an alcoholic beverage coming from his person. The driver of unit 1 was holding an infant child and I also c

cle did not stop. Snow and ice packed roadwa

No MN DL and Uninsured Veh Owner. Short also issued a sign and release warrant for C

ide. Unit 1 and 2 were towed from the scene by Chiefs towing. Unit 3 and 4 had moderate front end damage. No injuries. Unit 2 had a solid green light for NB traffic on normandale blvd according to drivers of unit 2, 3,

PED AND TOLD HER THAT UNIT 1 HAD CONTINUED EAST ON NORMANDALE HIGHLANDS DR. SHE DID NOT GET THE WITNESSES INFO BEFORE HE LEFT THE SCENE. UNIT 2 DRIVER HAS A DASH CAM IN HER CAR BECASUE SHE DRIVES FOR LIFT. SHE WAS

nt. both drivers were issued a report number for this state crash rep

bserved a small child in the backseat of unit 1 sitting behind the driver seat. The driver of Unit 1 performed Standardized Field Sobriety Tests and failed. He submitted a Preliminary Breath Test of 0.17 BAC. The driver of l

; ABLE TO PULL UP VIDEO OF THE CRASH AND WAS ABLE TO GET THE LICENSE PLATE OFF OF UNIT 1. UNIT 2 DID NOT GET A LOOK AT THE DRIVER OF UNIT 1 AND THE VID



Normandale Boulevard Multiuse Trail Regional Solicitation Application (Crash Data 2011-2021 Bike/Ped Only)

INCIDENT_ID	RTESYS	COLRT	ENUMBI	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_D	STATE_PA	TRIBAL_GC	LOCALID	ACCIDENT_CRASH_MC	CRASH_DA	CRASH_YE	CRASH_DA	CRASH_HC	DIVIDED	RECRASHSEV	NUMBERKI	NUMBERO	MANNERO
704983	4		1	9.777	27	Bloomington	M	25	19003727	1.91E+08	4	19	2019	Fri	15	E		3	0	1	
635668	4		34	0.771	27	Bloomington	M	25	18008490	1.83E+08	9	18	2018	Tue	7	N		3	0	1	

FIRSTHARN	RELATION	LIGHTCON	WEATHER	WEATHERS	RDWYSUR	WORKZON	ROADWAY	INTERSECT	ROUTE_ID	BASIC_TYP	UNITTYPE	VEHICLETY	DIRECTION	PRECRASH	AGEU1	SEXU1	PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC
8	2	1	1		1	98 W OLD SHAKOPEE RD	04000065		1	2	3	3	21	50	F		5	71			
9	3	1	3		2	98 NORMANDALE BLVD	04000065		2	6				29	M		5	5	30	1	



VEHICLETY DIRECTION PRECRASH AGEU3 SEXU3 PHYSICALC CONTRIBF/ CONTRIBF/ NONMOTC NONMOTC RDWYDESI TRAFFICCSPEEDLIMI ALIGNMEN GRADEU3 UNITTYP EL VEHICLETY DIRECTION PRECRASH AGEU4 SEXU4 PHYSICALC

CONTRIB#	CONTRIB#	NONMOTC	NONMOTC	RDWYDESI	TRAFFIC	CC	SPEEDLIMI	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE	LONGITUD	CRASH_DA	STATUS	STATUS_N	AGENCY_C	AGENCY_C	NARRATIVE
472265.3	4961648									472265.3	4961648	44.80771	-93.3507	#####	Accepted	Reportable	MN02701C	Police	Unit 2 entered the roadway on foot. Unit 1 s
472279.8	4962883									472279.8	4962883	44.81882	-93.3506	#####	Accepted	Reportable	MN02701C	Police	Unit 1 was

werved to avoid unit 2 and struck him with the front drivers side panel of the vehicle, knocking unit 2 to the ground

Normandale Boulevard – Existing Off-road Facilities (Photos)



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



Fig 2. W 94<sup>th</sup> to W 98<sup>th</sup> 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 94<sup>th</sup> to W 98<sup>th</sup> 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 98<sup>th</sup> to 102<sup>nd</sup> Streets, East side – Example of deteriorated subgrade and pavement, poor ADA conditions



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



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

# Transit Connections

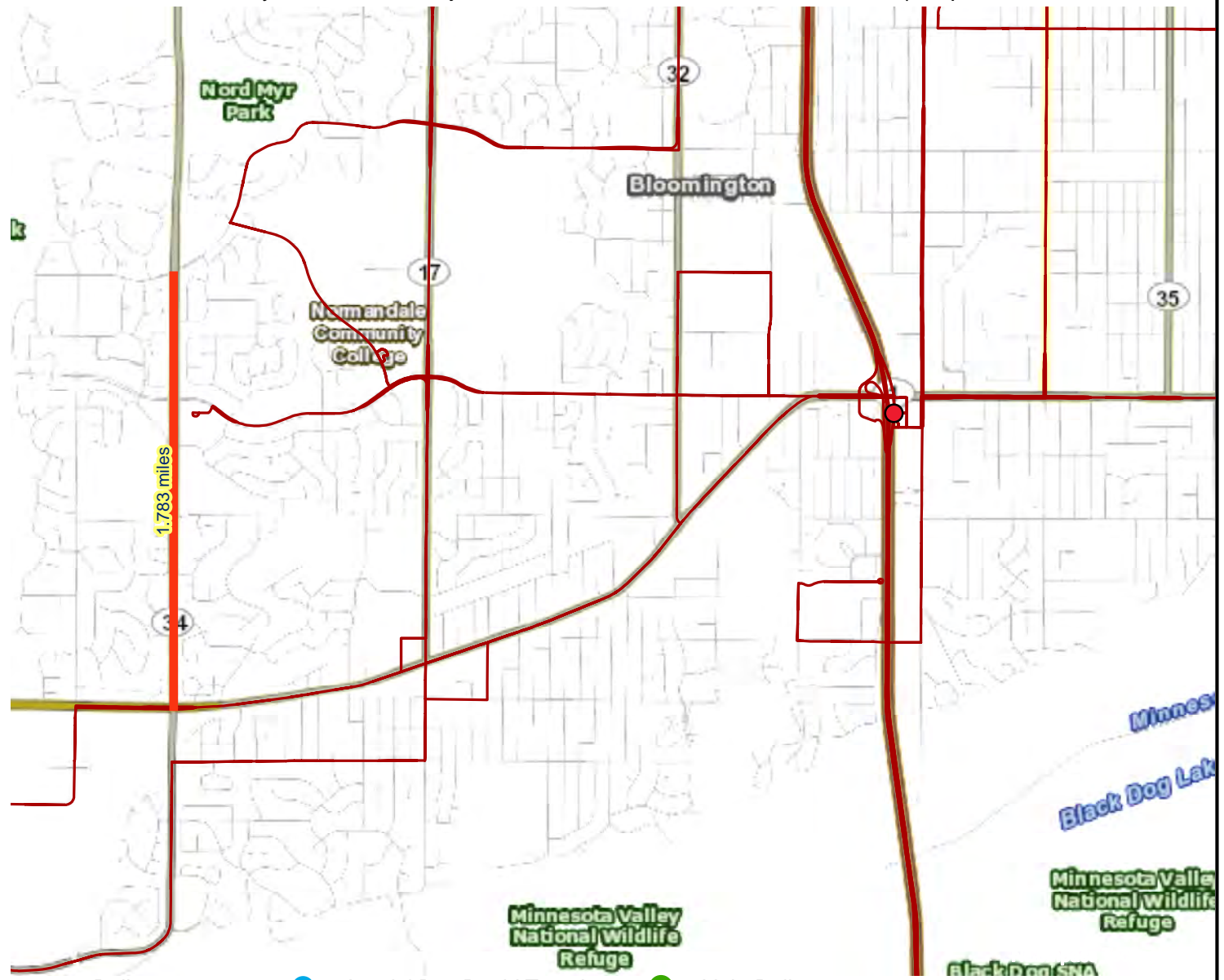
Multiuse Trails and Bicycle Facilities Project: Normandale Boulevard Multiuse Trail | Map ID: 1648300872697

## Results

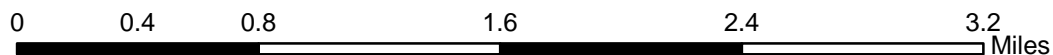
Transit with a Direct Connection to project:  
546 547

*\*indicates Planned Alignments*

Transit Market areas: 3



- |  |                            |  |                             |  |                             |  |                |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|----------------|
|  | Project Points             |  | Commuter Rail               |  | Arterial Bus Rapid Transit  |  | Light Rail     |
|  | Project                    |  | Dedicated Bus Rapid Transit |  | Commuter Rail               |  | Transit Routes |
|  | Project Area               |  | Highway Bus Rapid Transit   |  | Dedicated Bus Rapid Transit |  |                |
|  | Arterial Bus Rapid Transit |  | Light Rail                  |  | Highway Bus Rapid Transit   |  |                |



Created: 3/26/2022  
LandscapeRSA3



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



RESOLUTION NO. 2022-67

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

WHEREAS, the City Council of the City of Bloomington is the official governing body of the City of Bloomington, Minnesota (“City”); 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 94<sup>th</sup> 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 and/or east side of the roadway and a 6’ concrete walk or a 10’ bituminous trail on the other 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

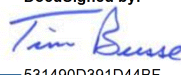
WHEREAS, Metropolitan Council has identified this corridor as a Tier II Alignment in the Regional Bicycle Transportation Network Corridors from the 2013-14 Regional Bicycle System Study; and

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 2022 Regional Solicitation for Transportation Funding for 2026 or 2027 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 11th day of April 2022.

DocuSigned by:  
  
531490D391D44BF...  
\_\_\_\_\_  
Mayor

ATTEST:

DocuSigned by:  
  
65CDF6B2A77B45A...  
\_\_\_\_\_  
Secretary to the Council

HENNEPIN COUNTY  
MINNESOTA

March 25, 2022

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

Re: Support for 2022 Regional Solicitation Application  
CSAH 34 (Normandale Boulevard) Bikeway Project – From CSAH 1 (Old Shakopee Road) to 94th Street

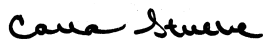
Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Bloomington is submitting an application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project is the CSAH 34 (Normandale Boulevard) Bikeway Project that is anticipated to upgrade existing off-road facilities that are in relatively poor condition and include narrow widths.

As proposed, it is anticipated that the project will impact CSAH 34 (Normandale Boulevard) which is under county jurisdiction. Hennepin County supports this funding application and agrees to 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 for this project in its 2022-2026 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Additionally, we kindly request that the City of Bloomington includes county staff in the project development process to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking along CSAH 34 (Normandale Boulevard).

Sincerely,



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

cc: Jason Pieper, P.E. – Capital Program Manager

Hennepin County Public Works  
1600 Prairie Drive | Medina, MN  
612-596-0356 | hennepin.us



# Normandale Boulevard Multiuse Trail Project Summary



<b>Applicant:</b>	City of Bloomington
<b>Project Location:</b>	Normandale Boulevard between Old Shakopee Road and 94th Street
<b>Total Project Cost:</b>	\$5,689,021
<b>Requested Federal Dollars:</b>	\$4,550,000

## Project Description:

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.

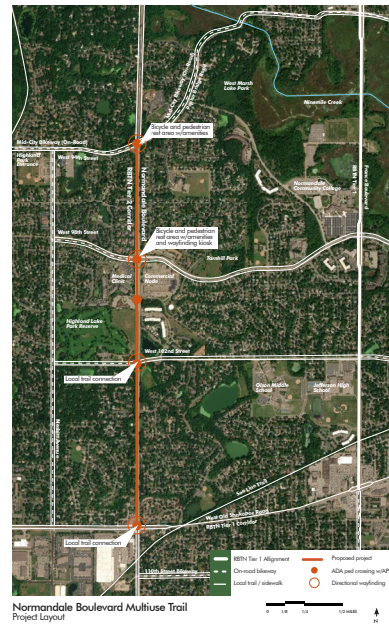
## Proposed project elements include:

- A multiuse trail on the west side and multiuse trail or walk on the east side, to be determined by public process and feasibility study
- Curb reconstruction with ADA pedestrian ramps, improved crosswalks, and accessible pedestrian signals at signalized north-south intersections
- Wayfinding to other local and regional bicycle and pedestrian facilities
- Bicycle and pedestrian rest area with amenities at Normandale Boulevard and W 94th Street

## Project benefits include:

- Strengthen Bloomington’s alternative transportation network, support active living, 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 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 1 RBTN Corridor), and Hyland Regional Trail (a Tier 2 RBTN Alignment).
- Link to Hyland Regional Trail, Soo Line Corridor Regional Trails, Hyland Bush Regional Park, Normandale Lake Park, and trails to the north of W 94th Street; closing gaps between existing recreation amenities and improving the regional trail network

## Project location:



## Existing conditions:

