



Application

17063 - 2022 Roadway Modernization

17504 - Vernon Avenue Roadway Modernization and Multi-Modal Improvement Project

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 04/14/2022 11:13 AM

Primary Contact

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What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: EDINA,CITY OF

Jurisdictional Agency (if different):			
Organization Type:		City	
Organization Website:			
Address:		PUBLIC WORKS DEPARTMENT	
		7450 METRO BLVD	
		EDINA	Minnesota
		City	State/Province
			55428
			Postal Code/Zip
County:		Hennepin	
Phone:*		952-826-0411	
		Ext.	
Fax:			
PeopleSoft Vendor Number		0000020940A5	

Project Information

Project Name	Hennepin CSAH 158 (Vernon Avenue) Roadway Modernization and Multi-Modal Improvement Project
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	City of Edina
Jurisdictional Agency (If Different than the Applicant):	Hennepin County

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

The project will reconstruct a 0.5-mile section of CSAH 158 (Vernon Avenue) from Villa Way to Interlachen Boulevard (MSAS 177). This section is a four-lane roadway with turn lanes. CSAH 158 is functionally classified as an A-Minor Arterial Reliever. The roadway carries over 12,000 vehicles per day currently and is projected to carry 15,000 vehicles per day by 2040. While this 0.5-mile corridor is adequately designed for vehicles, it is deficient in pedestrian, bicycle, and transit infrastructure. Existing sidewalks are narrow and right next to the roadway, bike lanes end at West 53rd Street, and bus stops are not very accessible or comfortable.

The project will redesign the corridor to improve safety and mobility for all modes of transportation. The street will be reduced to a two-lane section with turn lanes and the sidewalks will be replaced with wider shared-use paths on both sides to accommodate pedestrians, cyclists, and transit riders. These improvements together support the goals in the City's Comprehensive Plan, Living Streets Plan, and Pedestrian and Bicycle Master Plan.

(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.](#)

CSAH 158 (VERNON AVE) FROM VILLA WAY TO INTERLACHEN BLVD (MSAS 177) IN EDINA; RECONSTRUCT ROADWAY, SIGNAL, CURB AND GUTTER, STORM SEWER, SIDEWALK, SHARED-USE PATHS, LIGHTING, ADA PED RAMPS.

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)

0.5

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 \$2,812,379.00

Match Amount \$703,095.00

Minimum of 20% of project total

Project Total \$3,515,474.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Local

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: 2024, 2025

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

Project Information-Roadways

County, City, or Lead Agency City of Edina

Functional Class of Road A-Minor Arterial Reliever

Road System CSAH

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Road/Route No. 158

i.e., 53 for CSAH 53

Name of Road Vernon Avenue

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55436

(Approximate) Begin Construction Date 03/01/2026

(Approximate) End Construction Date 11/01/2026

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

From:
(Intersection or Address) Villa Way

To:
(Intersection or Address) Interlachen Boulevard (MSAS 177)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles) 0

Miles of Trail (nearest 0.1 miles)	0
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	0
Primary Types of Work	ROADWAY RECONSTRUCTION -GRADING, AGG BASE, BITUMINOUS BASE & SURFACE, SIGNAL, CURB & GUTTER,STORM SEWER,LIGHTING,SIDEWALK,SHARED-USE PATH, ADA RAMPS
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	Not Applicable
New Bridge/Culvert No.:	Not Applicable
Structure is Over/Under (Bridge or culvert name):	Not Applicable

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.

Briefly list the goals, objectives, strategies, and associated pages:	Goal A - Transportation System Stewardship, Objectives A & B, Strategies A1 & A2 (pages 2.2 & 2.3)
	Goal B - Safety and Security, Objectives A & B, Strategies B1 & B6 (pages 2.5 & 2.8)
	Goal C - Access to Destinations, Objectives A, B, D & E, Strategies C1, C2, C9, C15, C16 & C17 (pages 2.10, 2.11, 2.17, 2.18, 2.22, 2.23 & 2.24)
	Goal D - Competitive Economy, Objectives A, B & C, Strategies D3 (pages 2.27 & 2.28)
	Goal E - Healthy and Equitable Communities, Objectives A, B, C & D, Strategies E1, E2, E3, E4, E5, E6 & E7 (pages 2.30, 2.31, 2.32, 2.33 & 2.34)

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.

Edina Comprehensive Bicycle Transportation Plan
(2007) - Pages 14, 21, 26, 27, 34, 35, 36, & 39
(See Attachment)

Edina Comprehensive Plan Update (2008) - Pages
4-16, 4-31, & 4-33 (See Attachment)

Grandview District Small Area Guide Plan Process
Report (2010) - Pages 4, 5, 8, 9, 10, 12, 13, 14, 17,
18, 19, 25, 27, & 28 (See Attachment)

Grandview District Development Framework (2012)
- Pages 3, 4, 7, 11, & 40 (See Attachment)

Hennepin County Pedestrian Plan (2013) - Pages
3, 15, 16, 20, & 21 (See Attachment)

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

Hennepin County 2040 Bicycle Transportation Plan
(2015) - Pages xi, xv, xvi, 8, 23, 35, 36, 38, & 39
(See Attachment)

Edina Grandview District Transportation Study
(2016) - Pages vii, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 19,
38, & 39 (See Attachment)

Edina Pedestrian and Bicycle Master Plan (2018) -
Pages 1, 16, 17, 18, 20, 21, 33, 36, 38, 39, 42, 43,
63, & 67 (See Attachment)

Edina 2018 Comprehensive Plan Update (2020) -
Pages ii, 3-1, 3-9, 3-10, 3-22, 3-23, 3-24, 3-26, 5-6,
5-7, 5-8, 5-9, 5-29, & 5-30 (See Attachment)

Hennepin County ADA Transition Plan (2015) -
Pages 4, 9, 10, & 12 (See Attachment)

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 elements in more than one funding application 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 2022 funding cycle).

Strategic Capacity (Roadway Expansion): \$1,000,000 to \$10,000,000

Roadway Reconstruction/Modernization: \$1,000,000 to \$7,000,000

Traffic Management Technologies (Roadway System Management): \$500,000 to \$3,500,000

Spot Mobility and Safety: \$1,000,000 to \$3,500,000

Bridges Rehabilitation/Replacement: \$1,000,000 to \$7,000,000

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

(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

Date plan completed:

Link to plan:

The City of Edina's ADA Self-Evaluation and Transition Plan was completed in March 2022 and is available online at:
www.edinamn.gov/DocumentCenter/View/12305/ADA-Transition-Plan-Policy-2022-PDF

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

Roadways Including Multimodal Elements

1. All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

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

Roadway Strategic Capacity and Reconstruction/Modernization and Spot Mobility projects only:

2. The project must be designed to meet 10-ton load limit standards.

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

Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

3. Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

4. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

Bridge Rehabilitation/Replacement projects only:

5. The length of the bridge clear span must exceed 20 feet.

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

6. The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

Roadway Expansion, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$135,211.00
Removals (approx. 5% of total cost)	\$60,775.00
Roadway (grading, borrow, etc.)	\$298,822.00
Roadway (aggregates and paving)	\$437,036.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$243,100.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$150,960.00
Traffic Control	\$135,211.00
Striping	\$30,387.00
Signing	\$30,387.00
Lighting	\$336,000.00
Turf - Erosion & Landscaping	\$151,937.00
Bridge	\$0.00
Retaining Walls	\$65,100.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$300,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00

Roadway Contingencies	\$540,842.00
Other Roadway Elements	\$175,025.00
Totals	\$3,090,793.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$301,706.00
Sidewalk Construction	\$26,975.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$96,000.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$424,681.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	\$3,515,474.00
Construction Cost Total	\$3,515,474.00
Transit Operating Cost Total	\$0.00

Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	7987
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	970
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1649866799226_HennCSAH158_RegnIEconomyMap_April2022.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the updated 2021 Regional Truck Corridor Study:

Along Tier 1:

Miles: 0
(to the nearest 0.1 miles)

Along Tier 2:

Miles: 0
(to the nearest 0.1 miles)

Along Tier 3:

Miles: 0
(to the nearest 0.1 miles)

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:

None of the tiers: Yes

Measure A: Current Daily Person Throughput

Location	South of Interlachen Boulevard (MSAS 177)
Current AADT Volume	12400
Existing Transit Routes on the Project	46
<i>For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).</i>	
Upload Transit Connections Map	1649866892287_HennCSAH158_TransitConnectnsMap_April 2022.pdf
<i>Please upload attachment in PDF form.</i>	

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	16120.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume

Yes

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

Forecast (2040) ADT volume

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:

City and County staff have gathered public input on the preferred CSAH 158 design for 15+ years. Open house meetings, focus groups, site tours, design charrettes, developer/business/property owner roundtables, pop-up events, Community Advisory/Steering Teams and Bike Edina Task Force (BETF) meetings have all been utilized. Public websites have shared updates on engagement and plan information. Online surveys and interactive maps have been used to engage stakeholders. The BTE website (bettertogetheredina.org) continues to provide residents with the ability to learn about projects like CSAH 158, connect with staff and stay informed.

Response:

In 2007, Edina began its efforts toward becoming a more walkable/bikeable community through the development of its first Bike Plan. CSAH 158 is the main route through the Grandview District, which is an 80-acre commercial node focused primarily on the needs of local residents. The 2007 Plan designated CSAH 158 as a secondary bike route. Principles guiding the selection of routes were derived from BETF and public input. A survey conducted in 2006 showed that 89% of respondents were supportive of the City developing walk/bike facilities.

All populations referenced above are served by the District and many depend on walking/biking/rolling to reach destinations and transit. Project area residents are both older (23%) and younger (24%) than the County average (14% & 22%, respectively). County residents are more diverse (31% vs 11%), with a higher percentage of residents with low-income (23% vs 14%).

In 2008, the Grandview area was designated as a Potential Area of Change in the City's Comp Plan. In 2009, the Council approved a process to engage the public in the planning for the District. The

process was led by an 18-person Community Advisory Team and included 2 open house meetings. The process concluded in 2010 and resulted in adoption by the Council of 7 Guiding Principles for the redevelopment of the District. In 2012, the City completed a development framework plan for the District. The process was led by a diverse 52-member Steering Committee. One of the main issues expressed during plan development was the lack of safe ped/bike areas. The plan contemplates a "complete streets" treatment on CSAH 158. In 2016, a transportation study was completed for the District. The study process included 3 phases, each culminating in an intensive week of design and stakeholder engagement. In 2018, Edina completed a Ped/Bike Plan. Plan recommendations were incorporated into the 2018 Comp Plan Update process, along with the approved small area plan for Grandview. See attached plan excerpts for details. Additional engagement occurred as part of the County's 2013 Ped Plan and 2015 Bike Plan.

(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 project benefits equity populations through improvements to and prioritization of multimodal transportation facilities, on which these equity populations heavily rely. The existing sidewalks are narrow and do not provide a buffer between the roadway, bike lanes end at W 53rd St, and bus stops are not very accessible or comfortable. Upon project completion, CSAH 158 will have wider shared-use paths to accommodate pedestrians, cyclists, and transit riders in the Grandview commercial district. Providing separated facilities will improve safety for all users. The local practice of constructing non-motorized connections on reconstructed roadways has its origins in active community engagement with all populations. Enhanced bus stop waiting areas will improve transit experience and user comfort for all populations.

Response:

This RBTN Tier 2 corridor provides connections to regional job concentrations and the regional transit system. Addressing the deficient non-motorized conditions along CSAH 158 is strongly reflected in the attached plans. Upon project completion, non-motorized users will be able to make seamless connections between regional and local destinations.

The project will upgrade the Eden Ave signalized intersection with ADA-compliant ped ramps, countdown timers, APS push buttons and high visibility durable pavement markings. ADA ped ramps will be included at all non-signalized intersections. These features will improve the visibility of the most vulnerable travelers. The non-motorized improvements will expand opportunities for low-cost and active modes of transportation, equating to various economic and health benefits.

The project does not impose adverse human health or environmental effects on equity populations.

Project construction will incorporate proper noise, dust, and traffic mitigation. During construction, the City and partner agencies will work with businesses along the corridor to understand temporary impacts to people rolling, walking, biking, and taking transit, and driving and will maintain access to important services and transportation. The City has a specialized communications team that is responsible for managing a phone hotline and project website during the planning, design, and construction phases of the project. The team will be responsible for responding to questions and concerns from residents, business owners, and employees who live and work in the area. Metro Transit will be involved in this process to ensure that any changes to the transit system needed during this time will be conveyed to transit riders along the corridor. For all modes, the project team will develop safe detour routes and will share maps and related information with residents.

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

Measure C: Affordable Housing Access

Describe any affordable housing developmentsexisting, under construction, or plannedwithin 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.

The number of existing subsidized units within ½ mile of the project as provided on the Socio-Economic Conditions map is 17. In particular, there are 3 affordable housing locations within 200' of CSAH 158. According to STREAMS, Summit Point (5010 Summit Ave) contains 29 affordable units and Spotless Lodge (5141 Williams Ave) contains 6 affordable units (see attached profiles). Avidor (5220 Eden Ave) is a six-story, 165-apartment unit building for residents 55+ and contains 18 affordable units (see supplemental map). The project benefits residents of affordable housing through improvements to and prioritization of multimodal transportation facilities.

Response:

Many residents of affordable housing depend on walking/biking/rolling to reach destinations and transit. CSAH 158 will be reduced from a 4-lane divided roadway with sidewalks to a 2-lane divided section with turn lanes and shared-use paths. This RBTN Tier 2 corridor provides connections to regional job concentrations and the regional transit system. Addressing the deficient non-motorized conditions along CSAH 158 is strongly reflected in the attached plans. Upon project completion, non-motorized users will be able to make seamless connections between regional and local destinations.

The CSAH 158 corridor is served by Metro Transit local bus route service (Route 46) and includes several stops. This route provides access to and from neighborhoods in Edina, as well as commute, school, and leisure destinations in Minneapolis and St. Paul. Most buses circulate through the District and layover at the existing stop on CSAH 158 at Eden Avenue. Dedicated bus bays are also included as part of this project to improve transit operations and infrastructure. The discontinuous sidewalks, unmarked crosswalks, and uninviting walk environment make it difficult for pedestrians to

access the stops on CSAH 158. Overall, the busiest bus stops are located along CSAH 158. The most boardings and alightings are at Vernon and Interlachen Blvd, followed by CSAH 158 and Eden Avenue. These stops lack adequate waiting areas and require transit users to stand/sit immediately adjacent to the roadway. This project expands waiting areas to improve transit experience and user comfort. Additionally, users who rely on transit will be provided with significantly better ADA accommodations to ensure that transit riders with limited mobility can access the stops from all directions. These improvements are key to maintaining consistent transit ridership in an area that offers retail and leisure destinations.

(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.

1649867064491_HennCSAH158_SocioEconomicMap_April2022.pdf

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1970	0.5	985.0	1970.0
	1	985	1970

Total Project Length

Total Project Length (as entered in "Project Information" form) 0.5

Average Construction Year

Weighted Year 1970

Total Segment Length (Miles)

Total Segment Length 0.5

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

Response:

The pavement condition is poor with last reconstruction in 1970. Pavement section will be designed to a 10-ton standard to improve long-term reliability and structural integrity. Turn lanes will be maintained at public intersections to remove traffic from the thru lanes and optimize freight movement. Deteriorating or poorly designed driveway aprons will be replaced to better serve heavier delivery truck movements, which occur often given the surrounding commercial businesses on the corridor. The project includes improved transit infrastructure and dedicated facilities for non-motorized users that will improve the mobility and safety for these users by removing them from the road.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines: Yes

Response:

The project will construct separated sidewalk and trail facilities to meet clear zone standards. Utilities and permanent obstacles will be removed or relocated outside of the clear zone. The proposed locations of all project features (e.g., fencing, retaining walls, lighting, and signing) will be implemented to not obstruct sight lines. Sight line and crossing improvements will be achieved by reducing the roadway from a 4-lane to 2-lane divided section with boulevards. Increased visibility of non-motorized users along CSAH 158 will also be met by enhancing street/trail lighting, extending median noses for pedestrian 2-stage crossing, and maintaining high-visibility crosswalk markings.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics:

Yes

The reconstruction will upgrade the existing section from a 4-lane divided roadway with sidewalks to a 2-lane divided section with shared-use paths. Other geometric improvements will include turn lanes, boulevard width, ADA-compliant curb ramps, transit bus bays, buffered bike lanes between Villa Way and West 53rd St, and improved pedestrian crossings. The 2-lane section will minimize lane changing activity, boulevards will give dedicated separation for users on the shared-use path from vehicles and provide more space for snow storage. User experience, accessibility, and roadway safety will be positively impacted through these design strategies.

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Yes

Response:

The project will maintain the center raised median and access management methods on the corridor. The project will also identify opportunities to consolidate or restrict accesses when possible, through engagement and the final design process (e.g. BP Gas driveways). Accessibility will be improved for non-motorized users through upgraded shared-use facilities, obstruction removal in the clear zone, boulevard space for signs and snow-storage, and maintained clear walking areas throughout the year. The 4-lane to 2-lane conversion will improve turning movements, minimize dual-threat crashes, reduce conflict points, and reduce exposure for non-motorized users and people with limited mobility.

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Yes

This segment of CSAH 158 is mainly developed with mostly flat vertical alignments and one notable horizontal curvature that has a radius of approximately 650', which appears to meet the design criteria for the 30 MPH speed limit per the State's Facility Design Guide. Therefore, sight distance is generally adequate. The reconfiguration from a 4-lane to 2-lane divided roadway may make slight improvements to the horizontal alignment and optimize sight lines. The project may adjust the vertical alignment for other sight line improvement and stormwater management.

Response:

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation:

Yes

Response:

There are no known areas along CSAH 158 that are high risk for flooding as identified by Met Council's Localized Flood Map Screening Tool. A few spot locations may experience minimal ponding during intense rain events. The project will evaluate mitigation strategies and sustainable landscaping practices to address any stormwater concerns as necessary. The project will also replace storm sewer and curb and gutter to properly manage stormwater runoff and drainage. All required stormwater standards will be met. The contractor will be required to follow the Stormwater Pollution Prevention Plan to ensure proper sediment & erosion control.

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Yes

The signal at Eden Ave will be replaced to fit the proposed 2-lane roadway section with recommended pedestrian features (APS, countdown timers, etc.), and the median extension nose will be constructed to accommodate a push button pedestal if desired in the future. The existing streetlights will be removed and/or relocated to accommodate the location of the shared-use paths. The corridor will be evaluated during design to identify the correct lighting improvements at identified intersections, the roadway, and the shared-use network to achieve a safer environment for all users during any time of the day. All roadway markings will also be high-visibility.

Response:

(Limit 700 characters; approximately 100 words)

Other Improvements

Yes

Response:

The project features shared-use paths on both sides of CSAH 158 between 53rd St and Interlachen Blvd that will tie into the widened sidewalk improvements included in the Hennepin Co. project reconstructing the CSAH 158 bridge over the Canadian Pacific Railroad between Interlachen Blvd and TH 100 (programmed to begin construction in 2023 and completed in 2024). All ped/bike infrastructure will meet ADA requirements. Dedicated bus bays are also included to improve transit operations and infrastructure. The improvements support the City's goals outlined in the Comprehensive Plan, Living Streets Plan, and Pedestrian and Bicycle Master Plan.

(Limit 700 characters; approximately 100 words)

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/ Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/ Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/ Vehicle)	Volume without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANA TION of methodolo gy used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
21.7	24.9	-3.2	2101	2101	-6723.2	-6723.2	Not Applicable	164986744 0538_Henn CSAH158_ SynchroRe ports_April 2022.pdf
-6723								

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	-6723.2
Total Peak Hour Delay Reduced	-6723.2

Measure B: Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
4.02	4.3	-0.28
4	4	0

Total

Total Emissions Reduced:	-0.28
Upload Synchro Report	1649939203378_HennCSAH158_SynchroReports_April2022.pdf

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0	0

Total Parallel Roadway

Emissions Reduced on Parallel Roadways	0
Upload Synchro Report	

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

New Roadway Portion:

Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.0

Measure B: Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

Crash Modification Factor Used:	Crash Modification Factor ID: 10740 (Install Bike Lanes)
---------------------------------	--

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

This CMF was used as the existing roadway does not provide bicycle facilities between W 53rd St and Interlachen Blvd. The roadway is being reconfigured to include off-street bicycle facilities.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio	\$367,158.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	8

Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	1
Worksheet Attachment	1649867912411_HennCSAH158_BCworksheet_April2022.pdf
Please upload attachment in PDF form.	

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

Measure A: Pedestrian Safety

Determine if these measures do not apply to your project. Does the project match either of the following descriptions?

*If either of the items are checked yes, then **score for entire pedestrian safety measure is zero**. Applicant does not need to respond to the sub-measures and can proceed to the next section.*

Project is primarily a freeway (or transitioning to a freeway) and does not provide safe and comfortable pedestrian facilities and crossings. No

Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) and project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesnt also add pedestrian crossings and sidewalk or sidepath on one or both sides). No

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

1. Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.

Treatments and countermeasures should be well-matched to the roadways context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links.

There are several safety improvements that are included as part of this roadway modernization project. The project will reduce the number of travel lanes in both directions which will shorten the crossing distances at each intersection within the project limits. The signalized intersection of CSAH 158 and Eden Ave will extend the median nose to provide a pedestrian refuge for two-stage crossing activity. The signal will be upgraded at this location to provide design features such as accessible pedestrian push buttons. The median width will provide space to include a pedestal push-button if the City decides to add this element to the signal design in the future. ADA-compliant pedestrian curb ramps will be designed and implemented at each intersection and driveway along the corridor. These improvements will enhance the safety and comfort for pedestrians and bicyclists accessing the commercial area from the surrounding district and residential neighborhoods.

Response:

The proposed project will address several accessibility concerns on CSAH 158 identified in Hennepin County's ADA Transition Plan. The primary accessibility concerns include obstructions, barriers, and deficiencies within the pedestrian accessibility route (PAR). The project will redesign the corridor with wide and smooth shared-use paths on both sides of CSAH 158 that will eliminate obstructions and barriers (e.g., vegetation, landscaping, poor surface) and correct deficiencies (e.g., narrow facilities, horizontal discontinuity in the pavement, cracking, and cross slopes) to enhance the safety and comfort of all users that walk, bike, or roll adjacent to the corridor. The improvements to the multi-modal network will allow users to better access the designated crossing locations, transit stops, businesses, and other destinations.

(Limit 2,800 characters; approximately 400 words)

Is the distance in between signalized intersections increasing (e.g., removing a signal)?

Select one:

No

If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.).

Response:

No, the distance between signals will remain unchanged.

(Limit 1,400 characters; approximately 200 words)

Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).

Select one:

No

*If yes,
How many intersections will likely be affected?*

Response:

Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.)

Response:

(Limit 1,400 characters; approximately 200 words)

If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks).

Response:

(Limit 1,400 characters; approximately 200 words)

If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity).

Response:

There are no mid-block crossings included in the proposed project since the distance between the two signalized intersections at Eden Ave and Interlachen Blvd are spaced approximately ¼-mile apart. These controlled intersections are situated at safer locations crossing locations where pedestrians can activate a pedestrian phase with the push-buttons. The project will discourage unsafe, risk-taking behavior at mid-block or uncontrolled crossings by enhancing the intersection at CSAH 158 and Eden Ave with a narrowed crossing distance, two-stage crossing, pedestrian refuge, high-visibility crosswalks, and a curb extension on the northeast quadrant.

(Limit 1,400 characters; approximately 200 words)

2. Describe how motorist speed will be managed in the project design, both for through traffic and turning movements. Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.).

Response:

The proposed redesign project on CSAH 158 (Vernon Ave) will introduce several geometric elements that will manage speeds in the project area. Currently, the 4-lane divided roadway has no buffer between the roadway and the sidewalk facilities and does not provide many physical traffic calming elements. Speed management will be improved by the lane narrowing from the two-lane conversion, pedestrian refuge medians, landscaped boulevards, and the presence of off-street shared-use facilities on both sides of the road. On the southern end of the project limits, between Villa Way and the Interlachen Court Apartments driveway, the roadway section introduces 11-ft travel lanes with 6-ft on-street bicycle lanes and 3-ft buffers. These elements may result in safer and more consistent speeds due to the visual and physical narrowing of the roadway as drivers will tend to drive at an appropriate level of comfort and safety through the area.

The project also introduces two METRO Transit bus bays. A bus bay, or bus pullout, is a designated area adjacent to the travel lane where METRO Transit buses can pull out from the traffic to pickup and discharge passengers. These new design elements will decrease collision risks and improve traffic flow on CSAH 158 (Vernon Ave).

Pedestrian safety will be enhanced by reducing the roadway width and crossing exposure. The Eden Avenue crossing will include two-stage crossing, pedestrian refuge, high-visibility crosswalks, and a curb extension on the northeast quadrant.

(Limit 2,800 characters; approximately 400 words)

If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions?

Response:

The existing and proposed design, operation, and posted speed limit will remain unchanged at 30 MPH.

(Limit 1,400 characters; approximately 200 words)

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

Existing road configuration is a One-way, 3+ through lanes
or

Existing road configuration is a Two-way, 4+ through lanes Yes

Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of 30 MPH or more Yes

Existing road has AADT of greater than 15,000 vehicles per day

List the AADT

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.) Yes

Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)

Existing road is within 500 of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant) Yes

If checked, please describe:

CSAH 158 is located within 500' of Caribou Coffee (5000 Vernon Ave), Jerry's Foods Supermarket/Starbucks Coffee (5125 Vernon Ave), Jerry's Do It Best Hardware Store (5115 Vernon Ave), Walgreens Drug Store (5033 Vernon Ave), Edina Liquor Store (5013 Vernon Ave), and Davanni's Pizza & Hot Hoagies Restaurant (5124 Gus Young Ln). All of these destinations are located within Edina's Grandview commercial district and are depicted on the attached map.

(Limit 1,400 characters; approximately 200 words)

Existing road is within 500 of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing) Yes

If checked, please describe:

CSAH 158 is located within 500' of Hawthorne Place Condominiums (5113 W 49 St), Summit Point Affordable Housing (5010 Summit Ave), Spotless Lodge Affordable Housing (5141 William Ave), Vernon Terrace of Edina Assisted Living Facility (5250 Vernon Ave), Edina Highland Villa Apartments (5250 Villa Way), Interlachen Court Apartments (5300 Vernon Ave), Oaks Vernon Apartments (5400 Vernon Ave), Sherwood Park (5225 Sherwood Rd), Grandview Square Park (5213 Grandview Square), Grandview Square Condominium (5275 Grandview Square), Grandview Library & Edina Senior Center (5280 Grandview Square), and Avidor Apartments - Senior Housing (5220 Eden Ave). All of these destinations are located within Edina's Grandview commercial district and are depicted on the attached map.

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

CSAH 158 from Interlachen Blvd to Villa Way does not meet the City's multimodal transportation needs, limiting safe ped/bike/transit access to the Grandview commercial district. Existing sidewalks are narrow & right next to the roadway, bike lanes end at W 53rd St, and bus stops are not very accessible or comfortable. Such deficiencies tend to exclude the surrounding neighborhoods from the businesses & public facilities at Grandview. The project will accommodate current & future traffic volumes while reallocating space for ped, bike, and transit movement. The City has identified CSAH 158 as a secondary bike route. CSAH 158 is also a Tier 2 RBTN corridor. The corridor is served by Metro Transit local bus route service.

Response:

CSAH 158 will be reduced from a 4-lane divided roadway with sidewalks to a 2-lane divided section with turn lanes and buffered shared-use paths. The new facility will offer cyclists an off-road option to avoid riding with traffic which typically leads to rider discomfort, especially those new to biking, due to high traffic volumes and vehicle speeds. The multi-use facility provides a direct connection to Interlachen Blvd (which currently includes on-road bike lanes and widened sidewalks in FY 23) and fills a gap in the bikeway network along CSAH 158 where bike accommodations currently terminate at 53rd St. West of 53rd St, the project will construct a 14' shared-use path in the EB direction, a 6' sidewalk in the WB direction, and maintain the existing buffered bike lanes.

The project will maintain the center raised median and access management methods on the corridor. Accessibility will be improved for non-motorized users through upgraded shared-use facilities, obstruction removal in the clear zone, and boulevard space for signs and snow-storage. The 4-lane to 2-lane conversion will improve turning

movements, minimize dual-threat crashes, reduce conflict points, and reduce exposure for non-motorized users and people with limited mobility.

The traffic signal at Eden Ave will be replaced to fit the new 2-lane roadway section with enhanced ped features (APS, countdown timers, etc.), and the median extension nose will be constructed to accommodate two-stage crossing and a push button pedestal if desired in the future. The corridor will be evaluated during design to identify the correct lighting improvements at identified intersections, the roadway, and the shared-use network to achieve a safer environment for all users during any time of the day. All roadway markings will be high-visibility.

Dedicated bus bays and expanded bus stop waiting areas will improve transit experience and user comfort. Buses circulate through the District and layover at the existing stop on CSAH 158 at Eden Ave, which will be improved as part of the project.

(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.

A virtual public meeting with residents was held on April 4th from 5-6pm (18 participants). The meeting was advertised ahead of time through press releases, social media, and through the project webpage on the City's Better Together Edina (BTE) website. The refined concept for CSAH 158 was presented to the public for feedback. Questions and comments submitted in the chat were responded to during the presentation and discussion. Those unable to attend the meeting were given an equal opportunity to review the proposed concept design and project details through the BTE website. A layout of the project is available in the document library. Residents were asked to submit feedback by April 8th to allow time for staff to prepare this response for the application.

www.bettertogetheredina.org/grandview-district-transportation-grant-funding-applications

Response:

For over 15 years, City and County staff have gathered public input on CSAH 158 through various policy plans and studies. The attached plan excerpts fully capture the engagement activities with Edina residents.

In 2008, the Grandview area was designated as a Potential Area of Change in the City's Comp Plan. In 2009, the Council approved a process to engage the public in the planning for the District. The process was led by an 18-person Community Advisory Team and included 2 open house meetings. The process concluded in 2010 and resulted in adoption by the Council of 7 Guiding Principles for the redevelopment of the District. In 2012, the City completed a development framework plan for the District. The process was led by a diverse 52-member Steering Committee. One of the main issues expressed during plan development was the lack of safe ped/bike areas. The plan contemplates a complete streets

treatment on CSAH 158. In 2016, a transportation study was completed for the District. The study process included 3 phases, each culminating in an intensive week of design and stakeholder engagement. In 2018, Edina completed a Ped/Bike Plan. Plan recommendations were incorporated into the 2018 Comp Plan Update process, along with the approved small area plan for Grandview. Edina's 2018 Comprehensive Plan is available online at: www.edinamn.gov/1669/View-Comprehensive-Plan.

(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. Yes

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.

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.

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

1649940008339_HennCSAH158_ConceptLayout_April2022.pdf

Please upload attachment in PDF form.

Additional Attachments

1649940008330_HennCSAH158_HennCoSupportLtr_April2022.pdf

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):	\$3,515,474.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,515,474.00
Enter amount of any outside, competitive funding:	\$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
HennCSAH158_1PgProjectSumm_April2022.pdf	One-Page Project Summary	506 KB
HennCSAH158_EdinaBikePlanExcerpt2007_April2022.pdf	Edina Comprehensive Bicycle Transportation Plan (2007) Excerpt	850 KB
HennCSAH158_EdinaCompPlanExcerpt2008_April2022.pdf	Edina Comprehensive Plan Update (2008) Excerpt	708 KB
HennCSAH158_EdinaCompPlanExcerpt2018_April2022.pdf	Edina 2018 Comprehensive Plan Update (2020) Excerpt	5.4 MB
HennCSAH158_EdinaPed&BikePlanExcerpt2018_April2022.pdf	Edina Pedestrian and Bicycle Master Plan (2018) Excerpt	2.0 MB
HennCSAH158_EdinaResolution_April2022.pdf	Edina Resolution	187 KB
HennCSAH158_EJSCREEN2015-2019ACSSummaryReport_April 2022.pdf	EJSCREEN ACS Summary Report	1.4 MB
HennCSAH158_EquityDestinationsMap_April2022.pdf	Equity Destinations Map	568 KB
HennCSAH158_ExistingPhotos_April2022.pdf	Existing Photos	4.1 MB
HennCSAH158_GrandviewDistrictDevelopmentFrameworkExcerpt2012_April2022.pdf	Grandview District Development Framework (2012) Excerpt	243 KB
HennCSAH158_GrandviewDistrictSmallAreaGuidePlanExcerpt2010_April2022.pdf	Grandview District Small Area Guide Plan Process Report (2010) Excerpt	1.6 MB
HennCSAH158_GrandviewDistrictTransportationStudyExcerpt2016_April2022.pdf	Edina Grandview District Transportation Study (2016) Excerpt	3.5 MB
HennCSAH158_HennCo2040BikePlanExcerpt2015_April2022.pdf	Hennepin County 2040 Bicycle Transportation Plan (2015) Excerpt	2.5 MB
HennCSAH158_HennCoADAPlanExcerpt2015_April2022.pdf	Hennepin County ADA Transition Plan (2015) Excerpt	564 KB
HennCSAH158_HennCoPedPlanExcerpt2013_April2022.pdf	Hennepin County Pedestrian Plan (2013) Excerpt	3.3 MB
HennCSAH158_HousingLinkProfile_April2022.pdf	Affordable Housing Property Details - Streams	669 KB
HennCSAH158_LvlOfCongestionMap_April2022.pdf	Level of Congestion Map	7.0 MB

Regional Economy

Roadway Reconstruction/Modernization Project: Vernon Avenue Roadway Modernization and Multi-modal Improvement

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Edina

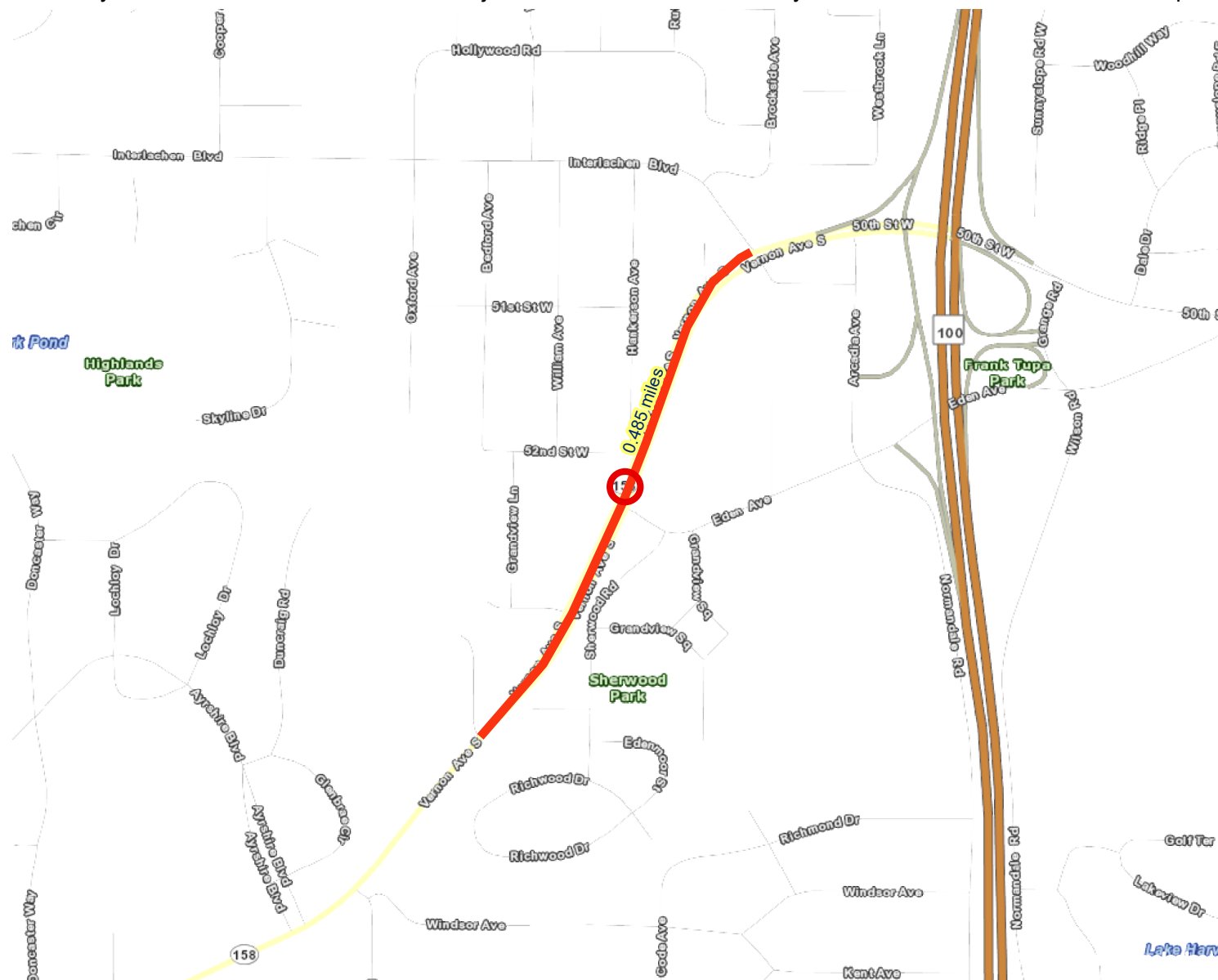
Population: 16979
Employment: 6359
Mfg and Dist Employment: 246

Hopkins

Population: 1069
Employment: 877
Mfg and Dist Employment: 702

St. Louis Park

Population: 2944
Employment: 751
Mfg and Dist Employment: 22



Project Points



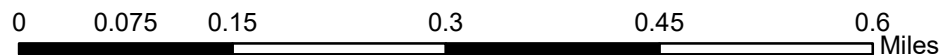
Manufacturing/Distribution Centers



Project



Job Concentration Centers



Created: 3/18/2022
LandscapeRSA5



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



Transit Connections

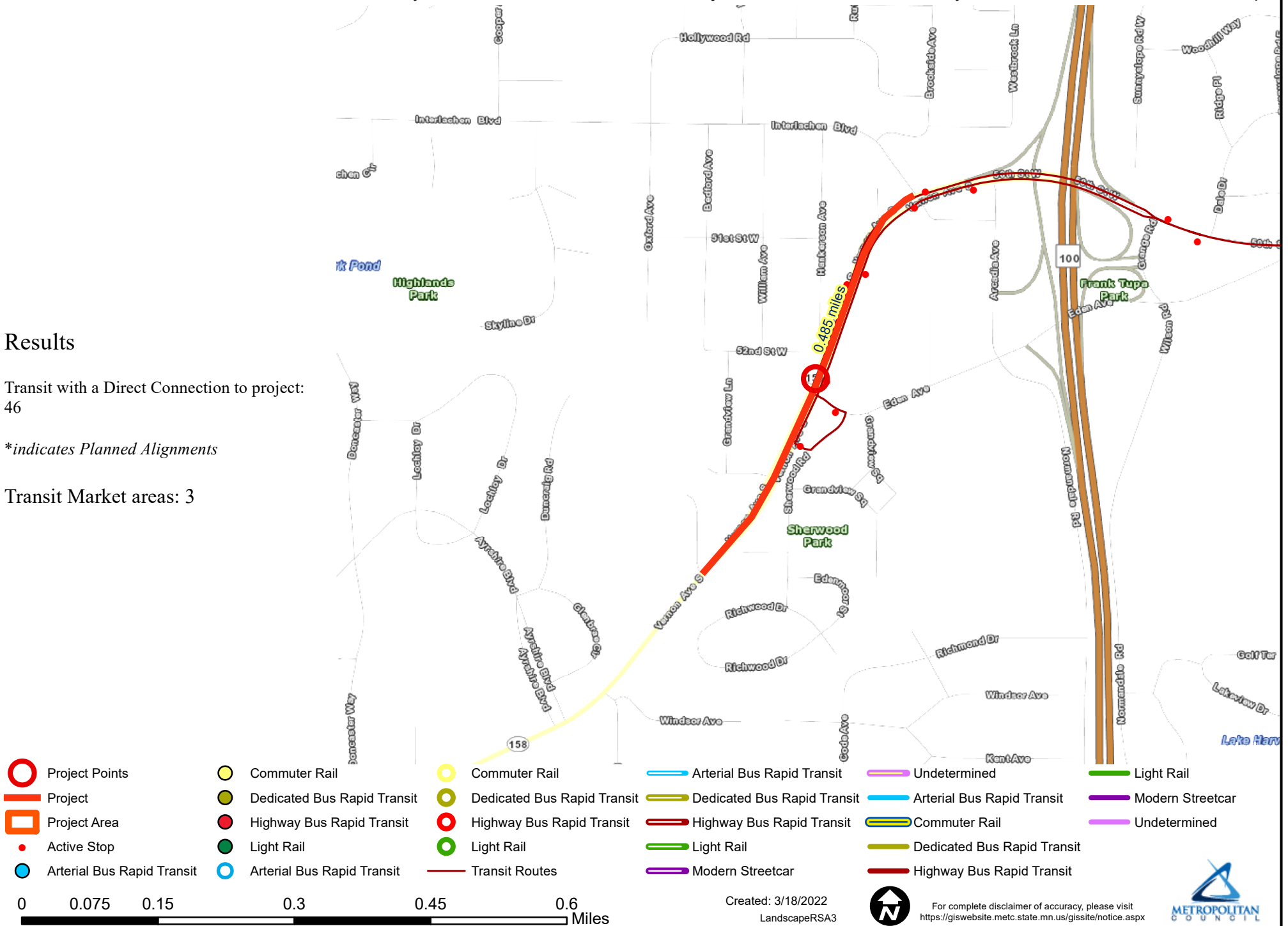
Roadway Reconstruction/Modernization Project: Vernon Avenue Roadway Modernization and Multi-modal Improvements

Results

Transit with a Direct Connection to project:
46

**indicates Planned Alignments*

Transit Market areas: 3



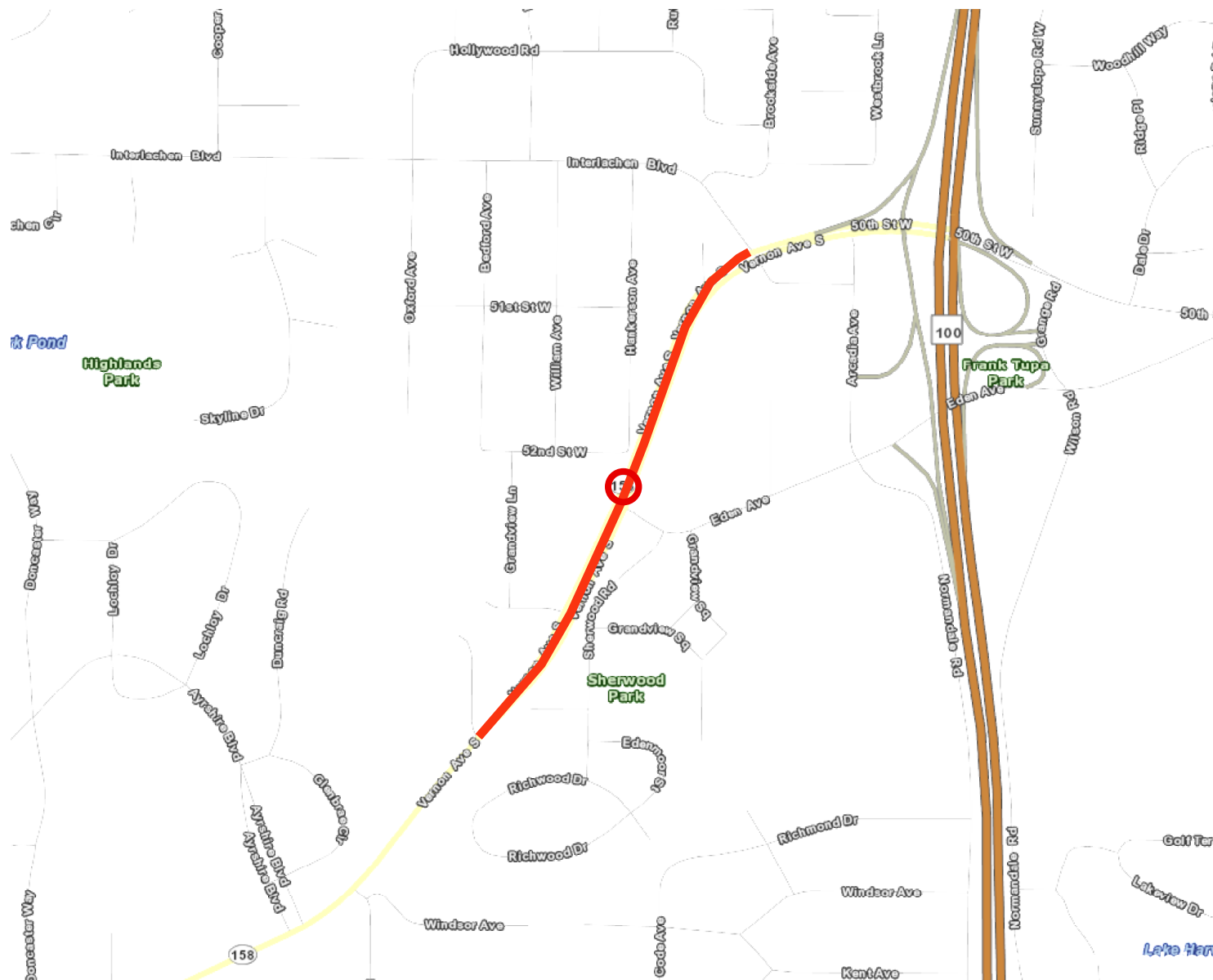
Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: Vernon Avenue Roadway Modernization and Multi-modal Improvem | Map ID:

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 17

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



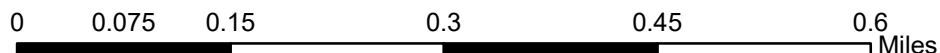
Points



Area of Concentrated Poverty



Lines



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LandscapeRSA2



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



Lanes, Volumes, Timings

1: Vernon Avenue & Eden Avenue

02/23/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	10	5	211	4	138	2	867	315	104	435	7
Future Volume (vph)	2	10	5	211	4	138	2	867	315	104	435	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		0	100		250	145		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			50			90			70		
Satd. Flow (prot)	1770	1775	0	1770	1591	0	1770	3539	1583	1770	3532	0
Flt Permitted	0.976			0.440			0.950			0.223		
Satd. Flow (perm)	1818	1775	0	820	1591	0	1770	3539	1583	415	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			150				342		2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		403			714			441			871	
Travel Time (s)		9.2			16.2			10.0			19.8	
Lane Group Flow (vph)	2	16	0	229	154	0	2	942	342	113	481	0
Turn Type	Perm	NA		pm+pt	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8					2	6		
Total Split (s)	35.0	35.0		11.0	46.0		10.0	41.0	41.0	13.0	44.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Act Effect Green (s)	10.1	10.1		14.5	14.5		5.0	62.2	62.2	73.5	73.5	
Actuated g/C Ratio	0.10	0.10		0.14	0.14		0.05	0.62	0.62	0.74	0.74	
v/c Ratio	0.01	0.09		1.15	0.43		0.02	0.43	0.31	0.27	0.19	
Control Delay	40.5	34.1		149.4	9.9		46.0	11.6	2.1	3.4	2.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	40.5	34.1		149.4	9.9		46.0	11.6	2.1	3.4	2.2	
LOS	D	C		F	A		D	B	A	A	A	
Approach Delay		34.8			93.3			9.1			2.4	
Approach LOS		C			F			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 81 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.15

Intersection Signal Delay: 21.7

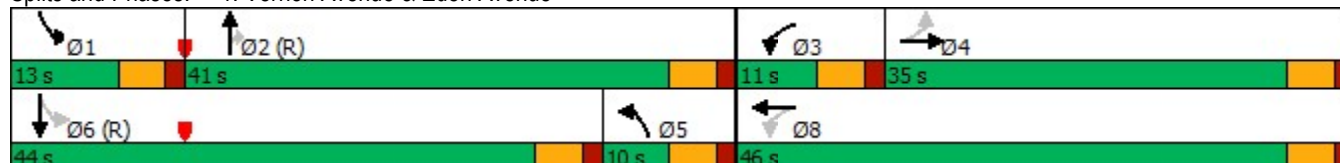
Intersection LOS: C

Intersection Capacity Utilization 60.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Vernon Avenue & Eden Avenue



Lanes, Volumes, Timings

1: Vernon Avenue & Eden Avenue

02/23/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	10	5	211	4	138	2	867	315	104	435	7
Future Volume (vph)	2	10	5	211	4	138	2	867	315	104	435	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		0	100		250	145		100
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			90			70		
Satd. Flow (prot)	1770	1775	0	1770	1591	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.976			0.440			0.492			0.084		
Satd. Flow (perm)	1818	1775	0	820	1591	0	916	1863	1583	156	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			150				240			76
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		403			714			441			871	
Travel Time (s)		9.2			16.2			10.0			19.8	
Lane Group Flow (vph)	2	16	0	229	154	0	2	942	342	113	473	8
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	29.0	29.0		14.0	43.0		45.0	45.0	45.0	12.0	57.0	57.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Act Effect Green (s)	10.1	10.1		15.7	15.7		60.9	60.9	60.9	74.3	74.3	74.3
Actuated g/C Ratio	0.10	0.10		0.16	0.16		0.61	0.61	0.61	0.74	0.74	0.74
v/c Ratio	0.01	0.09		1.04	0.41		0.00	0.83	0.32	0.45	0.34	0.01
Control Delay	40.5	34.1		111.5	9.1		12.0	26.4	4.8	14.6	2.5	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	34.1		111.5	9.1		12.0	26.4	4.8	14.6	2.5	0.0
LOS	D	C		F	A		B	C	A	B	A	A
Approach Delay		34.8			70.3			20.6			4.7	
Approach LOS		C			E			C			A	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 73 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 24.9

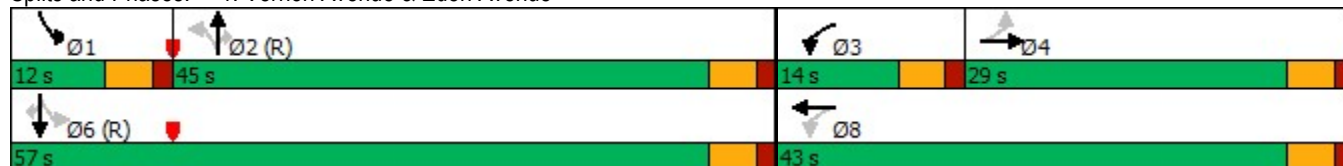
Intersection LOS: C

Intersection Capacity Utilization 82.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Vernon Avenue & Eden Avenue



1: Vernon Avenue & Eden Avenue

Direction	EB	WB	NB	SB	All
Future Volume (vph)	17	353	1184	547	2101
Total Delay / Veh (s/v)	35	93	9	2	22
CO Emissions (kg)	0.02	0.68	1.68	0.45	2.82
NOx Emissions (kg)	0.00	0.13	0.33	0.09	0.55
VOC Emissions (kg)	0.00	0.16	0.39	0.10	0.65

1: Vernon Avenue & Eden Avenue

Direction	EB	WB	NB	SB	All
Future Volume (vph)	17	353	1184	546	2100
Total Delay / Veh (s/v)	35	70	21	5	25
CO Emissions (kg)	0.02	0.57	1.94	0.49	3.01
NOx Emissions (kg)	0.00	0.11	0.38	0.10	0.59
VOC Emissions (kg)	0.00	0.13	0.45	0.11	0.70

Lanes, Volumes, Timings

1: Vernon Avenue & Eden Avenue

02/23/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	10	5	211	4	138	2	867	315	104	435	7
Future Volume (vph)	2	10	5	211	4	138	2	867	315	104	435	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		0	100		250	145		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			50			90			70		
Satd. Flow (prot)	1770	1775	0	1770	1591	0	1770	3539	1583	1770	3532	0
Flt Permitted	0.976			0.440			0.950			0.223		
Satd. Flow (perm)	1818	1775	0	820	1591	0	1770	3539	1583	415	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			150				342		2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		403			714			441			871	
Travel Time (s)		9.2			16.2			10.0			19.8	
Lane Group Flow (vph)	2	16	0	229	154	0	2	942	342	113	481	0
Turn Type	Perm	NA		pm+pt	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8					2	6		
Total Split (s)	35.0	35.0		11.0	46.0		10.0	41.0	41.0	13.0	44.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Act Effect Green (s)	10.1	10.1		14.5	14.5		5.0	62.2	62.2	73.5	73.5	
Actuated g/C Ratio	0.10	0.10		0.14	0.14		0.05	0.62	0.62	0.74	0.74	
v/c Ratio	0.01	0.09		1.15	0.43		0.02	0.43	0.31	0.27	0.19	
Control Delay	40.5	34.1		149.4	9.9		46.0	11.6	2.1	3.4	2.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	40.5	34.1		149.4	9.9		46.0	11.6	2.1	3.4	2.2	
LOS	D	C		F	A		D	B	A	A	A	
Approach Delay		34.8			93.3			9.1			2.4	
Approach LOS		C			F			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 81 (81%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.15

Intersection Signal Delay: 21.7

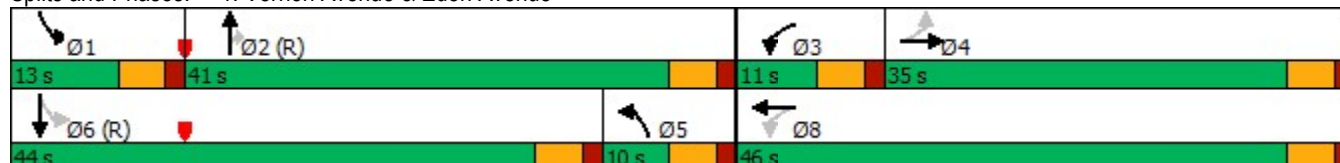
Intersection LOS: C

Intersection Capacity Utilization 60.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Vernon Avenue & Eden Avenue



Lanes, Volumes, Timings

1: Vernon Avenue & Eden Avenue

02/23/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	10	5	211	4	138	2	867	315	104	435	7
Future Volume (vph)	2	10	5	211	4	138	2	867	315	104	435	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		0	100		250	145		100
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			90			70		
Satd. Flow (prot)	1770	1775	0	1770	1591	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.976			0.440			0.492			0.084		
Satd. Flow (perm)	1818	1775	0	820	1591	0	916	1863	1583	156	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			150				240			76
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		403			714			441			871	
Travel Time (s)		9.2			16.2			10.0			19.8	
Lane Group Flow (vph)	2	16	0	229	154	0	2	942	342	113	473	8
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	29.0	29.0		14.0	43.0		45.0	45.0	45.0	12.0	57.0	57.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Act Effect Green (s)	10.1	10.1		15.7	15.7		60.9	60.9	60.9	74.3	74.3	74.3
Actuated g/C Ratio	0.10	0.10		0.16	0.16		0.61	0.61	0.61	0.74	0.74	0.74
v/c Ratio	0.01	0.09		1.04	0.41		0.00	0.83	0.32	0.45	0.34	0.01
Control Delay	40.5	34.1		111.5	9.1		12.0	26.4	4.8	14.6	2.5	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	34.1		111.5	9.1		12.0	26.4	4.8	14.6	2.5	0.0
LOS	D	C		F	A		B	C	A	B	A	A
Approach Delay		34.8			70.3			20.6			4.7	
Approach LOS		C			E			C			A	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 73 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 24.9

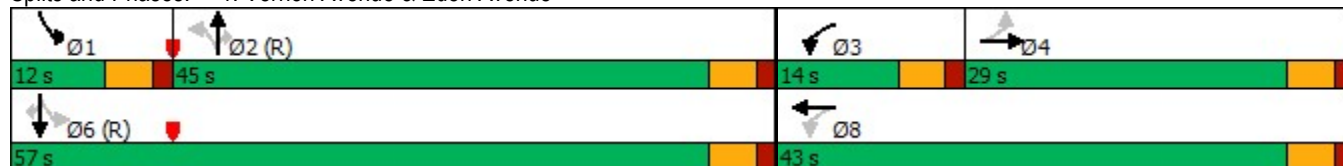
Intersection LOS: C

Intersection Capacity Utilization 82.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Vernon Avenue & Eden Avenue



1: Vernon Avenue & Eden Avenue

Direction	EB	WB	NB	SB	All
Future Volume (vph)	17	353	1184	547	2101
Total Delay / Veh (s/v)	35	93	9	2	22
CO Emissions (kg)	0.02	0.68	1.68	0.45	2.82
NOx Emissions (kg)	0.00	0.13	0.33	0.09	0.55
VOC Emissions (kg)	0.00	0.16	0.39	0.10	0.65

1: Vernon Avenue & Eden Avenue

Direction	EB	WB	NB	SB	All
Future Volume (vph)	17	353	1184	546	2100
Total Delay / Veh (s/v)	35	70	21	5	25
CO Emissions (kg)	0.02	0.57	1.94	0.49	3.01
NOx Emissions (kg)	0.00	0.11	0.38	0.10	0.59
VOC Emissions (kg)	0.00	0.13	0.45	0.11	0.70

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

**A. Roadway Description**

Route	Vernon Ave S	District	Metro	County	Hennepin
Begin RP		End RP		Miles	0.480
Location	Vernon Avenue - Villa Way to Interlachen Boulevard				

B. Project Description

Proposed Work	Convert 4-Lane Divided to 2-Lane Divided with Bicycle Lane				
Project Cost*	\$3,515,474	Installation Year	2026		
Project Service Life	20 years	Traffic Growth Factor	0.5%		

* exclude Right of Way from Project Cost

C. Crash Modification Factor

0.756	Fatal (K) Crashes	Reference	CMF Clearinghouse (#10740)
0.756	Serious Injury (A) Crashes		
0.756	Moderate Injury (B) Crashes	Crash Type	Vehicle-Bicycle
0.756	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	Reference	CMF Clearinghouse (#)
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	Crash Type	All (remaining)
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2019	End Date	12/31/2021	3 years
Data Source	MnCMAT2			
Crash Severity	Vehicle-Bicycle		All (remaining)	
K crashes				
A crashes				
B crashes	1		2	
C crashes				
PDO crashes			5	

F. Benefit-Cost Calculation

\$351,195	Benefit (present value)	B/C Ratio = 0.10
\$3,515,474	Cost	
Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.		

F. Analysis Assumptions

Crash Severity	Crash Cost	Link: mndot.gov/planning/program/appendix_a.html	Real Discount Rate: 0.7% Traffic Growth Rate: 0.5% Project Service Life: 20 years	Revised Revised Revised
K crashes	\$1,440,000			
A crashes	\$720,000			
B crashes	\$220,000			
C crashes	\$120,000			
PDO crashes	\$13,000			

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.24	0.08	\$17,893
C crashes	0.00	0.00	\$0
PDO crashes	0.00	0.00	\$0
			\$17,893

H. Amortized Benefit

Year	Crash Benefits	Present Value	Total = \$351,195
2026	\$17,893	\$17,893	
2027	\$17,983	\$17,858	
2028	\$18,073	\$17,822	
2029	\$18,163	\$17,787	
2030	\$18,254	\$17,752	
2031	\$18,345	\$17,716	
2032	\$18,437	\$17,681	
2033	\$18,529	\$17,646	
2034	\$18,622	\$17,611	
2035	\$18,715	\$17,576	
2036	\$18,808	\$17,541	
2037	\$18,902	\$17,506	
2038	\$18,997	\$17,472	
2039	\$19,092	\$17,437	
2040	\$19,187	\$17,402	
2041	\$19,283	\$17,368	
2042	\$19,380	\$17,333	
2043	\$19,477	\$17,299	
2044	\$19,574	\$17,264	
2045	\$19,672	\$17,230	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	

NOTE:

This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.



CMF / CRF Details

CMF ID: 10740

Install bicycle lanes

Description:

Prior Condition: No Bicycle Lane

Category: Bicyclists

Study: [*Development of Crash Modification Factors for Bicycle Lane Additions While Reducing Lane and Shoulder Widths, , 2021*](#)

Star Quality Rating:



Crash Modification Factor (CMF)

Value:

0.756

Adjusted Standard Error:

Unadjusted Standard Error:

0.379

Crash Reduction Factor (CRF)

Value:

(This value indicates an **increase** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:	
----------------------------	--

Applicability	
Crash Type:	All
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	All
Number of Lanes:	4
Road Division Type:	Undivided
Speed Limit:	
Area Type:	Urban
Traffic Volume:	10 to 92462 <i>Annual Average Daily Traffic (AADT)</i>
Time of Day:	All

<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details	
Date Range of Data Used:	2015 to 2018
Municipality:	
State:	TX

Country:	
Type of Methodology Used:	7
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Feb-25-2021
Comments:	This CMF is for bicycle lane addition resulting in reduced shoulder or lane width regardless of change in average daily bicycle traffic (ADBT). The base condition was 11-ft lanes, no shoulder, no median, and four-lane urban collector or local road.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.



Crash Case Listing

Vernon Ave Crashes

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time	Day of Week	Basic Type	Num Veh	Sev
04-CSAH	158	2.094	27	Edina	00744713	09/03/19	1530	TUE	Rear End	2	N
04-CSAH	158	2.113	27	Edina	00743715	08/29/19	1636	THU	Rear End	2	B
04-CSAH	158	2.223	27	Edina	00814153	06/12/20	1427	FRI	Bike	1	B
04-CSAH	158	2.400	27	Edina	00707486	04/26/19	1531	FRI	Angle	2	B
04-CSAH	158	2.414	27	Edina	00938275	09/03/21	1450	FRI	Angle	2	N
04-CSAH	158	2.490	27	Edina	00934798	08/17/21	1455	TUE	Angle	2	N
05-MSAS	163	0.005	27	Edina	00837560	08/27/20	1905	THU	SVROR	1	N
10-MUN	103	0.237	27	Edina	00844993	10/07/20	1544	WED	Angle	2	N

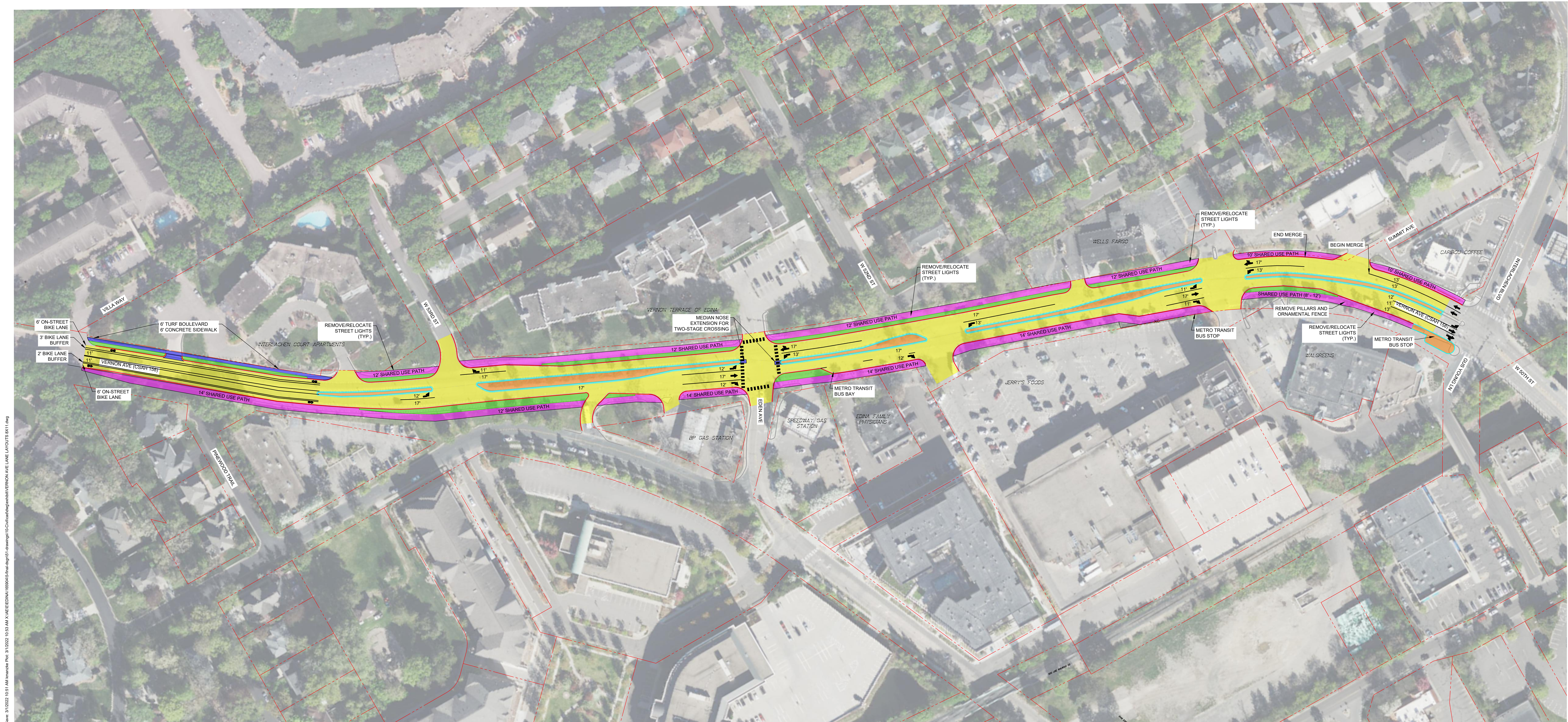
Selection Filter:

WORK AREA: State - FILTER: Year('2019','2020','2021') - SPATIAL FILTER APPLIED

Analyst:

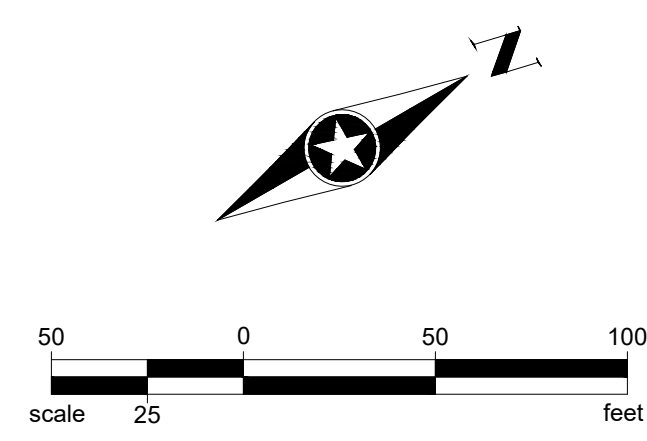
Notes:

Justin Anibas



Scale: 3/10/2022 10:51 AM: Vernon Ave. 3/10/2022 10:51 AM: A:\EEDNA\1055045\Drawings\10-landscaping\10-landscaping\VERNON AVE LANDSCAPING.dwg

PROPOSED BITUMINOUS PAVEMENT	EXISTING MEDIAN (PROTECT)
PROPOSED BITUMINOUS SHARED USE PATH	EXISTING CURB & GUTTER (PROTECT)
PROPOSED CONCRETE WALK / DRIVEWAY	EXISTING RIGHT-OF-WAY
PROPOSED TURF BOULEVARD	
PROPOSED B618 CURB & GUTTER	
PROPOSED LANE USAGE ARROWS	



VERNON AVENUE ROADWAY MODERNIZATION
AND MULTIMODAL IMPROVEMENTS PROJECT

FIGURE
NO. 1

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 158 (Vernon Avenue) Reconstruction Project from Villa Way to Interlachen Boulevard

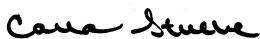
Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Edina is submitting an application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project is the reconstruction of CSAH 158 (Vernon Avenue) from Villa Way to Interlachen Boulevard which is anticipated to include the following improvements through the Grandview commercial district.

- New or upgraded pavement, curb, stormwater structures, and traffic signals
- Upgraded off-road facilities and ADA accommodations
- Pedestrian crossing enhancements

Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 158 (Vernon Avenue) 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 Edina includes county staff in the project development process to ensure project success. We look forward to working together to improve the safety and mobility of people walking, using transit, biking, and driving along CSAH 158 (Vernon Avenue).

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



CSAH 158 (Vernon Avenue) - Villa Way to Interlachen Blvd

Roadway Modernization



City of Edina
Est. Project Total: \$3.5 Million
Requested Amount: \$2.8 Million

Project Name: CSAH 158 (Vernon Avenue) Roadway Modernization and Multi-Modal Improvement Project
Project Location: City of Edina, Hennepin County, MN
Applicant: City of Edina
Funding Category: Roadway Modernization

Project Description:

The project will reconstruct a 0.5-mile section of CSAH 158 (Vernon Avenue) from Villa Way to Interlachen Boulevard (MSAS 177).

The project will convert the 4-lane roadway to 2-lanes with turn lanes. The available right-of-way space will be reallocated to provide off-street, buffered shared-use paths adjacent to CSAH 158 between Villa Way and Interlachen Blvd and on-street bicycle lanes between Villa Way and south of 53rd Street.



Existing Conditions:

CSAH 158 is an A-Minor Arterial Reliever roadway with a 30 MPH posted speed limit. The roadway carries over 12,000 vehicles per day and is expected to carry up to 15,000 vehicles per day by 2040. The 4-lane divided roadway is adequately designed for vehicles, but lacks in pedestrian, bicycle and transit infrastructure. Existing sidewalks are narrow, provide no buffer between the vehicle travel lanes, and the many obstructions and deficiencies limit accessibility for all users. Additionally, the on-street bicycle lanes end at W 53rd Street and the existing transit stops are not very accessible or comfortable.

Issues to be Addressed:

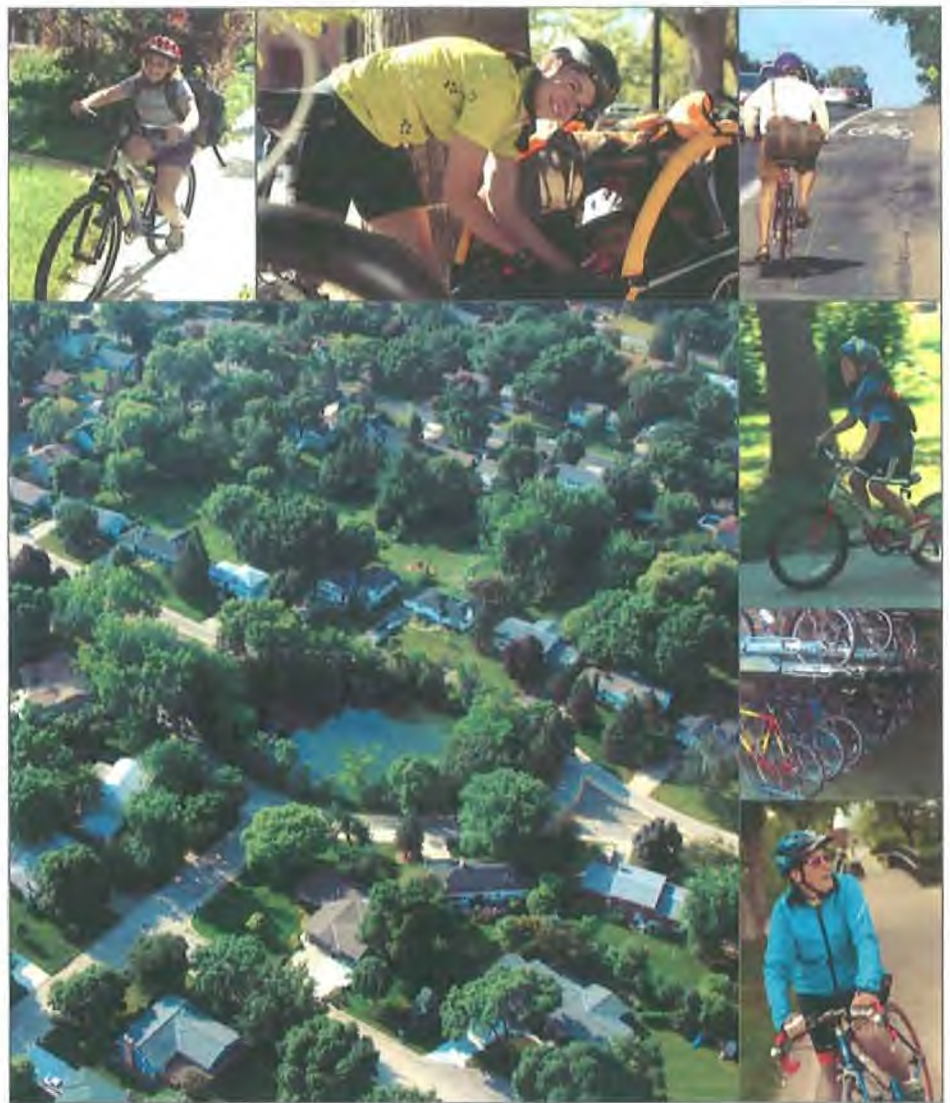
- Inadequate bicycle/pedestrian options
- Accessibility concerns
- Crossing safety
- Vehicle speeds and safety
- Deficient roadway pavement



CSAH 158 (Vernon Ave) Project Area
Edina, MN

Project Benefits:

- Reconstruct deficient roadway pavement and drainage infrastructure
- New separated shared-use paths on both sides of CSAH 158
- Buffered on-street bike lanes between Villa Way and south of 53rd Street
- Dedicated transit bus bays
- Shortened crossing distances
- 2-stage crossing at Edin Ave
- Improved connectivity between residential and commercial areas in district
- Traffic calming due to proposed geometric changes
- Lighting enhancements



THE CITY OF EDINA COMPREHENSIVE BICYCLE TRANSPORTATION PLAN

SEPTEMBER 19 2007



a people-centered,
asset-based approach to
urban planning, policy and design
community design group



1.1 Vision and purpose

Improving the conditions for bicycling in Edina has been an important priority for Edina residents, community leaders and elected officials for several years. This Comprehensive Bicycle Transportation Plan builds on the work already completed by the Bike Edina Task Force (BETF), City of Edina staff, and Edina citizens towards the creation of a more bicycle-friendly Edina.

VISION

“The City of Edina will be a progressive bicycle-friendly community where citizens can easily integrate cycling into their daily lives.”

PURPOSE OF THIS PLAN

The purpose of this document is to serve as a tool to guide the efforts of Edina citizens, elected officials and City of Edina staff as they work towards increasing the city’s bicycle orientation.

It provides short, medium and long-term recommendations for improving the City’s bicycle transportation network with the goal of making it safer and more convenient for people of all ages and skill levels to choose cycling as a preferred mode of transportation for taking care of their daily needs.



detail on present conditions in order to clarify areas that need to be addressed and to help set up benchmarks for improvement.

SURFACE STREETS

No cycling facilities are presently provided along Edina's street network. Nevertheless, a number of streets are already utilized by cyclists for connection and movement to destinations within and outside of Edina. Among those streets which appear to be favored by Edina cyclists at present are:

- Wooddale Avenue
- 58th Street
- 44th Street
- 70th Street
- **Vernon Avenue**
- Tracy Avenue
- Gleason Road
- Valley View Road
- Benton Avenue
- Interlachen Boulevard
- Olinger Boulevard

In general, lower speed limits create more comfortable conditions for cyclists. An automobile speed limit of 25 miles per hour has been found to provide for safe and efficient use of surface streets by pedestrians, cyclists and motorists. Additionally, lower speed limits significantly decrease the severity and risk of injury to pedestrians, cyclists and motorists as a result of automobile crashes.

The majority of surface streets in Edina have posted speed limits of 30 miles per hour, which, though not ideal, provides usable conditions for cycling if actual travel speeds stay within those limits.

However, several important streets and potential bicycling routes in Edina have significantly higher speed limits. Notable exceptions to the 30 mph limits are portions of Vernon Avenue (with speed limits of 40 mph in a segment that includes Olinger Boulevard and Tracy Avenue), France Avenue (40 mph between 66th Street and the southern city limit; 35 mph between 54th Street and 6th Street), 66th Street (35 mph between Normandale Road and the eastern city limit, including the segment serving the Edina Aquatic Center and Rosland Park) and York Avenue (between 66th Street and the southern city limits).



A cyclist heading south on Valley View Road just past Highway 62 towards Southdale Mall.

DID YOU KNOW?

A recent Twin Cities survey of potential bicycle commuters found that 79% of respondents said that on-street bike lanes would be an important factor in deciding whether or not to use a bicycle as transportation.

Source: Minnesota Center for Survey Research, University of Minnesota Center for Transportation Studies, 1999.



Speed limits over Edina's surface streets: green is 30 mph, purple is 35 mph, and red is 40 mph. Highways are shown in grey.

CURRENT BICYCLE USE

Observation indicates that a significant number of people ride bicycles in Edina. There are several streets that are commonly mentioned as preferred, informal bike routes for travel through the city. However, as noted in Chapter 1.4 (Demographics and population characteristics) there is a general lack of actual counts and other data about the number of people using bicycles for transportation in Edina (as is the case in most other communities in our state).

Fortunately, there are a couple of resources that may help in providing a baseline for understanding current use and for providing benchmarks for improvement.

The first is the Edina Parks and Recreation system survey conducted in Fall 2006 and which showed that improvement of Edina's cycling infrastructure is a priority for a significant majority of Edina households. This survey is explored in more detail in Chapter 1.6 (Need for improvement).

The second resource is the recently conducted bicycle and pedestrian counts taken in Edina on two days during mid September of 2007. This count activity, performed for the first time in Edina in 2007, is part of Transit for Livable Communities' (TLC) metropolitan bike and walk traffic count efforts, which were conducted simultaneously throughout the region and which aim to establish benchmarks for use of the region's bikeways by bicycle commuters.

Two locations were chosen, and activity was measured for two days during the commuting time range of 4:00 to 6:00 p.m. In that time period an average of 21 bikers and 35 pedestrians were counted at 44th Street and Brookside Avenue while 17 bikers and 14 pedestrians were counted at 70th Street and Cahill Road.

Members of the Bike Edina Task Force received training from TLC, conducted the counts and summarized the data. It is recommended that this activity be continued into the future and expanded to additional locations to help provide a clearer picture of bicycle use and trends in Edina.



An Edina cyclist riding south on Valley View Road, towards Southdale Mall.



Some locations in Edina are designated for cycling even though they present hazardous conditions. For example, the western side of the Centennial Lakes trail mixes pedestrians and cyclists on a narrow path, does not provide adequate sight distance, and is in general not suitable for biking. Developing facilities that provide separate, sufficient and safe space for cyclists and pedestrians is recommended instead.

1.6 Need for improvement

There are many sound reasons to make the necessary investments to improve Edina's bicycle transportation infrastructure. An accessible, safe and useful bicycle transportation network is consistent with and in fact furthers the City's long-term goals and objectives, as articulated in the City's Vision Statement, which is included in Edina's 2008 Comprehensive Plan Update:

Edina will be the preeminent place for living, learning, raising families and doing business distinguished by:

- *A dynamic and sustainable community*
- *A livable environment*
- *Effective and valued City services*
- *A sound public infrastructure*
- *A balance of uses*
- *Innovation*

In addition, the improvements this Plan recommends help address the following needs and conditions:



On Eden Avenue.

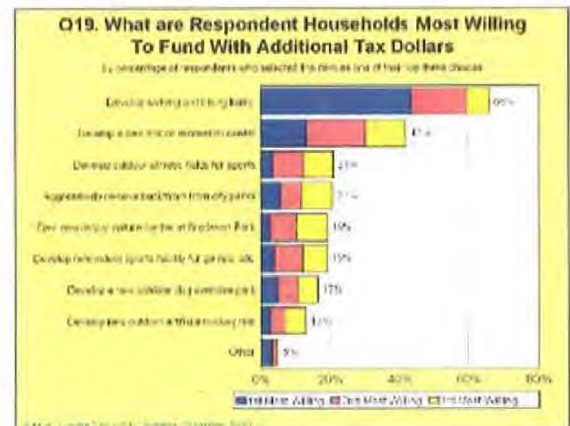
TO RESPOND TO CITIZEN AND COMMUNITY

INTEREST

The citizens of Edina have consistently expressed a desire for improvement of bicycling facilities in their city.

Most recently, the City hired a consultant to survey Edina households about Parks and Recreation system services and priorities during the fall of 2006. The survey, which received almost a thousand responses (and is statistically valid for the population of Edina as a whole) found:

- 86% of respondents had a household need for walking and biking trails.
- 64% of respondents said walking and biking trails were among the top four most important facilities; 32% ranked walking and biking trails as their first choice, the highest percentage for any facility.
- 84% would use walking and biking trails for exercise and fitness; 84% for enjoying the outdoors; 25% for transportation.
- 89% of respondents were supportive of the City developing walking and biking trails; 65% were very supportive.



From the Parks and Recreation survey.

2.1 Route selection and recommendation principles

Several project principles guide the selection of routes presented in this Plan. These principles were derived from guidance provided by Bike Edina Task Force (BETF), City of Edina staff, and members of the public.

GOALS AND GUIDING PRINCIPLES

1. Increase safety and convenience for Edina cyclists
2. Increase opportunities for bicycling as a transportation option
3. Create a network of routes that is within reasonable distance of the greatest number of Edina residents and workers
4. Provide safe and convenient bicycle access to major destinations within Edina, including commercial and entertainment areas, employment centers, and civic institutions; provide safe and convenient connections between Edina quadrants
5. Provide safe and convenient connections to adjacent communities and other locations outside of Edina
6. Provide connection to existing and proposed regional commuter and recreational bicycle trails
7. Provide safe and convenient routes to schools, recreation centers, and other institutions serving the needs of young people in Edina
8. Provide safe and convenient routes to destinations serving the needs of senior adults in Edina
9. Recommend practical, cost-efficient improvements that increase the bicycle-friendliness of Edina's existing surface street network
10. Improve the quality and quantity of end of trip facilities in Edina

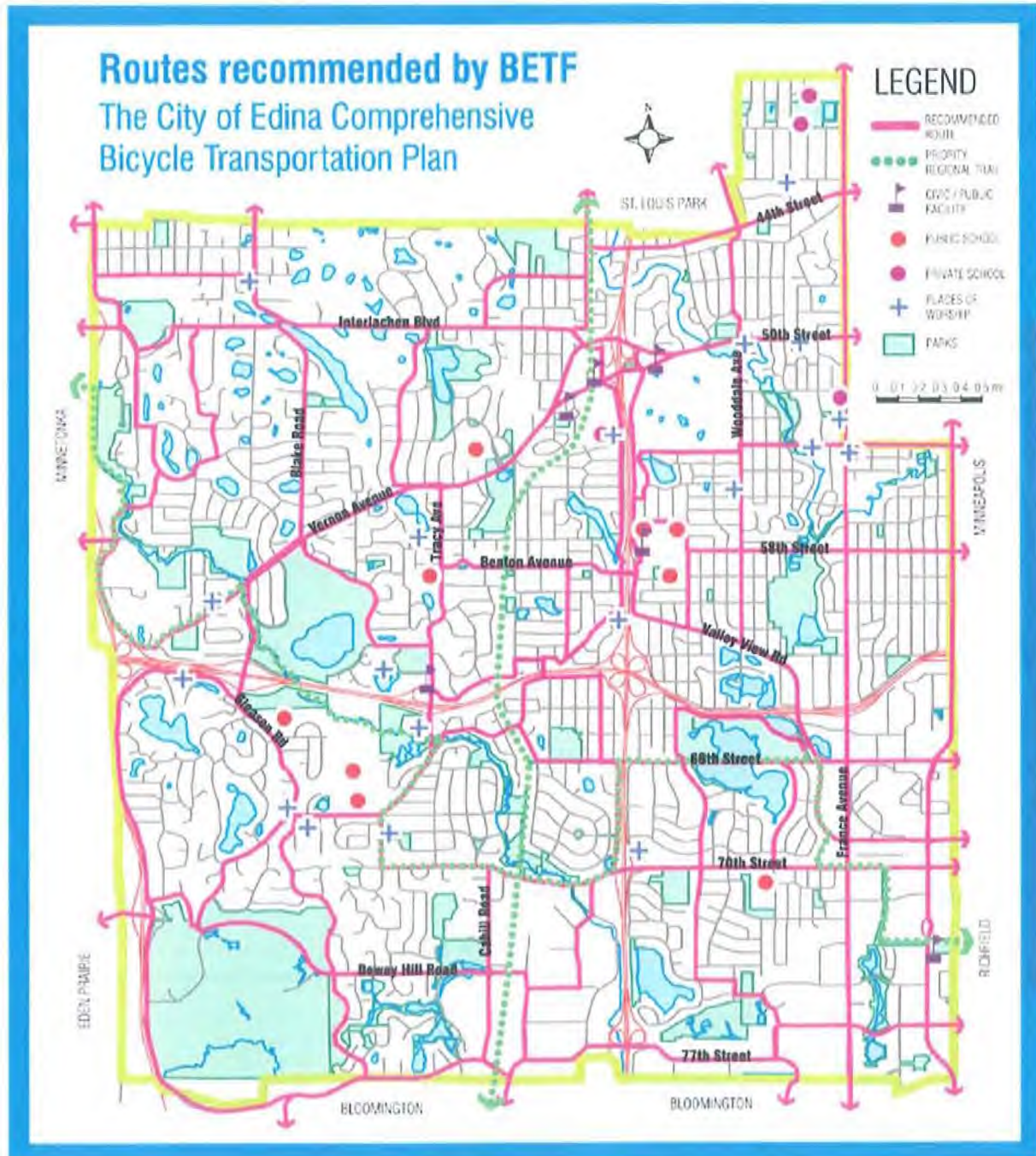


An Edina family cycling on 66th Street near Southdale Mall.

FOUNDATION

The routes recommended in this Plan are based on the routes identified, selected and recommended by the Bike Edina Task Force (BETF) as part of the work they completed in Fall 2006. All of the routes selected and recommended by BETF are carried forward and identified for designation as recommended routes (with some additions, route hierarchy and implementation recommendations) by this Plan as included in Chapter 2.2 (Recommended Routes).

A map of the original routes developed by BETF follows below:



PRINCIPAL DESTINATIONS

The Bike Edina Task Force identified the following as priority destinations and objectives for Edina cyclists and for this Plan:

- Connection to the Cedar Lake LRT Regional Trail
- Connection to shopping, entertainment and commercial areas in Edina, including Southdale, 50th and France, 50th and Vernon, and 70th and Cahill
- Provision of safe, inviting and comfortable routes to schools in Edina
- Provision of safe, inviting and comfortable routes to parks, civic and recreation centers, including the Edina Aquatic Center and other destinations sought by children and families

The Bike Edina Task Force recommendations inform and are carried forward by this Plan. In addition, they are supplemented by recommendations to connect employment centers, locations of high residential density, potential growth and development areas (as identified by the City of Edina's 2008 Comprehensive Plan), and to address the mobility needs of Edina seniors.

METHODOLOGY

Route segments initially identified through BETF's work and by this Plan were evaluated using several criteria, which depended on a number of inter-related factors, responded to identified needs, and followed accepted bicycle transportation, route network and human factors design practice.

The goal was to identify a network of Primary routes that would help connect major destinations and aid movement through Edina while serving as a backbone for a wider network of Secondary routes that extend the network's usability and access, and improve safety and convenience for bicycle travel over all of Edina's surface streets.

BALANCING CONSTRAINTS

Among the variables considered in this iterative process are the following:

- The need to maximize the number of potential destinations while minimizing the number of recommended Primary routes in order to reduce network complexity
- The need to create a network that could be easily communicated and understood
- The desire to make use of existing bicycle transportation

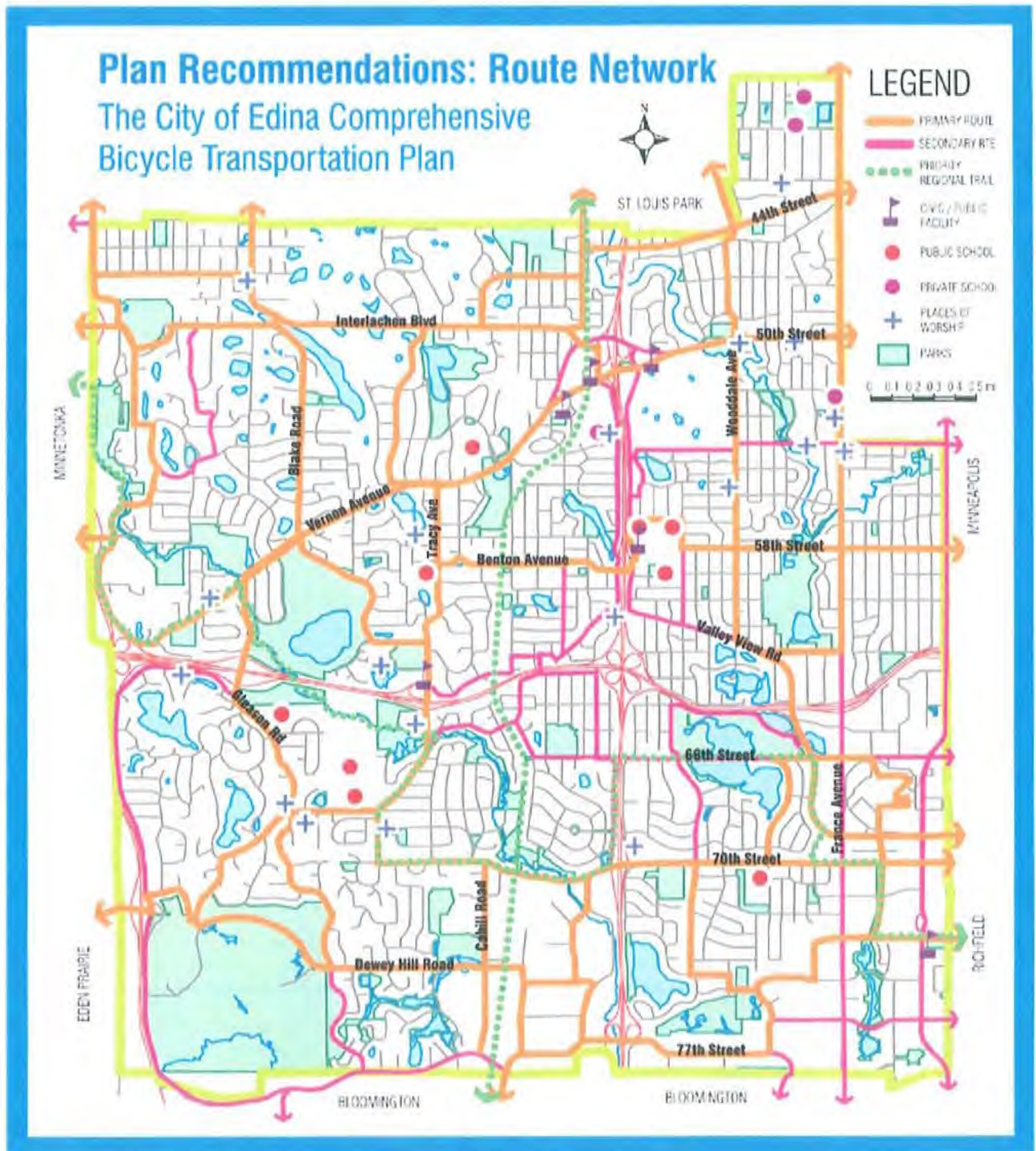


The Cedar Lake LRT Regional Trail, adjacent to Edina's northwest border, is one of the top connections desired by Edina cyclists.

RECOMMENDED ROUTE NETWORK

A map showing the recommended network of routes for Edina's bicycle transportation network is provided below.

Routes are classified as part of a Primary or Secondary network; as discussed earlier, Primary routes are those that more directly provide connections to destinations within and outside Edina. Regional routes (the Canadian Pacific Regional Trail and the Nine Mile Creek Regional Trail) are included as a high priority component of this Plan.





Edina Comprehensive Plan

Update 2008

**Submittal approved by the City
Council on December 2, 2008**

**City of Edina
4801 West 50th Street
Edina, Minnesota 55424-1394**

**Contact:
Heather Worthington, Assistant City Manager
952-826-0415
hworthington@ci.edina.mn.us
www.cityofedina.com**



The **Grandview Heights** district is in the process of evolving from a somewhat scattered auto-oriented commercial/industrial district to a more integrated mix of uses, with the addition of offices, multifamily housing and a combined library/senior center around a common green. Street patterns are disconnected, making wayfinding difficult.



The **Greater Southdale Area** is a regional retail and activity center that consists of several sub-areas. Originally centered upon the Southdale Shopping Center, it now encompasses substantial health care, office, entertainment and residential components. Its size, diversity and regional role make it unique within the City. It is characterized at present by a wide variety of low-rise to high-rise single-use buildings oriented toward surface parking, with some structured parking. Smaller scale retail includes the Galleria and Yorktown Shopping Centers. The **Centennial Lakes** sub-area within this district is an innovative early example of a multi-use redevelopment that includes several hundred townhouse and multi-family housing units. **Yorktown and Centennial Lakes Parks** are linked by open space corridors and a chain of ponds. Open space is largely internal and not visible from the street. **Edinborough Park** is a multi-use indoor recreational facility located within a large mixed-use complex.





suitable areas to accommodate additional households and jobs that are anticipated, based on Metropolitan Council projections, to locate in the City by 2030. **Because the City is fully developed, additional housing would have to occur through redevelopment.** The areas listed here and shown in Figure 4.4, "Potential Areas of Change," represent less than 10 percent of the total acreage of the City.

1. **North France Avenue (West 54th Street South to TH 62):** This corridor includes many duplexes interspersed with small-lot single-family dwellings and small commercial nodes. It has the potential to accommodate some additional attached housing types, with careful attention to transitions, and some additional commercial opportunities near 54th Street.
2. **Neighborhood Commercial Nodes:** These include the Morningside commercial area, Valley View and Wooddale, and 70th and Cahill. The last two have greater potential for addition of new compatible uses.



3. **Community Commercial Nodes:** These include the 50th and France district and the Grandview Heights district, both of which have experienced redevelopment and are evolving toward mixed use, while continuing to function as commercial centers.
4. **Southdale Area:** This area is the northern portion of the study area of the "Greater Southdale Area Land Use and Transportation Study" received by City Council in February 2006 (the southern portion included in that study is the Centennial Lakes area). The Southdale area is the site of considerable development pressure. Design standards and equivalent zoning updates should be developed as discussed under the Community Design guidelines.
5. **Commercial/Office Corridors:** These areas include the commercial/office development along I-494 and locations on the edges of the Southdale and Cahill Industrial areas. Long-term transition is envisioned away from single-site commercial use toward a mix of predominantly office and residential uses. Additional site-specific studies may be necessary.

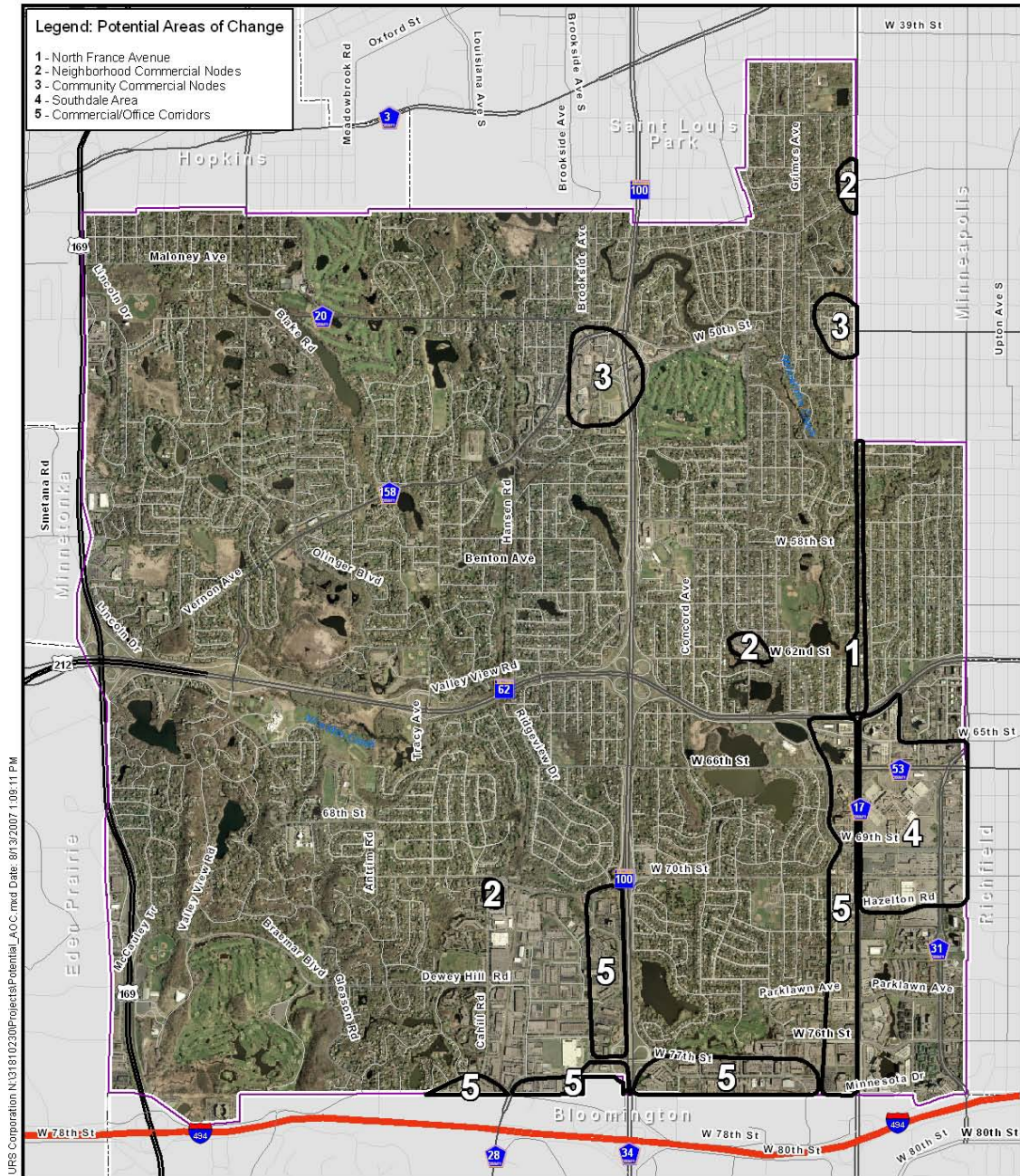


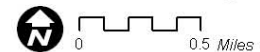
Figure 4.4



City of Edina
2008 Comprehensive Plan Update

Date of Aerial Photography: August 2006

**Conceptual Land Use Framework:
Potential Areas of Change**



3. Land Use and Community Design

Chapter Highlights

- The land use vision for the City of Edina will guide the future distribution, mix, and intensity of uses to optimize the current and future vitality and livability of the community.
- The biggest land use changes in the city will be in targeted areas of change, including those identified through the small area planning processes. These places are potential opportunities for shifts in uses and intensities, supporting larger community goals.
- While much of the city's land area will not be targeted for change, it will not remain static or frozen in time. Continued investments in these areas are needed to maintain and update aging buildings and infrastructure, to meet the needs of the people and businesses that use them.
- Overall community character and livability are greatly valued in Edina. There will be a continual need to balance protecting what is valued and responding to needed and ongoing changes.
- Land use bears a close and vital relationship to public infrastructure, utilities, and services. The City will need to plan and invest responsibly in these systems – both to maintain existing facilities and to provide new ones in response to changing and expanding needs. This is addressed in more depth in other chapters.
- Sustainability is an important value throughout this plan. In terms of land use, it has implications from the small scale (e.g. how buildings are constructed and maintained) to citywide (e.g. responsible use of resources, preparing a community to respond to climate change). This is addressed in more depth in other chapters.

Definitions

Design Guidelines provide guidance for the character, scale, and built form of development.

Land Use is the purpose for which land cover is committed, such as residential, industrial, or open space.

Mixed Use is a land use category that includes two or more different land uses, arranged either horizontally on the same site, or vertically in the same building.

Zoning is a technique used in land use planning to divide an area into a series of zones with defined characteristics, which are regulated through city ordinance. Under Minnesota state statute, zoning must be consistent with a city's adopted comprehensive plan.

Introduction

The land use element of the comprehensive plan provides not only guidance for land use and development within the city, but some of the organizing principles for the city itself. The planned and orderly development of land reflects community values and priorities, in terms of the opportunities it creates for where people can live, work, and congregate within city limits. It establishes the planned scale and intensity of neighborhoods and reflects the ability of the community overall to accommodate growth and change. It also relates to existing and planned infrastructure – including roadways, trails, transit systems, water and wastewater, parks, and others.

Since a plan to accommodate growth is one of the central functions of this comprehensive plan, this land use element will focus primarily on how this can be accomplished in a way that is sustainable and consistent with overall community goals.



Edina 2040 Comprehensive Plan

Edina, Minnesota

Existing Land Use

February 2020

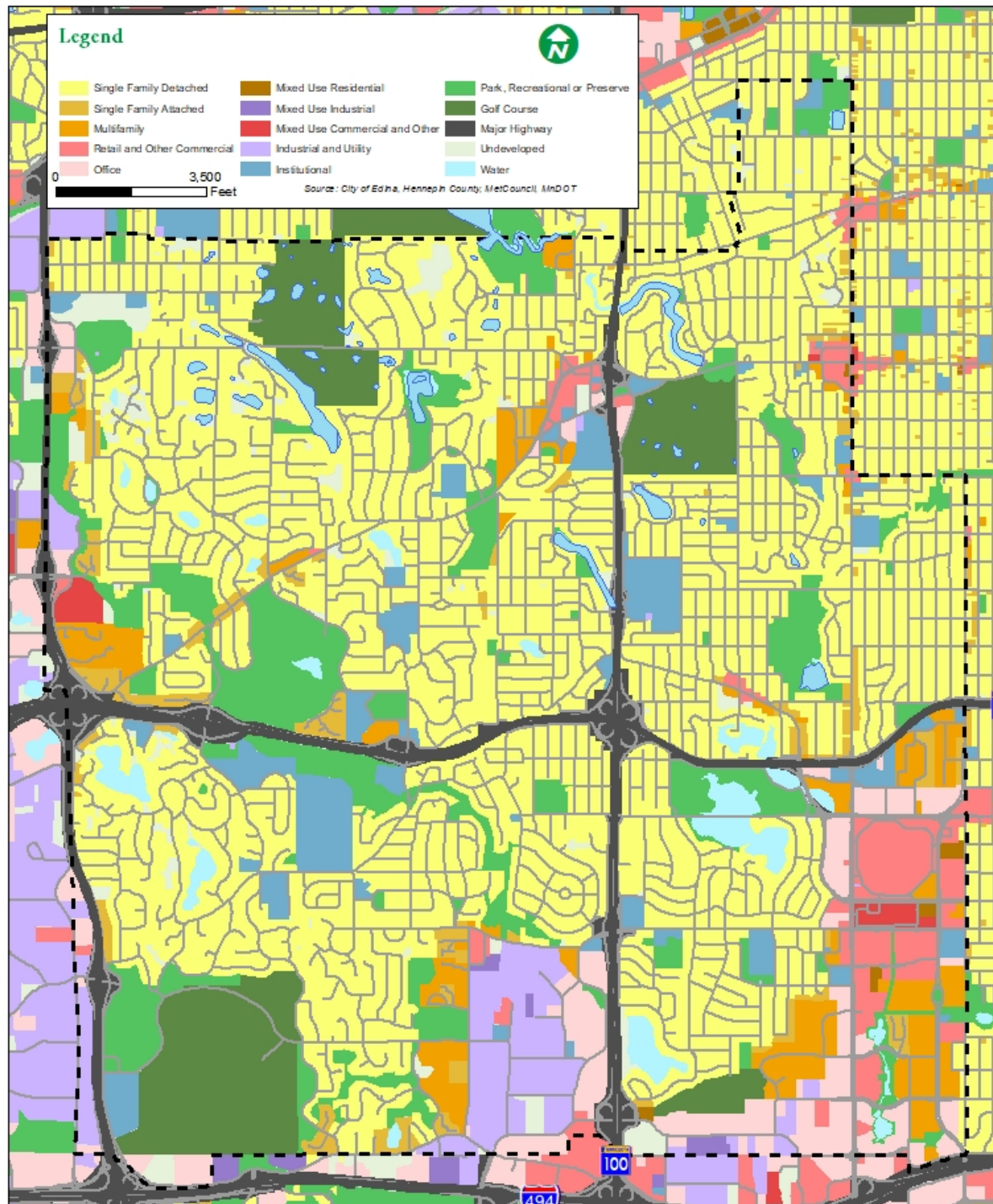


Figure 3.3: Existing Land Use



Changes Since 2008 Plan

Since the City of Edina is fully developed, changes in existing land use have been incremental based on redevelopment, with a shift towards more multifamily and mixed use within potential areas of change, as shown on **Figure 3.11**. In the interim since the adoption of the previous comprehensive plan in 2008, there also have been changes to the land use policy and regulatory guidance for the city. These changes include:

- Comprehensive plan amendments to add more detailed guidance for land use density by future land use category.
- Comprehensive plan amendments to provide development guidelines for planned unit development or other larger projects.
- Zoning changes at the individual site level to support new development projects, particularly mixed use.

Existing Land Use Categories

Figure 3.3 illustrates the pattern of existing land use in Edina as of 2016. The categories on the map are described as follows:

Single-Family Residential

Single-Family Detached. Residential neighborhoods are the most extensive land use within the city in terms of total land area, of which single family detached housing is the largest component. Neighborhood character varies based on era of construction, scale of development, and landscape influences. Although there is significant variation, the most common residential type consists of post-WWII single-family homes on wooded lots along curvilinear streets.

Multifamily Residential

Single-Family Attached. This land use consists of residential units with common walls, where each unit has direct exterior access. In Edina the most common buildings of this type are townhouses and duplexes (two-family dwellings). Townhouses tend to be clustered close to highway or major road corridors, while duplexes are often found in narrow strips along major thoroughfares such as Vernon and France Avenues, and serve as a buffer for adjacent single-family neighborhood detached housing.

Multifamily. This land use is defined by the multiple-unit building type where each individual unit does not have direct ground floor access to the exterior. Multifamily developments are concentrated primarily along the main traffic arteries and are generally located toward the edges of the city, often in proximity to retail business establishments. Concentrations of multifamily developments are found along York Avenue, France Avenue, Vernon Avenue, Lincoln Drive, and Cahill Road.

Commercial

Retail and Other Commercial. An important part of Edina's identity is its status as a regional commercial and employment center. The Edina marketplace is dominated by high-end retail, medical, real estate, and banking services, making it a unique destination within the metro area. The city's demographics, in terms of incomes, match this business market. Retail areas can be defined based on their market positions: regional, community, and neighborhood. Edina's regional retail district is the Greater Southdale area. Community-level districts include 50th & France and Grandview, although they contain some regional destinations. Neighborhood shopping districts, including the commercial nodes at Valley View and Wooddale and West 70th and Cahill, mainly serve surrounding neighborhoods with convenience shopping and services. Several other neighborhoods have small commercial nodes providing convenience goods and services. The larger concentrations of this land use are generally located toward the edges of the city, rather than in the center.



Potential Change Areas

The Comprehensive Plan functions as a long-range tool that anticipates where growth in populations, households, and jobs will be incorporated in the city.

As a fully developed city, it is expected that most of the land in Edina will maintain its current land use, scale, and intensity. Where there are single-family home neighborhoods, they will remain single family home neighborhoods. Greater density may occur in areas other than single-family neighborhoods. Appropriate transitions will need to continue to be implemented for development in areas that abut neighborhoods with single-family homes.

No area of the city is expected to be completely static. Due to the city's aging building stock and changing needs of residents and businesses, continued investments will be required for rehabilitation, expansion, and replacement of existing structures. The numbers of residents in single-family neighborhoods and employees in commercial locations are expected to remain approximately the same.

There are areas of the city that have some capacity to accommodate new growth in the form of housing units and job-generating uses. These are places where infrastructure capacity to support new growth is already relatively robust. The Greater Southdale District is the largest of these potential areas and will be expected to accommodate a sizeable percentage of citywide growth if that growth becomes reality.

The City of Edina 2008 comprehensive plan identified "potential areas of change" as shown on **Figure 3.10**. These were places where change was most likely to occur. A major recommendation following up on this designation was to complete small area plans for "specific neighborhoods, districts, or potential areas of change in the community" to provide more specific guidance for these areas.

Working with community-based stakeholder groups and through extensive public engagement, the City has undertaken and completed plans for the following areas. The study areas are shown on **Figure 3.11**, with the boundaries that were established for those respective plans.

- GrandView Development Framework (2012)
- Small Area Plan for the Wooddale-Valley View Neighborhood Node (2015)
- Greater Southdale District Plan (2018)
- Small Area Plan for the City of Edina's 44th & France Neighborhood Node (2018)
- Small Area Plan for the City of Edina's 70th & Cahill Neighborhood Node (2018)
- Small Area Plan for the City of Edina's 50th & France District (2019)

These City Council adopted small area plans are incorporated into the comprehensive plan by reference. Recommendations from the plans for land use guidance and other elements has been incorporated onto the future land use map and throughout the comprehensive plan.

The Edina Big Ideas process identified three potential small areas for future consideration, including Lincoln/169/Eden Prairie, expanded 70th & Cahill, and Pentagon Park. The 2008 plan also showed a portion of North France Avenue, which may be potentially impacted by the future E Line Rapid Bus project. The City will continue to monitor these areas for growth potential. There may also be additional studies in the future.

Edina Comprehensive Plan

3. Land Use and Community Design Chapter – Approved 08-18-20

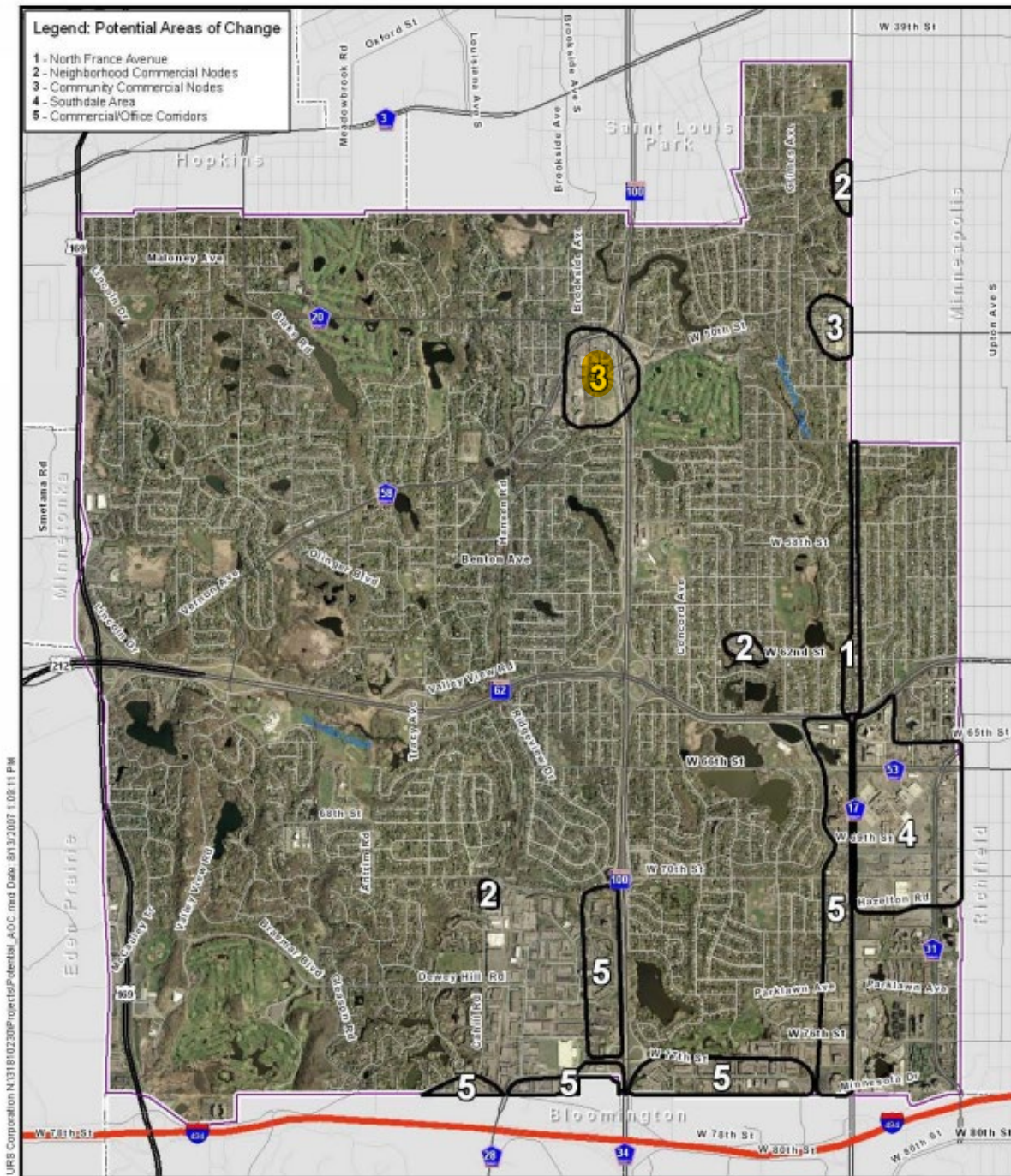


Figure 4.4



City of Edina
2008 Comprehensive Plan Update

Date of Aerial Photography: August 2006

**Conceptual Land Use Framework:
Potential Areas of Change**

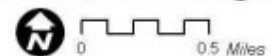


Figure 3.10: Potential Areas of Change from 2008 Plan

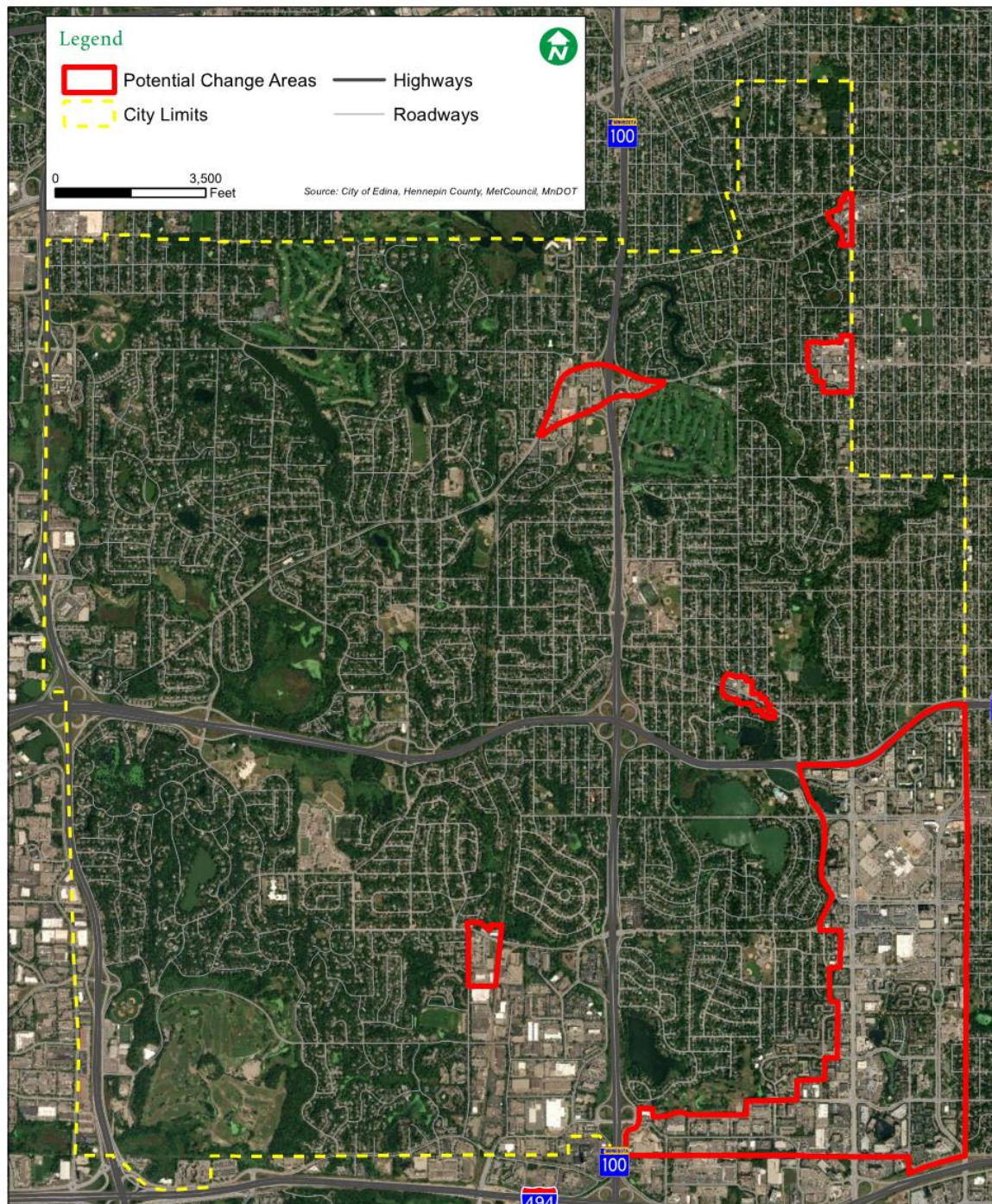


Figure 3.11: Potential Areas of Change for 2018 Plan

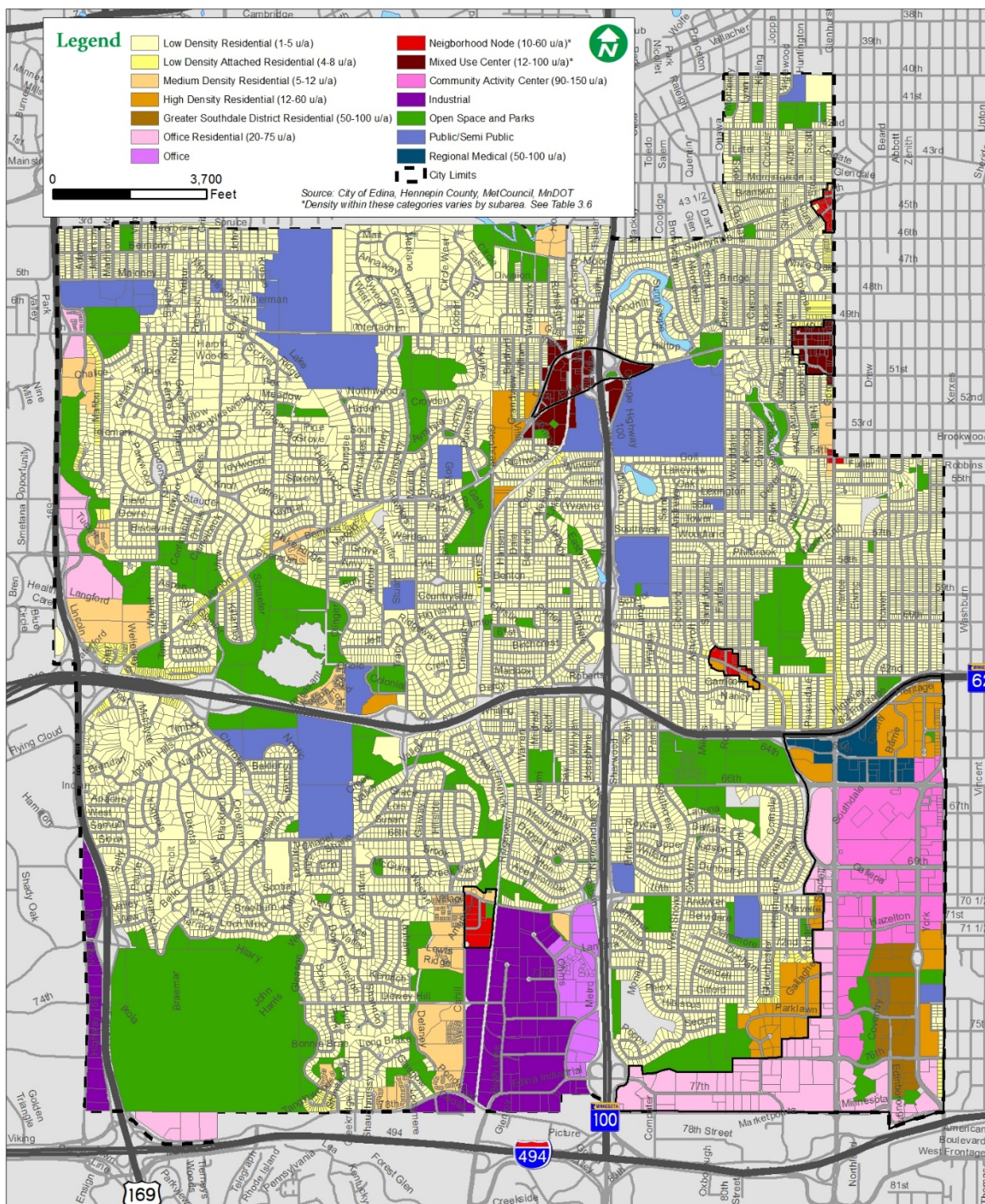


Figure 3.12: Future Land Use

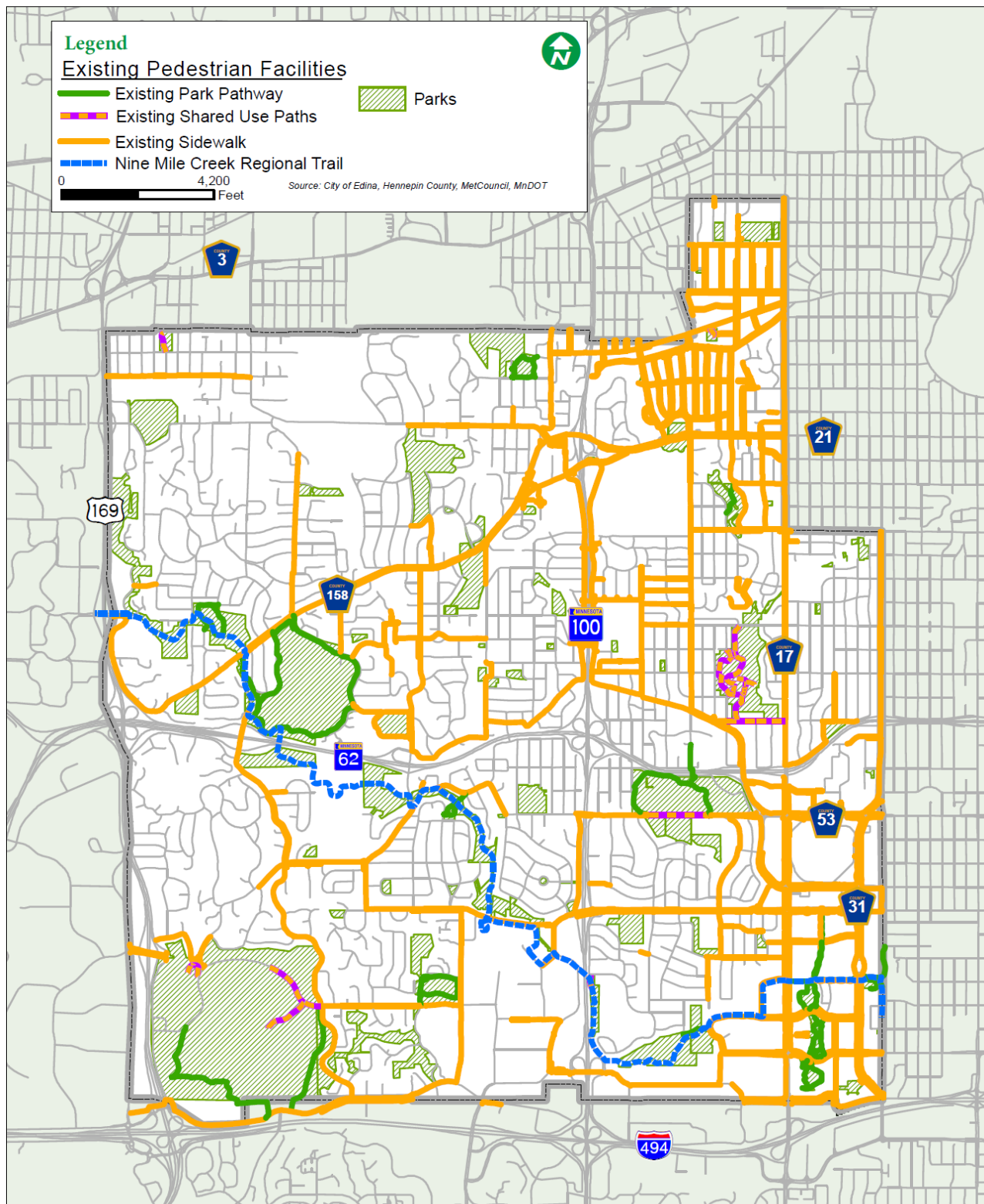


Figure 5.1: Existing Sidewalk Facilities



Edina Comprehensive Plan

Edina, Minnesota

Figure 5.2. Existing Bicycle Facilities

October 2019

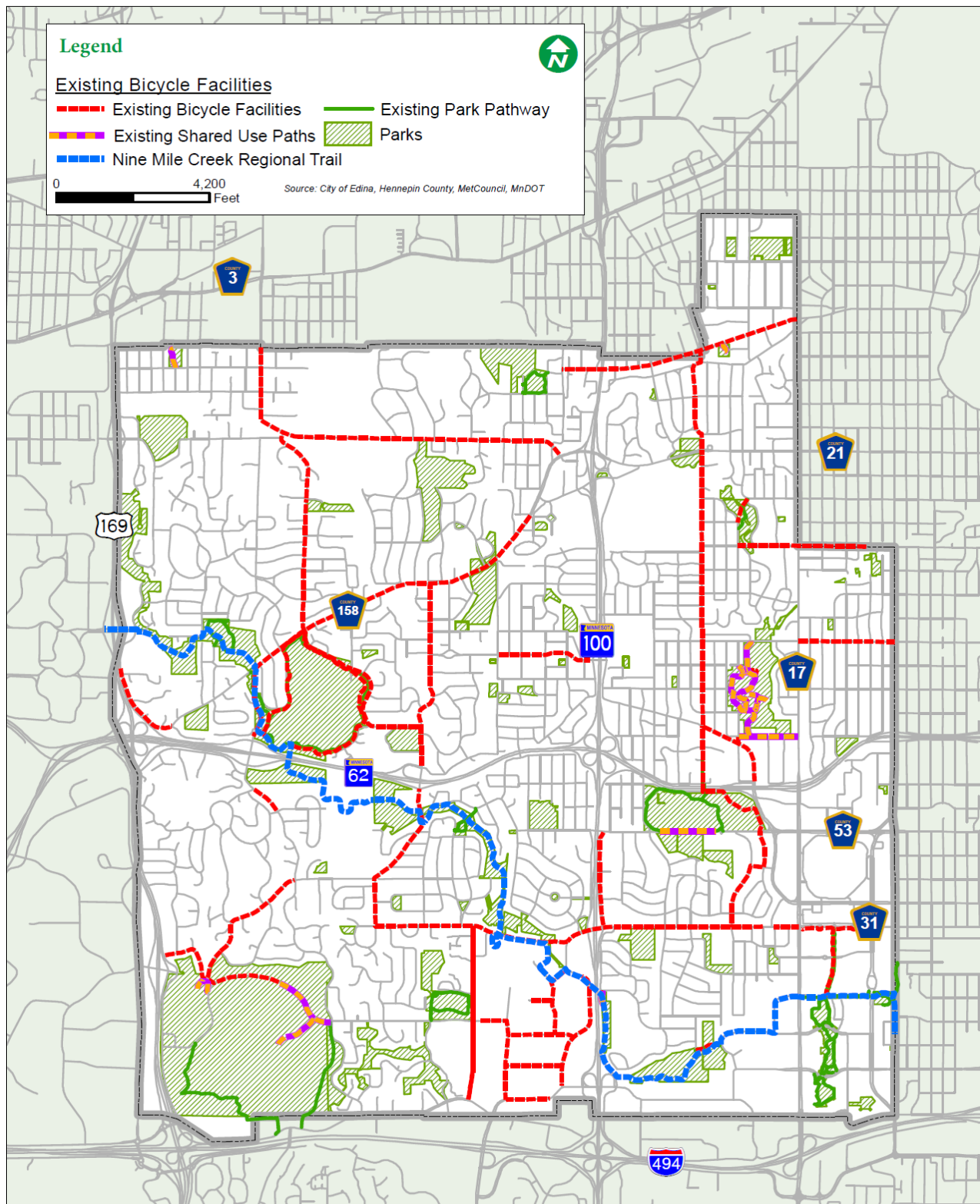


Figure 5.2: Existing Bicycle Facilities

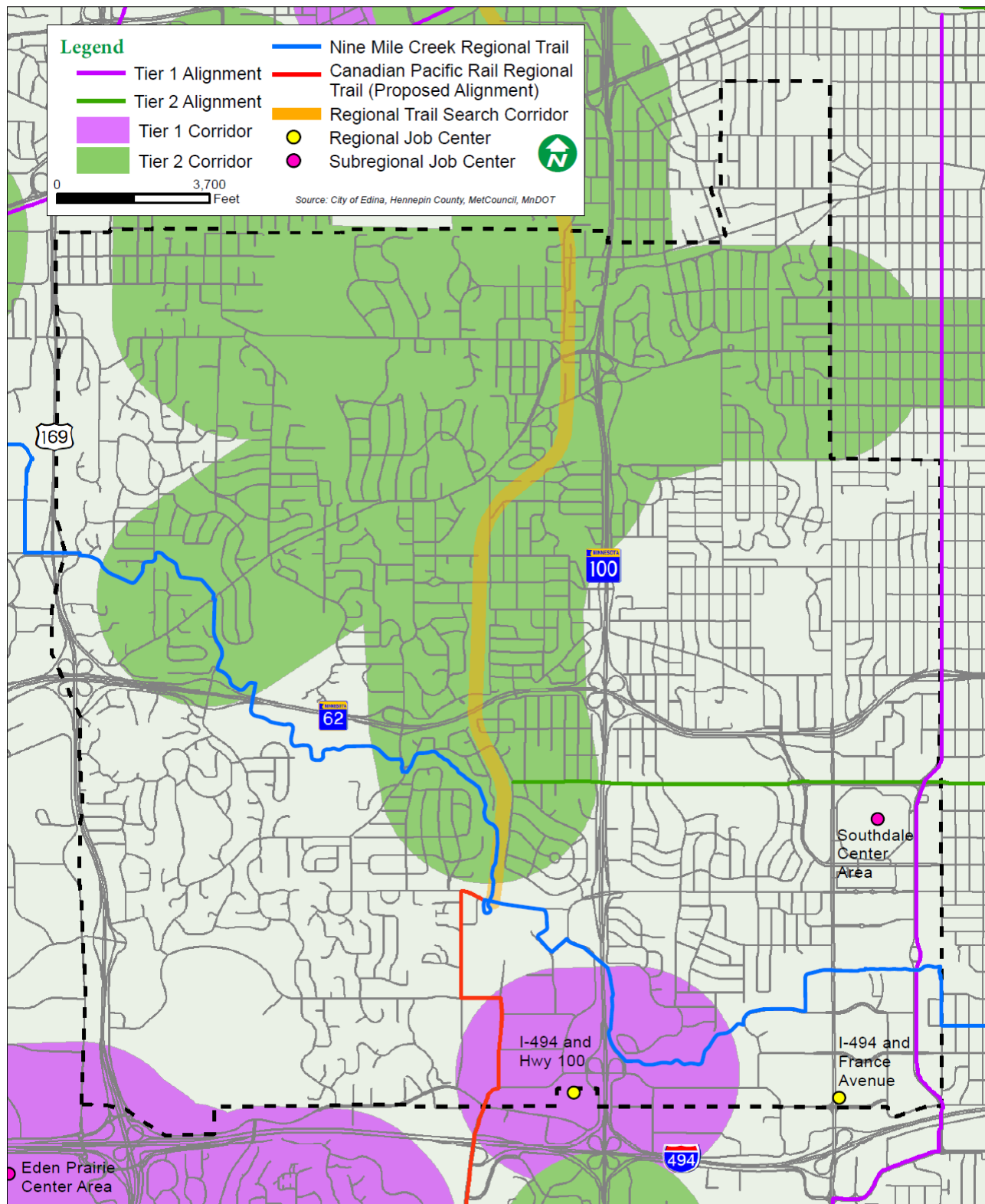


Figure 5.3: Tier 1 and Tier 2 Regional Bike Network



Tier 1 RBTN Corridors have been identified by the Metropolitan Council as the highest priority for regional transportation planning and investment. **Tier 2 RBTN Corridors** are the remaining corridors in the overall regional network and are assigned the second tier priority. As shown, there is one small Tier 1 RBTN corridors in Edina, which looks to make a connection between two RBTN alignments across the W 77th St bridge over TH 100. Additionally, there are three Tier 2 RBTN corridors in Edina. These corridors (which do not yet have defined alignments) are centered on:

- Blake Road/Interlachen Boulevard
- Vernon Avenue/West 50th Street
- Canadian Pacific Railroad north of West 66th Street

Tier 1 and Tier 2 RBTN Corridors are similar to **RBTN Alignments**. Unlike the Corridors, the Alignments have specific route alignments defined through discussions with City and County staff. These alignments either already exist or are defined in City planning documents. The Nine Mile Creek Regional Trail, opened in 2018 by Three Rivers Park District, is the only Tier 1 RBTN Alignment in Edina, and West 66th Street is the City's only **Tier 2 RBTN Alignment**.

Transit

Existing Transit Routes and Paratransit Services

Scheduled transit service for Edina residents is currently provided by Metro Transit (a division of the Metropolitan Council) and by Southwest Transit. Most of the City of Edina is within Metro Transit's Market Area III, with eastern portions (including Southdale and northeast Edina) in Market Area II.

Transit Market Area II has high to moderately high population and employment densities and typically has a traditional street grid that is comparable to Market Area I. Much of Market Area II is also categorized as an Urban Center and can support many of the same types of fixed-route transit services as Market Area I, although usually at lower frequencies or shorter service plans.

Transit Market Area III has moderate density but tends to have a less well developed traditional street grid that can limit the effectiveness of transit. It is typically Urban with large portions of Suburban and Suburban Edge communities. Transit service in this area is primarily commuter express bus service with some fixed-route local service providing basic coverage. General public dial-a-ride services are available where fixed-route service is not viable.

The existing scheduled service to Edina residents is detailed in Table 5.1 on the next page and illustrated on Figure 5.4.

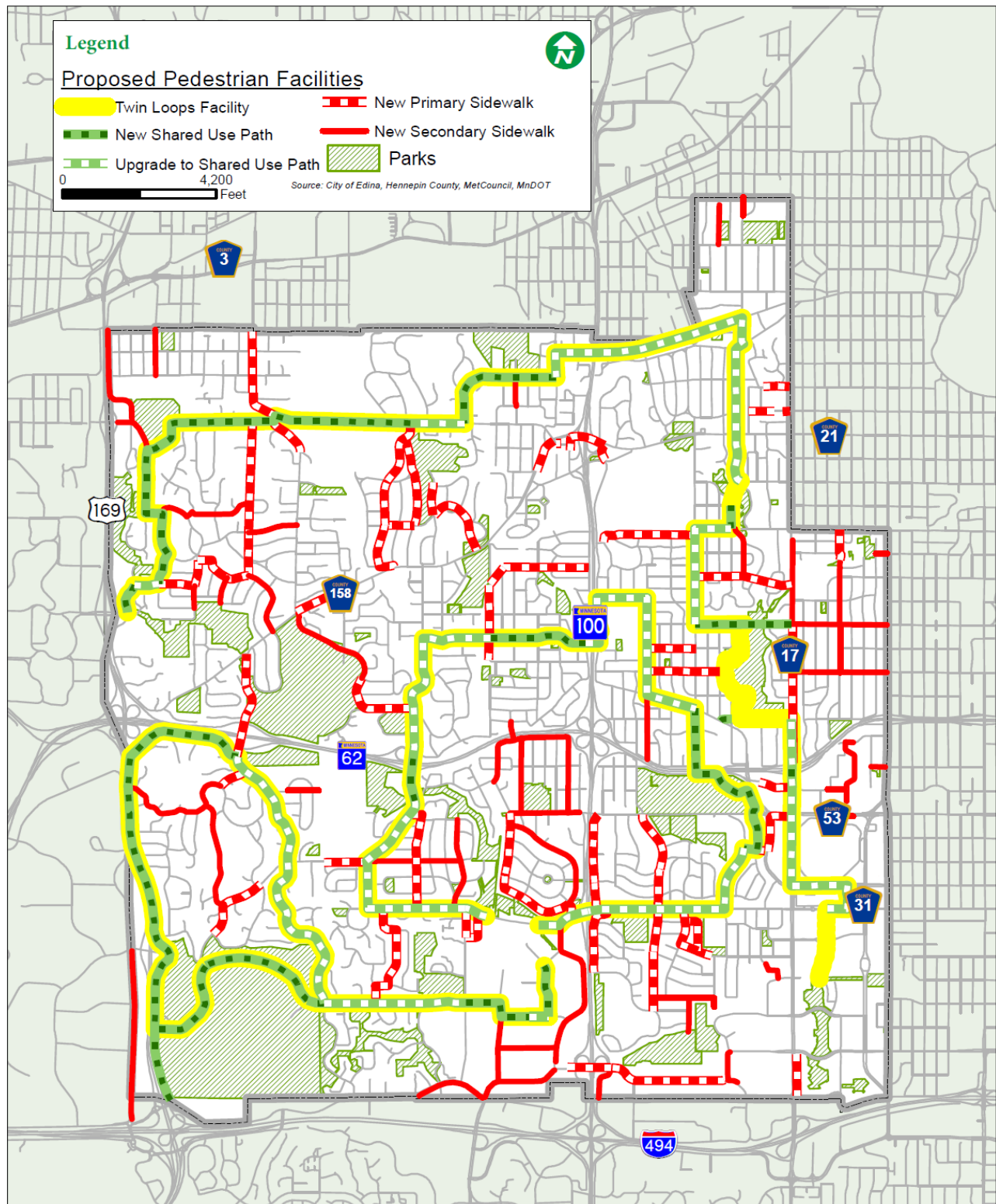


Figure 5.14: Proposed Sidewalk Facilities

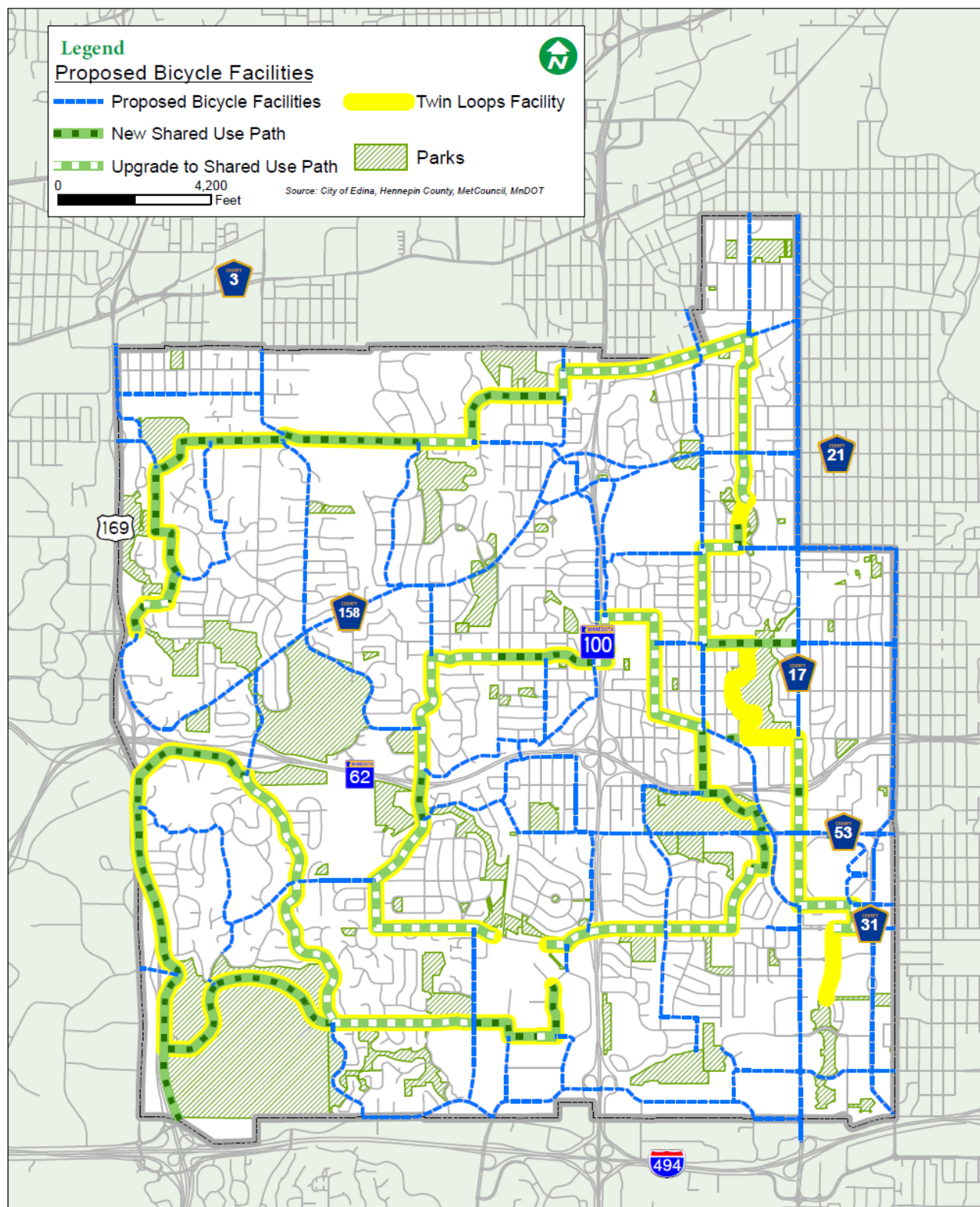


Figure 5.15: Proposed Bicycle Facilities

efficiency in new infrastructure investments in streets, sidewalks, transit lines, water and sewer lines, stormwater management, and parks.

Plan Development

During 2017 and 2018, City of Edina Comprehensive Plan Task Force (CPTF) of the Planning Commission led a work program that organized the City's other commissions in a collaborative effort with City staff and a team of professional consultants to examine and update the various topical chapters of the 2008 Comprehensive Plan, consider current and future issues, and propose new directions where appropriate and warranted.



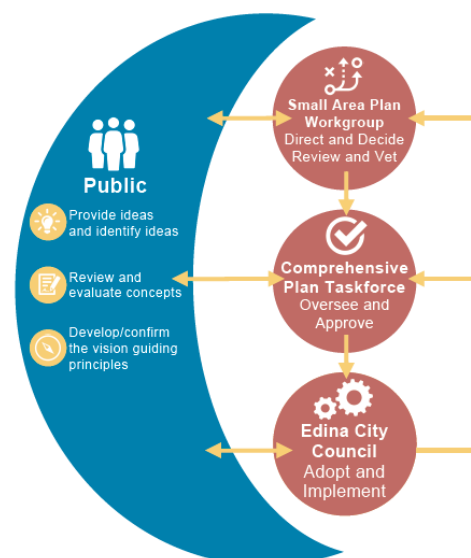
The planning process was initiated in April 2017 with two workshops. The first workshop, conducted over two days, was “Bridging Between Vision and Planning. During the first day, participants reaffirmed findings from “Vision Edina,” a city-wide visioning document completed in 2015 and identified “Big Ideas” that should be considered in the development of the Comprehensive Plan. The second day was focused on mapping the “Big Ideas.

In early May, another workshop, “Comprehensive Planning 101” was sponsored by the Comprehensive Plan Task Force for all City Commissions.

A Community Kick-Off Meeting was held in mid-May 2017 to officially begin work on the Comprehensive Plan.

Through dozens and dozens of meetings and work sessions, resident and business Work Groups led the preparation of each of the draft neighborhood node Small Area Plans and the District Plan for Greater Southdale, with those processes also including public open houses for review and comment.

Throughout this process, over 170 meetings, workshops, and open houses were held.



Plan Organization

The Edina Comprehensive Plan is designed: (1) to be a readable and functional decision-making framework to guide future growth and change in Edina and (2) to fulfill Edina's regional responsibilities for land use, housing, transportation, water resources, and regional parks and trails.

Edina: A Community of Learning

An additional focus of Edina's local planning is “EDUCATION.” This element of life in Edina has long served as a major attraction for families who decide to move to the community, and the quality and achievement levels of Edina's public schools are second to none in the State of Minnesota. But the Planning Commission has asked, “Why should high quality education be limited to the public schools? Shouldn't education be woven into the fabric of the community in as many ways as possible; in artistic and cultural expressions, in the parks, in public infrastructure, in community gatherings, in community health, in policing, in heritage preservation, etc.?” Thus, goals, policies, and implementation steps presented in this plan update place an emphasis on information demonstrations, exhibitions, sharing,



City of Edina

Pedestrian and Bicycle Master Plan

ADOPTED 02/21/18





A more walkable, more bikeable Edina

This plan is a document to guide Edina's continuing evolution toward becoming a more walkable, bikeable community that offers its residents a full range of healthy, active and sustainable transportation options for moving in and around their city, and for connecting to its numerous recreational, commercial and entertainment opportunities.

Goals

Goals for the plan are twofold:

- » To increase the number of Edina residents, workers and visitors who walk or bike for transportation, health, fitness, and recreation in the city, and,
- » To support city, resident and elected officials' work and efforts to offer the highest quality of life and best experience of their city to Edina residents, businesses, workers and visitors.

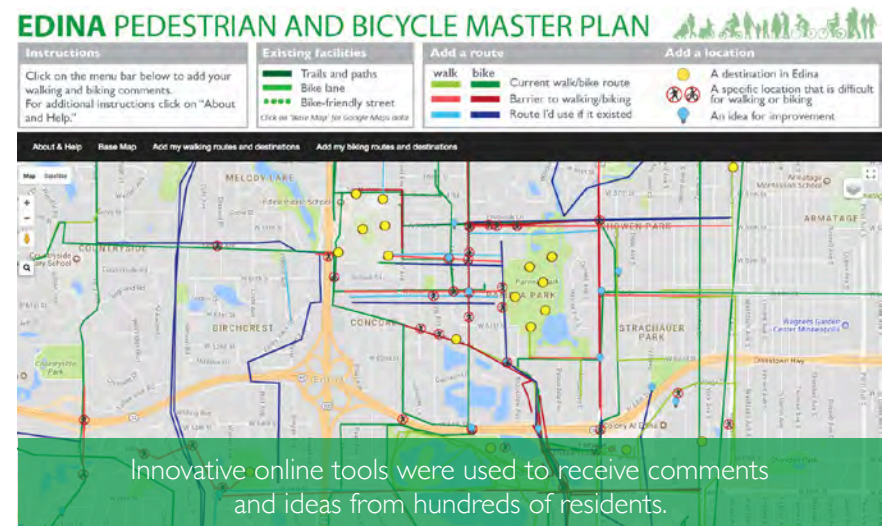
Community guidance

The plan was developed with the active participation of the Edina community, and guidance and consultation with city staff. A vigorous engagement process - using both in-person and innovative online approaches - brought the voice and ideas of well over a thousand Edina residents into the shaping of the plan's vision and recommendations.

The guidance was clear: residents recognize, enjoy and appreciate the many walk / bike assets the city has developed over the last ten years - but there are also many opportunities for improving current conditions and innovating, once again, to develop and offer residents the best, most productive approaches for growing walking and biking in the city.



Engaging with Edina High students to receive their ideas for the plan.



Innovative online tools were used to receive comments and ideas from hundreds of residents.

2.1 What we did

Connecting with Edina residents was a key priority for the plan. We conducted extensive in-person and online engagement to receive comments and guidance from Edina residents detailing their current experiences and their aspirations for the future of walking and biking in the city.

The plan's vision and recommendations reflect this guidance, as well as the comments and guidance from Edina staff and other stakeholders. **A detailed summary of public engagement efforts can be found in Appendix B.**



Gathering comments from Edina residents at Bredesen Park.

Where did we go?

We held several in-person events to share project information and gather resident comments. Events included:

- » Kick-Off Open House (July 2017)
- » Centennial Lakes Farmer's Market (Pop-Up Workshop)
- » Jerry's Foods (Pop-Up Workshop)
- » Bredesen Park (Pop-Up Workshop)
- » Edina High School (Listening Session)
- » Final Open House (December 2017)



In-person engagement

Activities for in-person engagement varied slightly between events, but in general included the following:

- » Plan overview
- » “I Love / IWish” activity (what’s working and what needs work)
- » Identifying barriers and prioritizing solutions
- » Mapping destinations, routes, barriers, and ideas
- » Opportunities for general comments and questions.



Students providing their comments at a session at Edina High School.

ENGAGEMENT BY THE NUMBERS

6

In-person events offered people the opportunity to share experiences and ideas for improving walking and biking in the city

OVER 300

Participants logged into the interactive online map and identified routes they use or would like to use

OVER 700

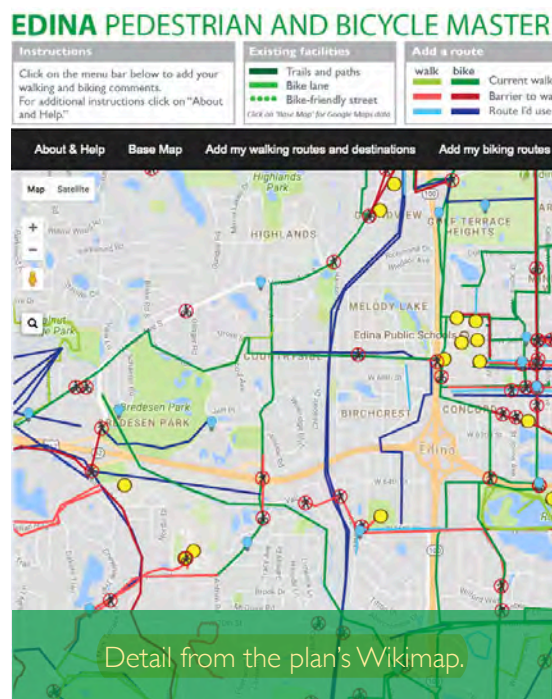
Map comments, including destinations, routes, barriers, and ideas shared in person and online

680

Project surveys completed online



At the Edina Farmer's Market Pop Up.



Online engagement

The plan also included a robust online engagement effort, including:

- » A project website (EdinaMN.gov/Pedestrian BicycleMasterPlan) to disseminate project updates and information
- » An interactive online mapping tool (Wikimap) where residents could upload location-specific issues, comments or ideas, as well as routes and improvements
- » An online survey to receive resident comments and information related to their priorities and the issues they experience while walking or biking Edina

Online materials were designed to closely match in-person activities. The online tools were launched in May 2017, and results were analyzed and used to shape the plan's vision and recommendations.

The City also used its social media channels (including Facebook and Twitter) to promote the plan's online tools, and announce public events.



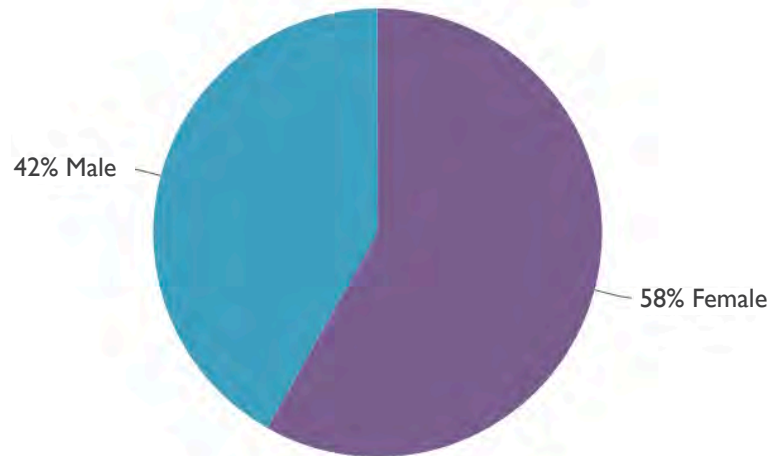
Engagement with City Staff and Boards

Throughout the plan's development, the project team worked closely with City Staff and Boards, including:

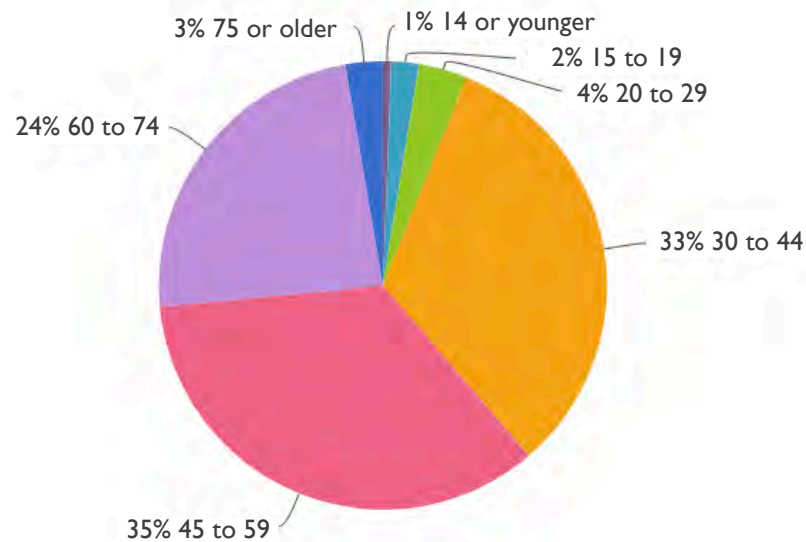
- » The Project Management Team (PMT), made up of staff from Edina departments, including Public Works, Planning, Police, Communications, Sustainability and boards including the Human Rights Commission
- » The Edina Transportation Commission (ETC), who was regularly updated on plan progress and provided their comments and guidance on plan development

Who participated in engagement?

Participants by gender



Participants by age



What did we learn?

Several key themes emerged through engagement, including:

- » Residents recognize, appreciate and use the significant network for walking and biking that is in place today, while they also recognize opportunities for improving the system
- » Many residents are regularly walking in Edina today
 - » The majority of participants in the plan's engagement (52%) are walking four or more times per week
 - » About 80% of respondents walk for pleasure or exercise at least 2-3 times per week
 - » About 55% of respondents walk at least once a week to visit friends and relatives
- » Biking is a popular activity in Edina today
 - » The majority of participants in the plan's engagement (55%) ride a bike at least 2-3 times per week
 - » Almost 30% of respondents ride a bike at least once per week to go shopping
 - » About 20% of respondents ride a bike at least once a week to go to work
- » Opportunities for improving and walking and biking in the city include:
 - » Making it easier for people to cross busy streets
 - » Increasing separation from motor-vehicle traffic
 - » Addressing gaps in the network
 - » Improving wayfinding
 - » Installing more bike racks

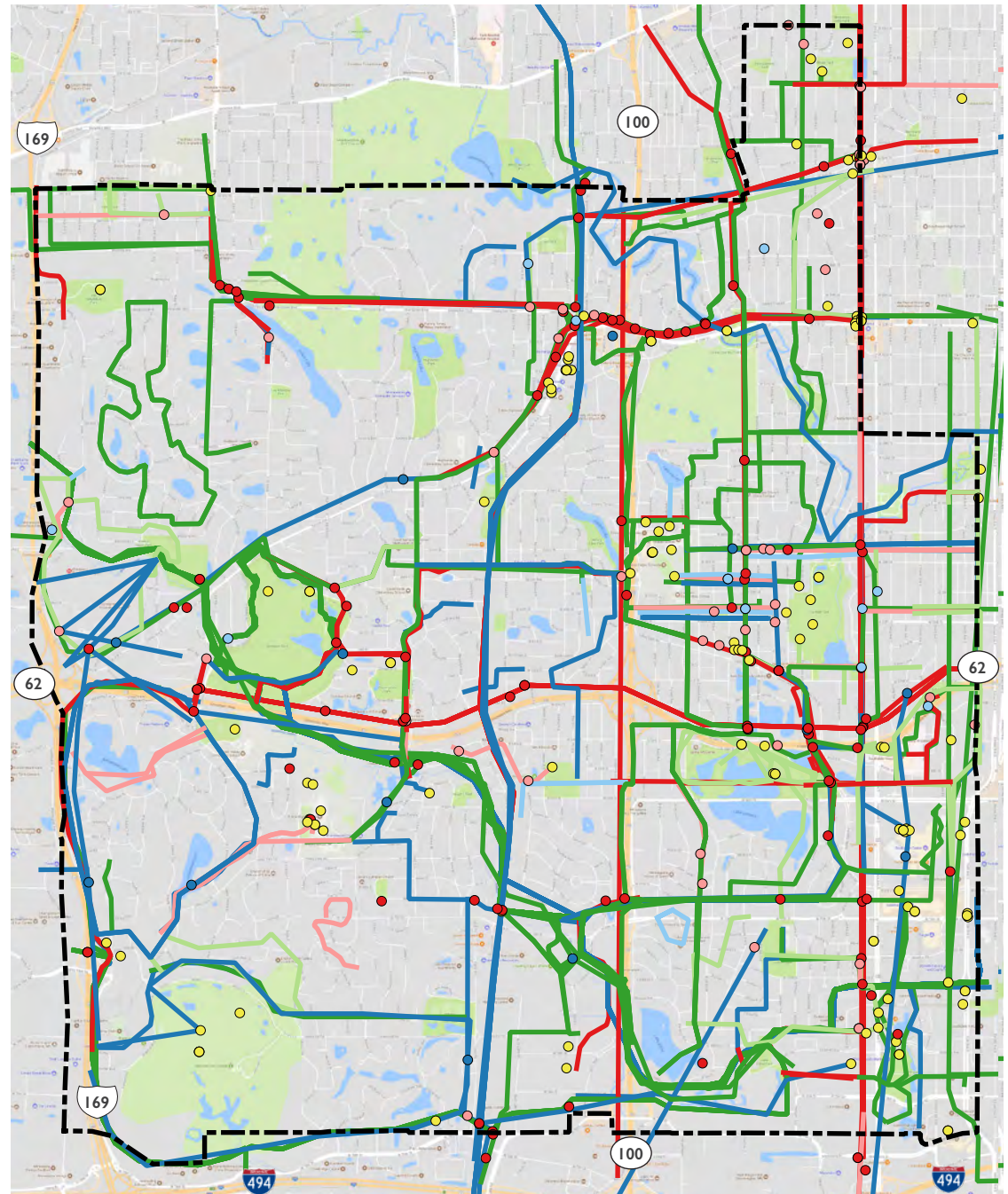


Map of all comments from public engagement (in-person and online)

Routes and locations shown

- Current walking route
- Current biking route
- Barrier to walking
- Barrier to biking
- Route pedestrian would take if improved
- Route cyclist would take if improved
- A destination in Edina
- A location that is difficult for walking/
biking
- An idea for improvement

Data source: Edina Pedestrian and Bicycle
Master Plan Engagement 2017





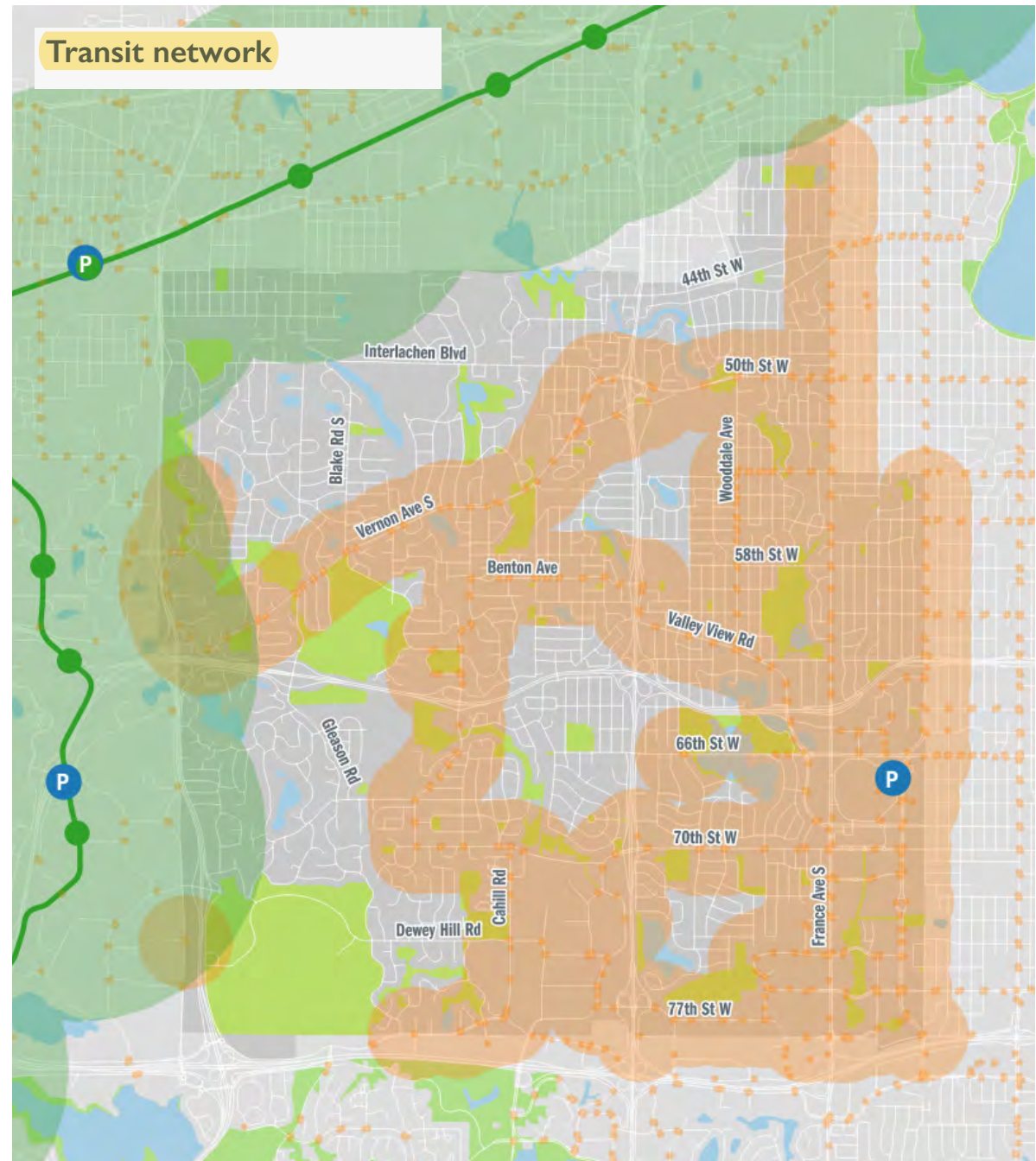
Transit network

Edina is served by Metro Transit bus service with suburban local and limited stop commuter routes. The city is also just south and east of several stations for the planned SWLRT Green Line Extension, a light rail transit service that will extend from downtown Minneapolis to St. Louis Park, Hopkins, Minnetonka and Eden Prairie.

Five stations for SWLRT are located within one mile of the city's boundary.

Existing Transit and Planned Blue Line Extension (SWLRT)

- Existing Metro Transit bus stop
- P** Existing Metro Transit Park & Ride
- SWLRT Planned Station Location
- SWLRT Planned Green Line Extension alignment
- .25 mile bus transit station buffer (5-minute walk)
- 1.0 mile SWLRT station buffer (7-minute bicycle ride)



Redevelopment districts

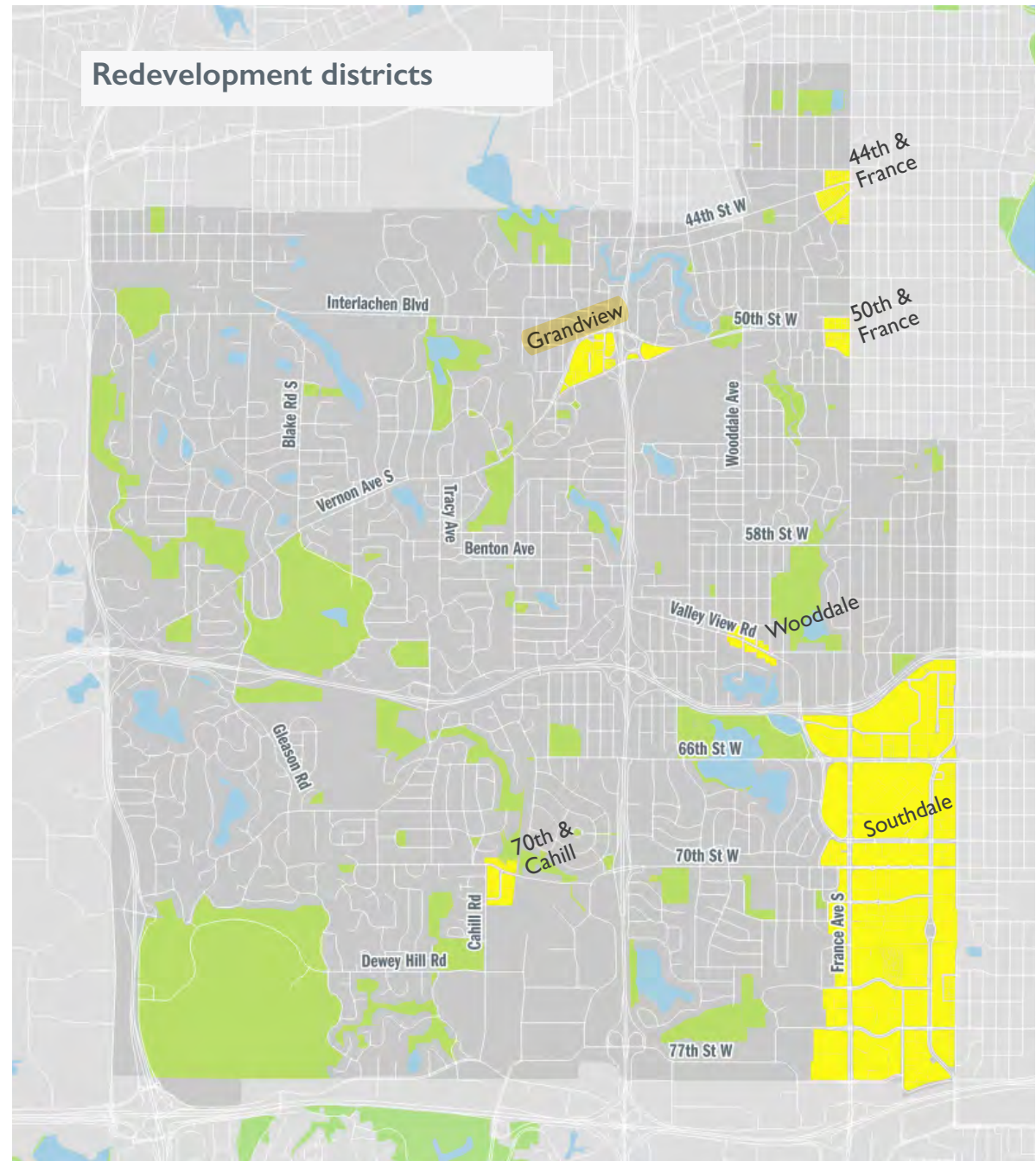
Planning for “Nodes and Modes”

As part of Edina’s 2018 Comprehensive Plan Update, several potential redevelopment areas within the city are undergoing planning efforts to explore the possibility of developing neighborhood nodes that could host high-density residential development and a mix of commercial uses.

Access to these nodes is envisioned to feature high-quality pedestrian and bicycle facilities.

Redevelopment districts

Parcel in redevelopment district



Existing pedestrian network

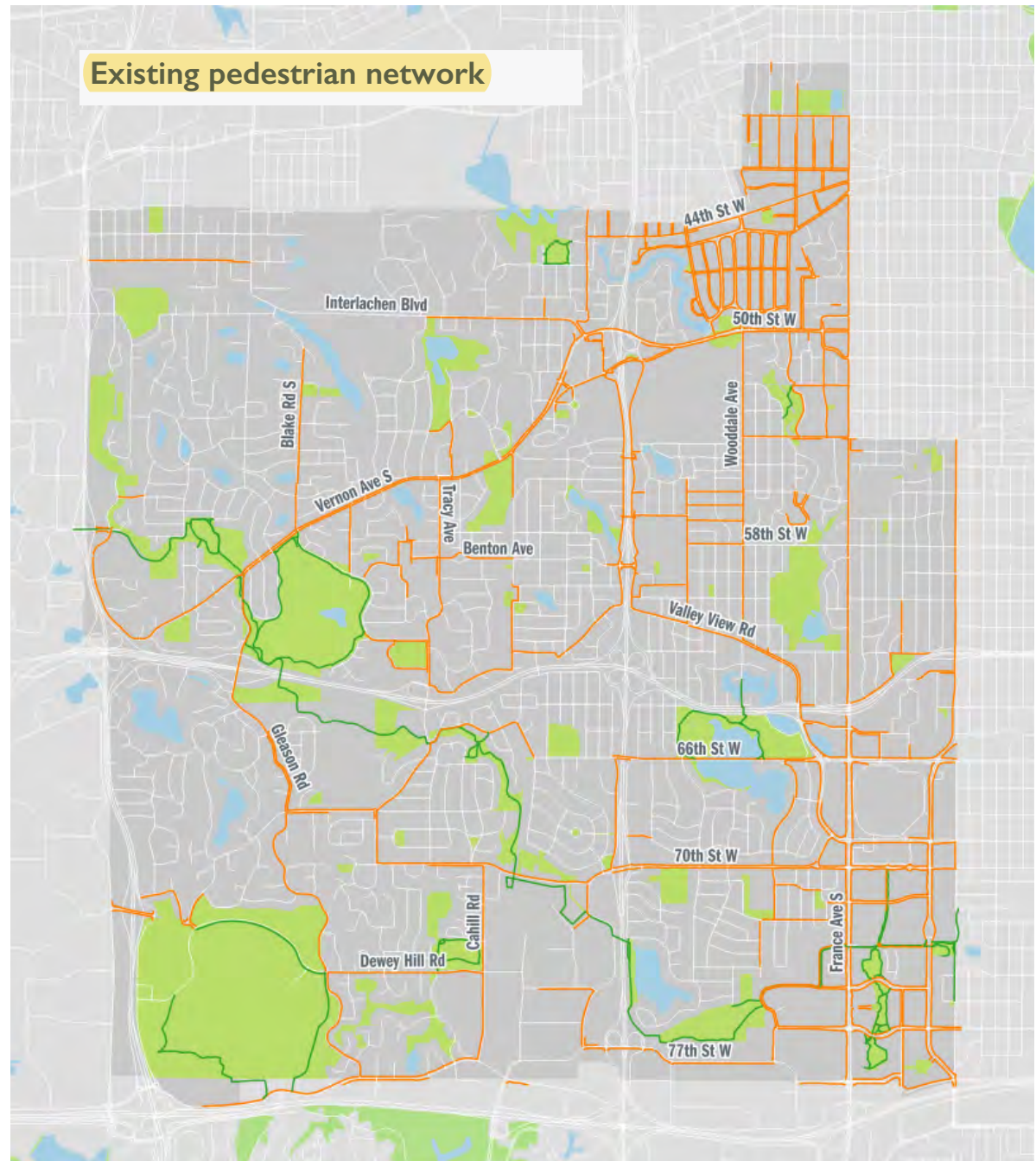
Edina's walking network includes two types of facilities

- » Sidewalks
- » Shared-use paths and park trails

Approximately half of the city's existing pedestrian crossings require upgrading to meet ADA / accessibility guidelines.

Existing pedestrian network

- Existing sidewalks
- Existing shared-use paths and park trails





Existing bicycle network

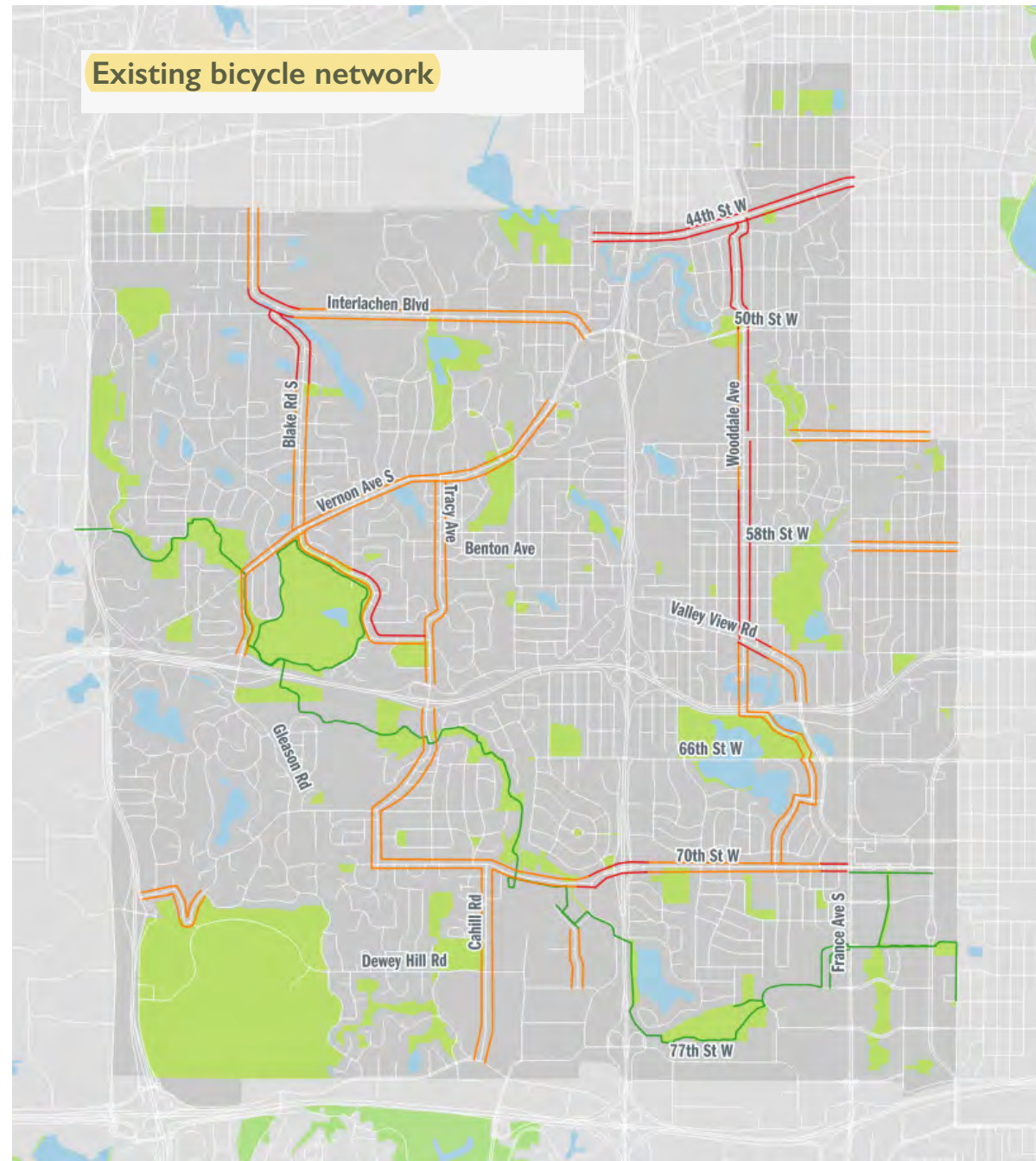
Edina's current bicycle network includes the following types of facilities

- » Advisory bike lanes
- » Bike boulevards
- » Bike lanes
- » Shared lanes for bikes / motor vehicles
- » Signed bicycle routes
- » Shared-use paths and park trails

Some facilities require a higher tolerance for traffic stress than what is comfortable for the majority of the adult population. The map on this page shows existing facilities grouped by comfort level, with facilities shown in green being comfortable to the widest range of users.

Existing bicycle network

- Existing shared-use paths and park trails (most comfortable)
- Bike lanes, advisory bike lanes, bike boulevards
- Shared lanes for bikes / motor vehicles, signed bicycle routes (least comfortable)



sidewalk network identified in the amendment is brought into the recommendations of this plan.

Living Streets Plan (2015)

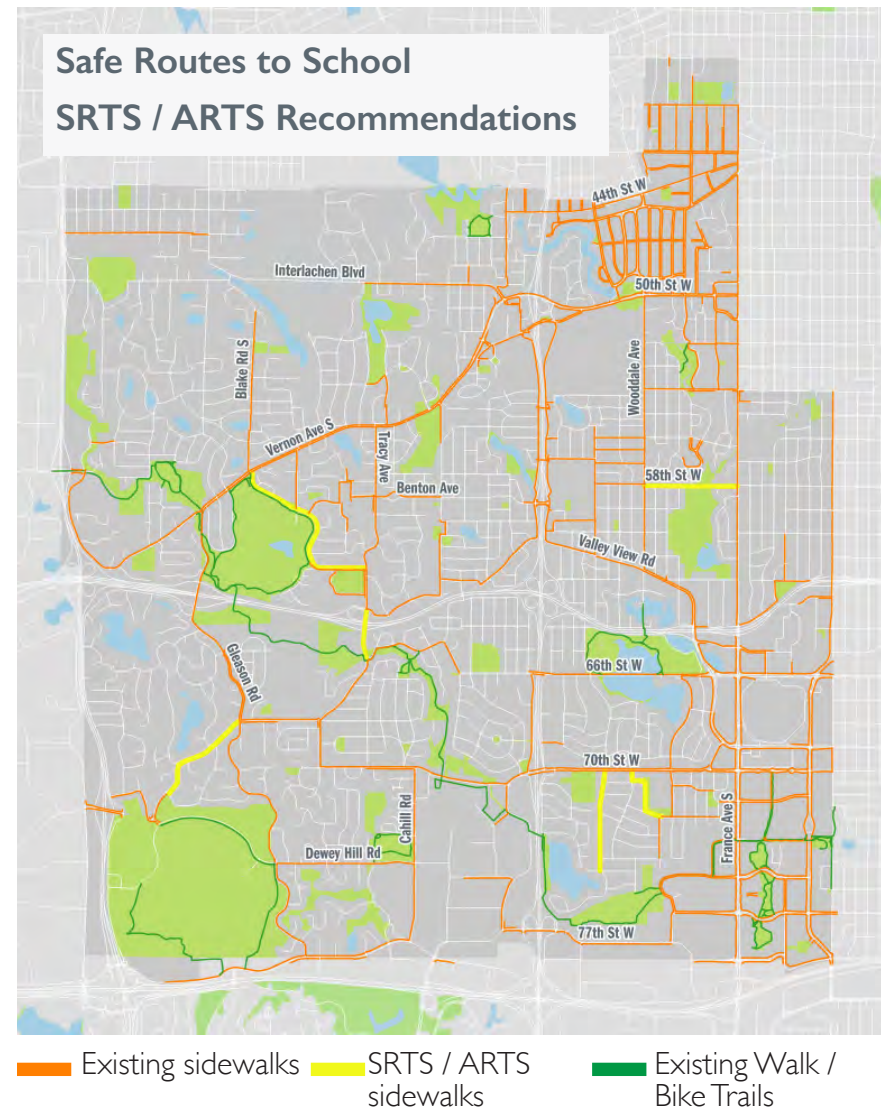
The plan's recommendations for improving safety for all users of the city's transportation network and for improving sustainability of related systems are a key influence on this plan.

Edina Active (Safe) Routes to School Comprehensive Plan (2014)

Edina's Safe Routes to School Plan (called "Active Routes to School (ARTS)") identifies opportunities and priorities to increase walking and biking in the city. The plan's walking and biking facility recommendations are brought into the recommendations of this plan.

Other city planning policies and initiatives informing this plan include:

- » Vision Edina 2015
- » City of Edina Active Transportation Bike/Pedestrian and Bicycle Parking Action Plan (2013, 2014)
- » Bicycle Friendly Community Feedback Key Steps to Silver (2014)
- » City of Edina Comprehensive Bicycle Transportation Plan (2007)
- » Grandview District Transportation Study (2016)
- » Southdale Area Transportation Study (2016)





Other plans and policies referenced by this plan

Hennepin County

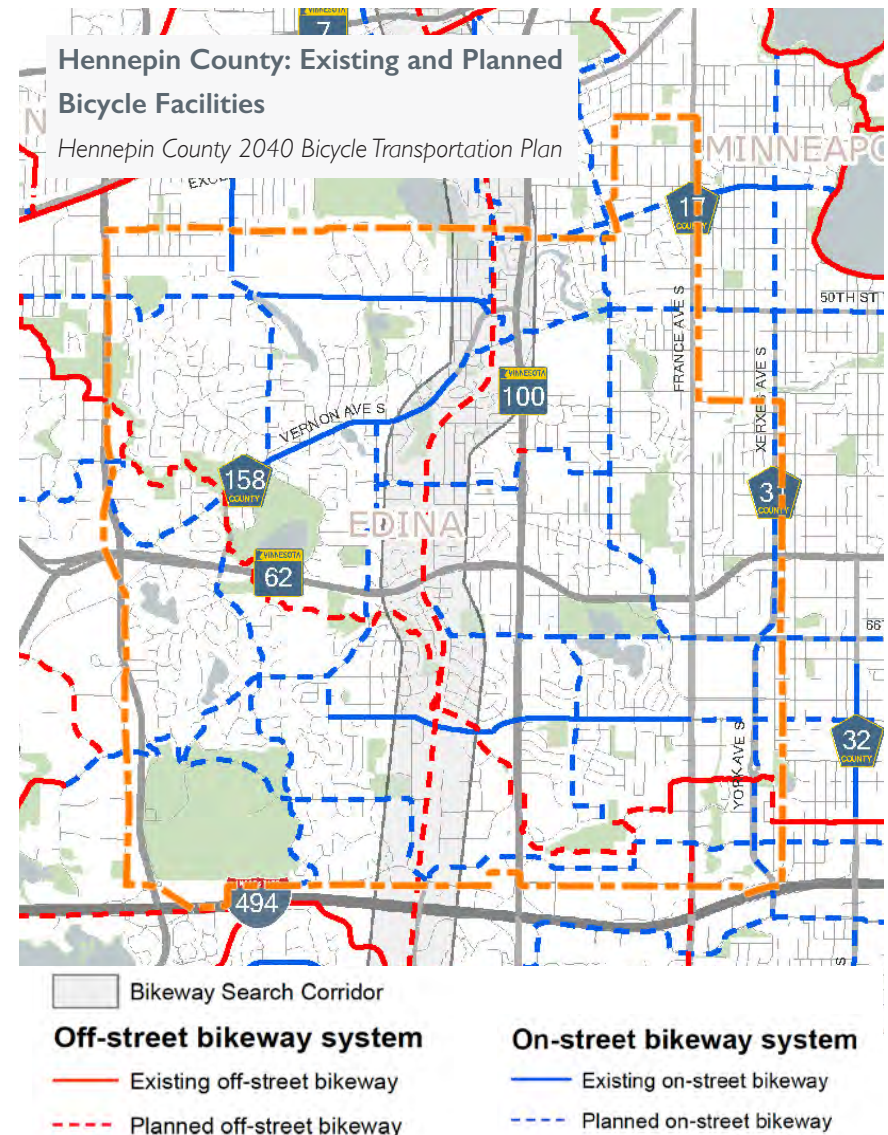
- » Hennepin County Pedestrian Plan (2013)
- » Hennepin County 2040 Bicycle Transportation Plan (2015)
- » Hennepin County Complete Streets Policy (2009)
- » Hennepin County "Cool County" Initiative
- » Hennepin County Active Living Policies and Partnership
- » Hennepin County Transportation Systems Plan
- » Hennepin County Public Works Strategic Plan

Three Rivers Park District

- » Nine Mile Creek Regional Trail Master Plan
- » Three Rivers Park District Vision Plan

Metropolitan Council

- » Metropolitan Council Transportation Policy Plan (TPP)
- » Twin Cities Regional Bicycle System Study





Proposed pedestrian network

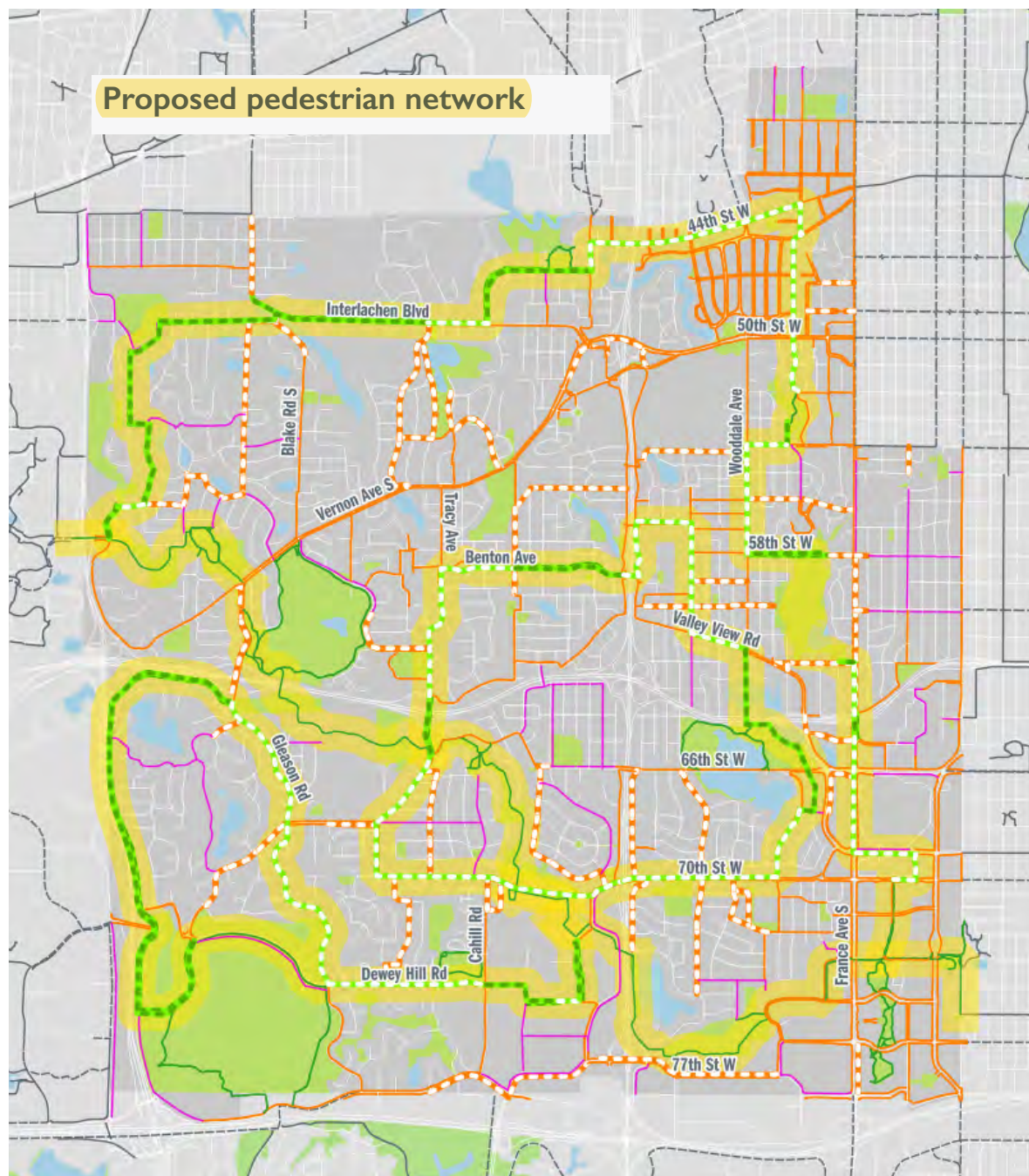
Sidewalks and trails connecting neighborhoods and destinations to Edina's Twin Loops are identified as Primary connections, while other pedestrian links are identified as Secondary.

Recommendations

-  Edina Twin Loops - All Ages and Abilities Network
-  New Primary sidewalk
-  New shared-use path
-  Upgrade existing sidewalk to shared-use path
-  New Secondary sidewalk

Existing facilities

-  Existing sidewalks
-  Existing shared-use path/trail
-  Existing network in neighboring community
-  Planned network in neighboring community

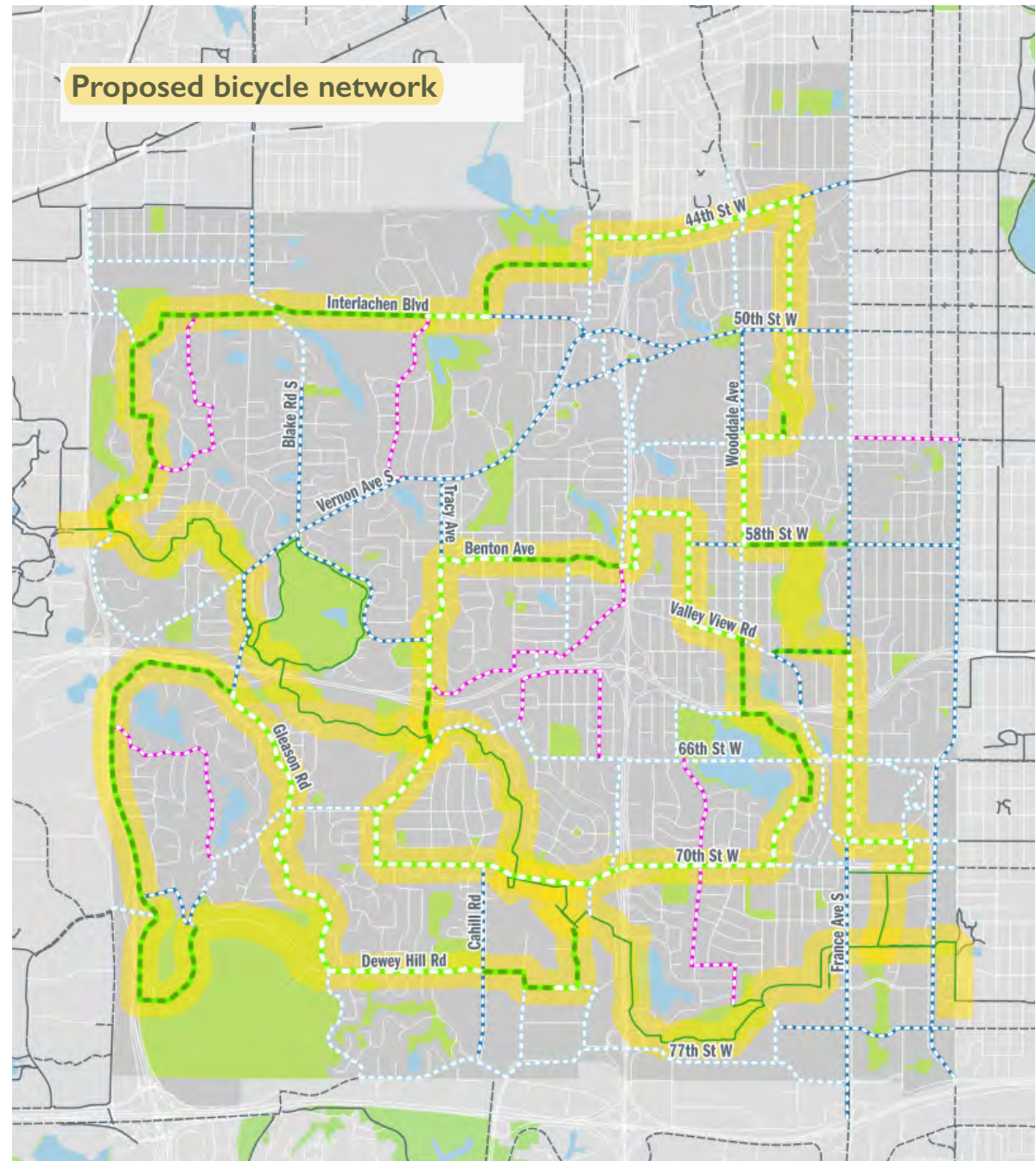




Proposed bicycle network

Recommendations

-  Edina Twin Loops - All Ages and Abilities Network
-  New separated / protected bicycle lane (long-term: shared-use path)
-  New separated / protected lane or upgrade existing sidewalk to shared-use path (long-term)
-  Neighborhood Slow Street / Bike boulevard
-  Buffered bike lane
-  Conventional bike lane
-  Existing shared-use path/trail
-  Existing network in neighboring community
-  Planned network in neighboring community





RESOLUTION NO. 2022-36
SUPPORTING THE CITY OF EDINA'S REGIONAL SOLICITATION APPLICATION FOR VERNON AVENUE (CSAH 158) ROADWAY MODERNIZATION AND MULTI-MODAL TRANSPORTATION IMPROVMENTS

WHEREAS, Hennepin County manages Vernon Avenue within the Grandview District; and,

WHEREAS, the existing road does not meet today's multi-model transportation needs and warrants modernization; and,

WHEREAS, the City's guiding documents detail many unmet bicycle and pedestrian needs within the Grandview District; and,

WHEREAS, the City of Edina, through the Metropolitan Council is submitting an application to obtain federal funding for the Vernon Avenue Roadway Modernization and Multi-Modal Transportation Improvements from Interlachen Boulevard to Villa Way in the Grandview District; and,

WHEREAS, safe and inviting pedestrian and bicycle facilities can be created by completing roadway modernization of Vernon Avenue; and,

WHEREAS, Hennepin County supports this regional solicitation application for multi-model improvements and will be a design partner; and,

WHEREAS, Hennepin County will not be a funding partner if this application is successful; and,

WHEREAS, the funding would be available for the years 2026-2027 and require a 20% match; and,

NOW THEREFORE, BE IT RESOLVED, the City of Edina supports submitting a regional solicitation application for federal funding to modernization Vernon Avenue within the Grandview District.

Adopted this 5th day of April, 2022.

ATTEST: 

Sharon Allison, City Clerk


Kevin Staunton (Apr 8, 2022 13:46 CDT)

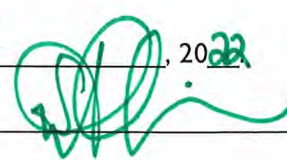
Kevin Staunton, Acting Mayor

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

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of April 5, 2022, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this 5th day of April, 2022



City Clerk

ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392

Location: User-specified linear location

Ring (buffer): 0.5-miles radius

Description: Hennepin CSAH 158 (Vernon Avenue) Reconstruction Project

Summary of ACS Estimates		2015 - 2019	
Population		4,230	
Population Density (per sq. mile)		3,518	
People of Color Population		449	
% People of Color Population		11%	
Households		1,881	
Housing Units		1,973	
Housing Units Built Before 1950		257	
Per Capita Income		82,720	
Land Area (sq. miles) (Source: SF1)		1.20	
% Land Area		96%	
Water Area (sq. miles) (Source: SF1)		0.04	
% Water Area		4%	
	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	4,230	100%	274
Population Reporting One Race	4,135	98%	501
White	3,837	91%	266
Black	98	2%	98
American Indian	8	0%	19
Asian	191	5%	100
Pacific Islander	0	0%	9
Some Other Race	0	0%	9
Population Reporting Two or More Races	95	2%	76
Total Hispanic Population	56	1%	72
Total Non-Hispanic Population	4,173		
White Alone	3,781	89%	266
Black Alone	98	2%	98
American Indian Alone	8	0%	19
Non-Hispanic Asian Alone	191	5%	100
Pacific Islander Alone	0	0%	9
Other Race Alone	0	0%	9
Two or More Races Alone	95	2%	76
Population by Sex			
Male	1,888	45%	150
Female	2,342	55%	160
Population by Age			
Age 0-4	177	4%	59
Age 0-17	1,036	24%	120
Age 18+	3,194	76%	198
Age 65+	983	23%	107

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019

Location: User-specified linear location

Ring (buffer): 0.5-miles radius

Description: Hennepin CSAH 158 (Vernon Avenue) Reconstruction Project

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	2,991	100%	159
Less than 9th Grade	35	1%	29
9th - 12th Grade, No Diploma	30	1%	43
High School Graduate	348	12%	82
Some College, No Degree	381	13%	90
Associate Degree	251	8%	64
Bachelor's Degree or more	1,945	65%	144
Population Age 5+ Years by Ability to Speak English			
Total	4,052	100%	268
Speak only English	3,713	92%	222
Non-English at Home ¹⁺²⁺³⁺⁴	340	8%	88
¹ Speak English "very well"	294	7%	80
² Speak English "well"	43	1%	38
³ Speak English "not well"	2	0%	41
⁴ Speak English "not at all"	0	0%	9
³⁺⁴ Speak English "less than well"	2	0%	41
²⁺³⁺⁴ Speak English "less than very well"	45	1%	49
Linguistically Isolated Households*			
Total	13	100%	17
Speak Spanish	9	69%	14
Speak Other Indo-European Languages	0	0%	9
Speak Asian-Pacific Island Languages	4	31%	15
Speak Other Languages	0	0%	9
Households by Household Income			
Household Income Base	1,881	100%	88
< \$15,000	103	5%	37
\$15,000 - \$25,000	123	7%	60
\$25,000 - \$50,000	366	19%	87
\$50,000 - \$75,000	209	11%	52
\$75,000 +	1,081	57%	122
Occupied Housing Units by Tenure			
Total	1,881	100%	88
Owner Occupied	1,241	66%	77
Renter Occupied	640	34%	79
Employed Population Age 16+ Years			
Total	3,361	100%	189
In Labor Force	2,106	63%	172
Civilian Unemployed in Labor Force	62	2%	33
Not In Labor Force	1,255	37%	135

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.

Location: User-specified linear location

Ring (buffer): 0.5-miles radius

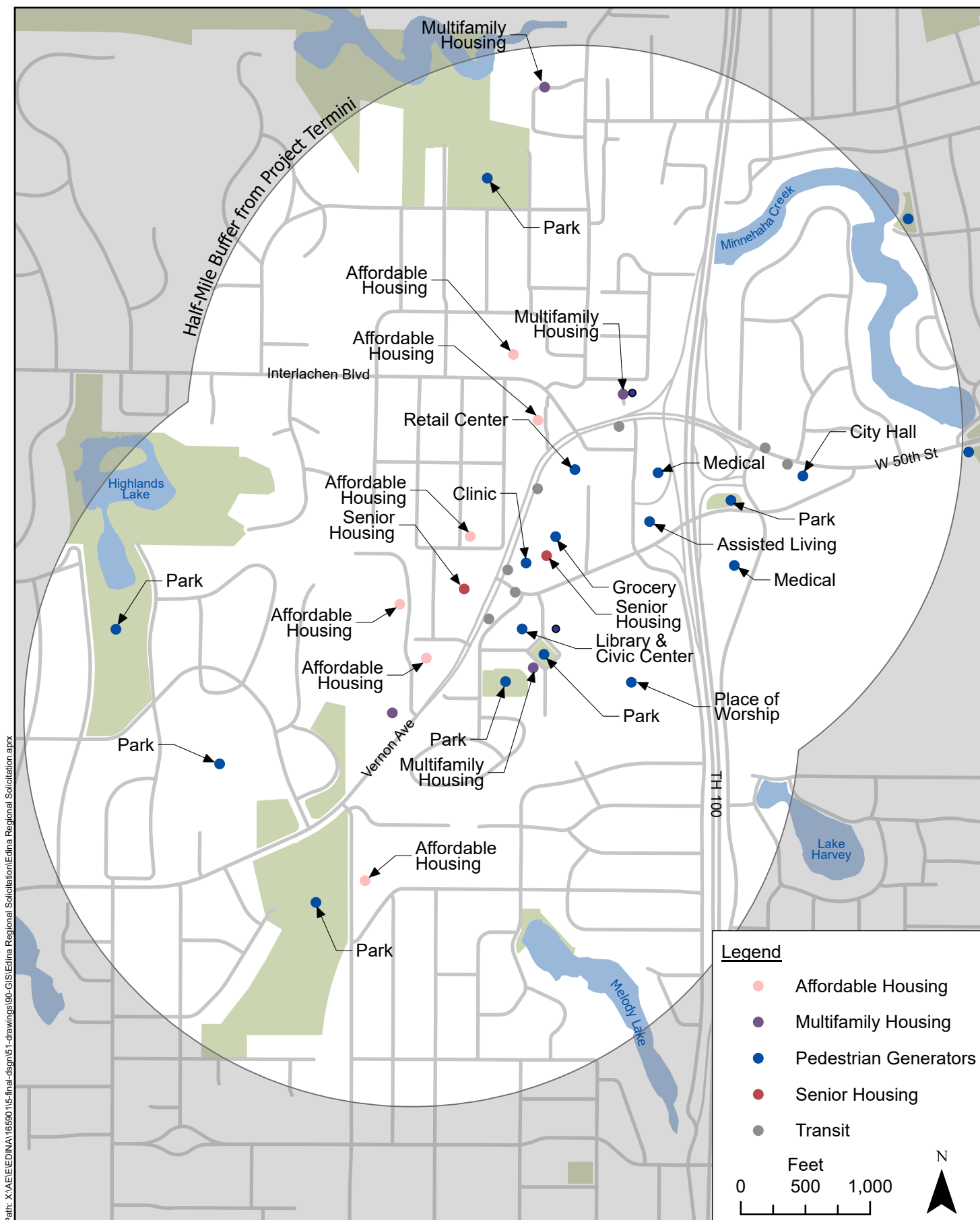
Description: Hennepin CSAH 158 (Vernon Avenue) Reconstruction Project

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	3,614	100%	307
English	3,293	91%	387
Spanish	38	1%	74
French	42	1%	81
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	19	1%	58
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	53	1%	92
Chinese	62	2%	141
Japanese	N/A	N/A	N/A
Korean	12	0%	125
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	0	0%	12
Other Asian	54	1%	79
Tagalog	0	0%	12
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	0	0%	12
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	14	0%	27
Total Non-English	322	9%	494

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019.

*Population by Language Spoken at Home is available at the census tract summary level and up.



Existing Condition Photographs: Vernon Ave in Edina



EDINA
MINNESOTA



VIEW: Looking south along Vernon Ave near Jerry's Foods driveway *April, 2022*



VIEW: Looking south along northbound Vernon Ave near W 53rd St *April, 2022*



VIEW: Looking northeast at the signalized Edin Ave intersection *April, 2022*

GrandView District Development Framework



Edina, Minnesota

December 7, 2011

Revised January 17, 2012

Revised January 25, 2012

Revised January 31, 2012

Revised March 27, 2012

Revised April 5, 2012

Executive Summary

The Development Framework presented here is part of a small area planning process required by Edina's Comprehensive Plan for those parts of our community (like the GrandView District) designated as Potential Areas of Change. It follows the 2010 GrandView District Small Area Guide Plan process. That process – led by a group of community residents and business and property owners – resulted in adoption by the Edina City Council of seven Guiding Principles for the redevelopment of the GrandView District.

The process of crafting this Development Framework has been led by a 52-member Steering Committee made up of residents of the community and owners of area businesses and properties. The 52 members of the Steering Committee have dedicated countless hours since April of 2011 listening to community members, considering options, and debating alternatives for the future of the District. Thanks to a grant from the Metropolitan Council, we have had the good fortune to be supported in our efforts by a talented group of consulting experts. We have also been fortunate to have the patient support of City staff throughout the process.

Our objective in creating this Development Framework is to build upon the seven Guiding Principles adopted by the City Council. In the pages that follow, we share a vision of how to bring those Guiding Principles to life. While there are many details essential to fulfilling that vision, our goals can be summarized as efforts to:

1. Create a place with a unique identity announced by signature elements like:

- A central commons on the Public Works site with indoor and outdoor public space that connects the civic cornerstones of the District and serves the neighborhood and community needs;
- A “gateway” at Highway 100 that announces the District as a special place, using elements like an iconic pedestrian and bicycle bridge spanning Highway 100; and
- An innovative, cutting-edge approach to 21st-century sustainability.

2. Completely rethink and reorganize the District's transportation infrastructure to:

- Make the District accessible and inviting to pedestrians and cyclists;
- Create connections between the different parts of the District;
- Maintain automobile-friendly access to convenience retail;
- Create separate pathways for “pass-through” and “destination” automobile traffic; and
- Preserve future transit opportunities provided by the rail corridor in a way that ensures that the kinds of opportunities pursued in the future are consistent with the character we envision for the District and provide benefit to the surrounding neighborhood.

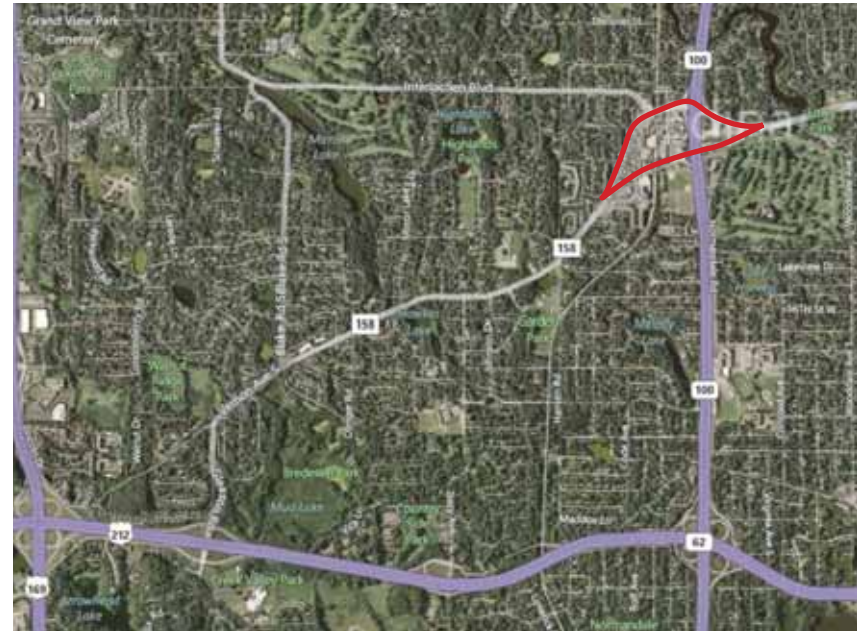
3. Leverage public resources to make incremental value-creating changes that enhance the public realm and encourage voluntary private redevelopment consistent with the vision that improves the quality of the neighborhood for residents, businesses, and property owners.

This Development Framework makes substantial progress in charting the path to be followed in redeveloping the GrandView District. By creating a vision that meets the seven Guiding Principles, it provides guidance to city officials, residents, business and property owners, and developers as opportunities for change emerge in the District. To ensure that the future redevelopment of the District is consistent with the vision articulated in this Framework, we recommend that it become part of the City's Comprehensive Plan.

We want to be clear, however, that we recognize that the Framework (like the Comprehensive Plan) provides broad direction rather than detailed requirements. This Framework is intended to be a vision of the future rather than a blueprint. Achieving the vision will require, among other things:

- A feasibility study that examines the costs and resources available to bear those costs;
- An examination of the height and density necessary to make the vision financially feasible while ensuring that it results in the human scale and neighborhood character that is the essential to the Framework;
- Developing a strategy to allow for a vibrant business and residential community by managing the mix of retail, office, residential, and public uses of land while maintaining the currently successful neighborhood service and convenience character;
- A determination of a range of possible housing choices that support the character and experience of the District.
- A community building/public green programming group should work to determine appropriate program and uses.

We discuss these and other “next steps” in the Implementation section. Consistent with the “community-led” spirit of the initial stages of this process, we recommend that these “next steps” include active participation by community members, support of staff, and leadership from the City Council.



Study Area Location

Guiding Principles

The Seven Guiding Principles

1. Leverage publicly-owned parcels and civic presence to create a vibrant and connected District that serves as a catalyst for high quality, integrated public and private development.

2. Enhance the District's economic viability as a neighborhood center with regional connections, recognizing that meeting the needs of both businesses and residents will make the District a good place to do business.

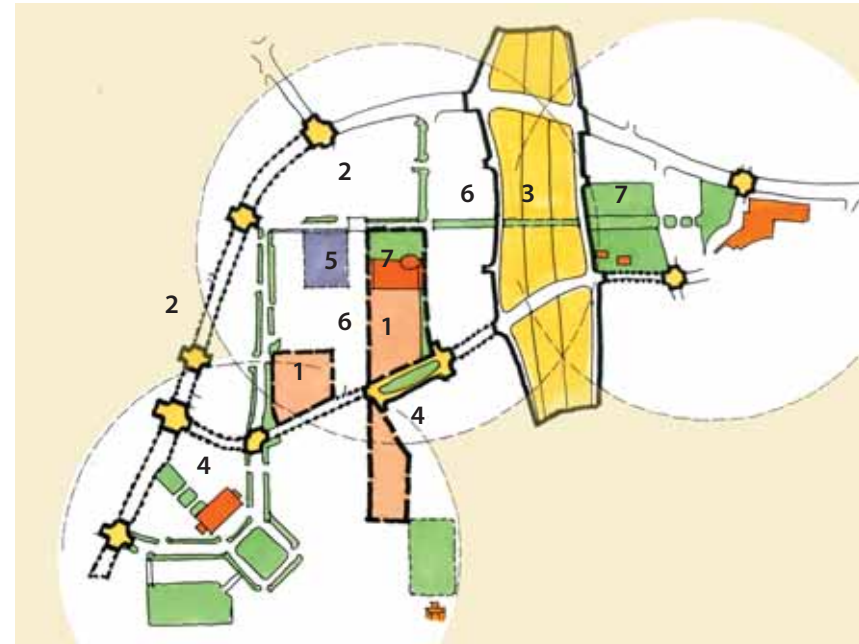
3. Turn perceived barriers into opportunities. Consider layering development over supporting infrastructure and taking advantage of the natural topography of the area.

4. Design for the present and the future by pursuing logical increments of change using key parcels as stepping stones to a more vibrant, walkable, functional, attractive, and life-filled place.

5. Organize parking as an effective resource for the District by linking community parking to public and private destinations while also providing parking that is convenient for businesses and customers.

6. Improve movement within and access to the District for people of all ages by facilitating multiple modes of transportation, and preserve future transit opportunities provided by the rail corridor.

7. Create an identity and unique sense of place that incorporates natural spaces into a high quality and sustainable development reflecting Edina's innovative development heritage.



Principles Related to the Concept Diagram

1. Leverage publicly owned parcels
2. Meet the needs of businesses and residents
3. Turn barriers into opportunities
4. Pursue logical increments; make vibrant walkable and attractive
5. Organize parking; provide convenience
6. Improve movement for all ages; facilitate multiple modes of movement
7. Identity and unique sense of place; be sustainable and innovative

Summary of Participation Process

The Steering Committee and Executive Committee have worked closely with the Consulting Team to facilitate a process that focused on key issues, opportunities, and recommendations.

The process worked with the Steering Committee that met on a regular basis to guide the Consulting Team. A sub-committee of Work Groups addressed Land Use/Community Design, Community Needs/Public Realm, Transportation/Infrastructure and Real Estate/Finance. These groups put an incredible amount of effort into initial background information and research, definition of issues, and discussion about ideas and options.

A key component of the project was a series of Community Workshops held in September, October and November, 2011, that hosted a range of community stakeholders either in interviews, focus groups, program meetings and at public meetings.

The community participation process included these primary groups of participants: Steering Committee, Executive Committee, work groups, City staff, focus groups (land owners, neighborhoods, public officials, school district, institutions, city departments, business operators, and others as identified during the process), Plan Commission members, City Council members and the Mayor.

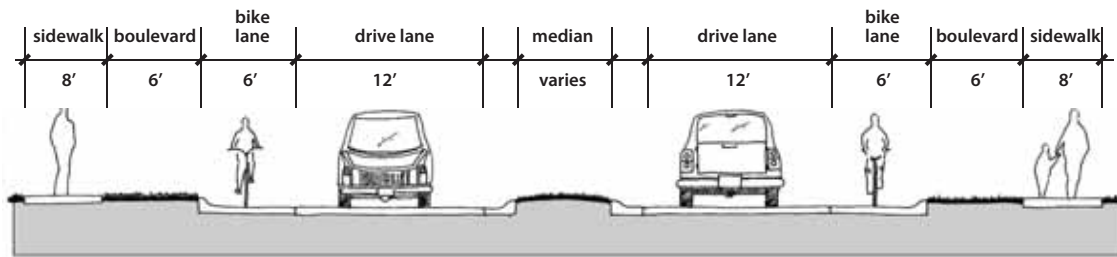


The Public Participation Process: The public participation process included Steering Committee meetings, work group meetings, public meetings, focus groups meetings, and program groups meetings throughout the fall of 2011.

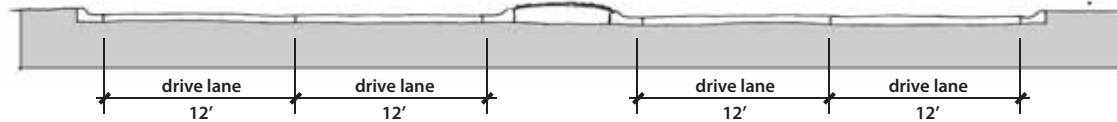
Transportation

Vernon Avenue Right-Sizing

South of the Interlachen intersection, Vernon Avenue would be reconfigured into a three lane, divided section that would better accommodate local traffic movement, provide a dedicated bike lane, and capture some of the ROW for pedestrian improvements and street crossings.



Proposed Section for Vernon Avenue



Existing Section for Vernon Avenue



Vernon Avenue Looking South: A new three lane section would allow additional space for bikes and pedestrians, and provide controlled left turn lanes.

GrandView District

Small Area Guide Plan Process

Report to Planning Commission and City Council

December 2010



Beginning with a kick-off meeting on April 8, 2010, the CAT met 10 times in a 20-day period during the months of April and May 2010 to study the site and the surrounding area. They determined that the study area should encompass the commercial node at Highway 100 and Vernon, as well as the City Hall campus across Highway 100. During the process (which is described in greater detail later in this report), the CAT, TAC and Design Team members walked the study area, and looked at potential areas of change, transportation challenges, pedestrian access, and other development issues. By the end of the process, the CAT had developed a set of seven guiding principles to define the future of the Grandview District. These guiding principles were shared with the City Council in May 2010.

PROCESS

As mentioned above, the process leading to the adoption of the seven guiding principles was a compressed one. It began with a kick-off meeting on April 8, 2010 and finished with a Refinement Meeting when the CAT voted on the seven Guiding Principles on April 28, 2010. Presentations summarizing the work were subsequently made to the Planning Commission on April 29, 2010 and to the City Council on May 19, 2010. Follow up meetings were held on June 29, 2010 and September 22, 2010. This Report was formally approved by the CAT in November of 2010. What follows is an overview of what transpired at the meetings held in April and May of 2010.

Meeting #1 – Kick-off Meeting

On April 8, 2010 the Kick-off meeting was held. The meeting included an introduction of the process, a collection of initial ideas, and the selection of the CAT members. The process was introduced by Michael Fischer, Kevin Staunton and Michael Schroeder. Mr. Fischer, the Chair of the Planning Commission, had appointed Mr. Staunton to convene the kick-off meeting and Mr. Schroeder to lead the Design Team. Initial ideas were collected from attendees by asking them to write their ideas down and post them on a large sticky-board.

The selection of the CAT members was perhaps the most unusual part of the process. Approximately half of the CAT members were appointed by virtue of their positions on various city boards or commissions or status as business or property owners in the area. The remaining members of the CAT were selected by the members of the public who attended the kick-off meeting after members of the public caucused in 4 groups representing the four geographic quadrants of the City. Ultimately, members of the public attending the meeting appointed four “quadrant” representatives and 5 “at-large” representatives to the CAT.





Members selected to the CAT were as follows:

Representative of:

Northwest Quadrant
Northeast Quadrant
Southwest Quadrant
Southeast Quadrant
At large
At large
At large
At large
At large

Kim Montgomery
Steve Buss
Sue Davison
Gene Persha
Andy Brown
Lisa Diehl
Larry Chestler
Joann Olsen
Greg Domke

Business Owner
Business Owner
Property Owner

Bob Shadduck
Linda Odell Cowles
Nancy Grazzini-Olson

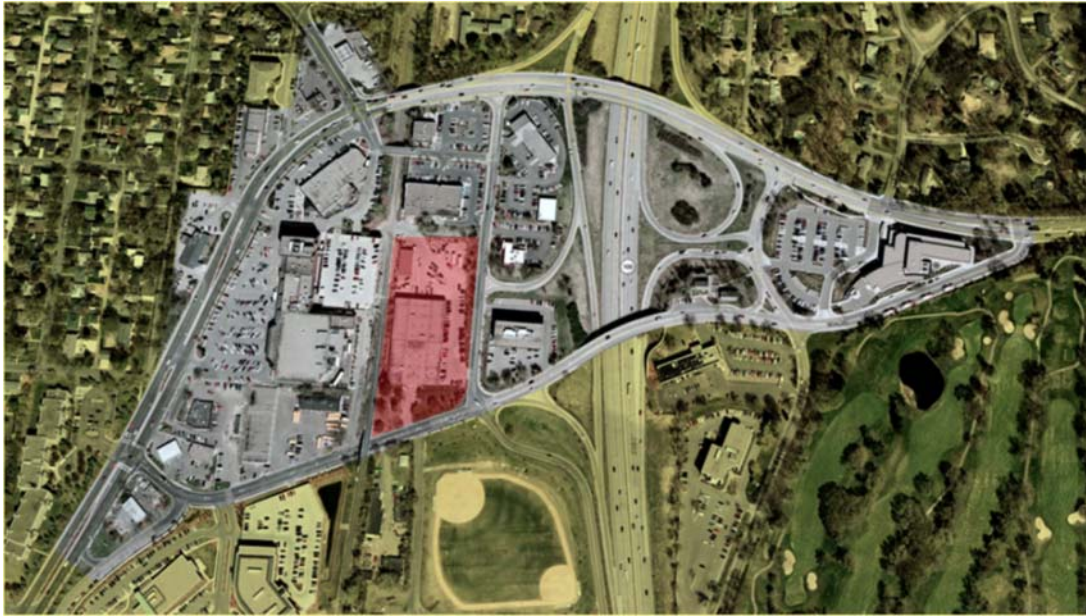
Heritage Preservation Board
Planning Commission/CAT Facilitator
Energy & Environment Commission
Transportation Commission
Parks Commission
Edina School Board

Chris Rofidal
Kevin Staunton
Michael Platteter
Josh Sprague
Ellen Jones
Brian Hedberg



Meeting #2 – Organization and Site Tour

On April 10, 2010, a meeting was held to select the CAT chair and to tour the GrandView District. The meeting concluded with developing boundaries of the District, a debriefing of what the CAT viewed on their tour, discussed potential issues and planning for upcoming meetings with developers and business/property owners.





Meeting #3 – Developer Roundtable

On April 12, 2010, a meeting was held with four developers that live and have done work in Edina. The purpose was to gain insight and perspective of developers as to how to develop the public works site and the potential of future development in the area.



Meeting #4 – Business and Property Owner Roundtable

On April 14, 2010, a meeting was held with business and property owners within the GrandView District. The purpose was to gain insight and perspective of those who work and own property within the District.



Meeting #5 – Community Meeting

On April 21, 2010, a community meeting was held to identify issues; assess the susceptibility to change in the District; consider ideas for redevelopment of the area; and develop a list of ideas for a name for the District.





Meeting #6 – CAT Summary Meeting

On April 22, 2010, the CAT held a meeting to formulate the information gathered so far, with an emphasis on information gathered at the Community meeting. Important issues and concepts were identified from information gathered at previous meetings and organized into seven principle categories.



The result was the CAT members agreeing on the following set of principles:

1. Leverage Public Ownership
 - City Government Center – Library, City Hall, Senior Center
 - Public Gathering
2. Neighborhood Center with Regional Connections
 - Retail business opportunity and support



- Meet business needs
 - Movement
 - Diverse goods and services
 - Economic vitality
 - Business/Resident Synergy
3. Turn barriers into Opportunity – Work through barriers not around them
- School Bus Site
 - Rail Line
 - Highway 100
 - Transportation Corridors
 - Topography
4. Design for Present and Future
- Functionality
 - Density



5. Parking
- Could fit multiple categories
6. Movement
- Pedestrian Friendliness
 - Better Connectivity
 - Promote Multimodal Transportation
7. Design/Identity
- Innovative Design
 - Aesthetics
 - Natural Space
 - Attractive Space

- Identity
- Image
- Gateway
- Promote Sustainability

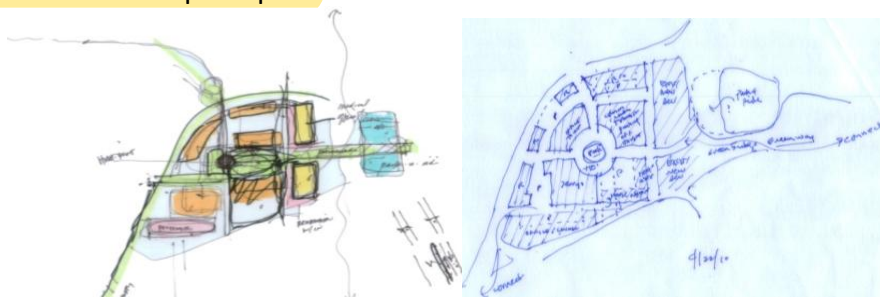


Meeting #7 – CAT Communication to the Design Team

On April 23, 2010, the CAT communicated the seven principles to the design team. Additionally, Jack Broz, Transportation Consultant to the TAC, presented an overview of ideas to the group on how to deal with the transportation issues in the District.

Meeting #8 – Design Charrette

On April 23 and April 24, 2010, the Design Team held a Design Charrette at the Edina Senior Center. After the close of the CAT Communication Meeting, the Design Team began sketching ideas based on the seven principles presented by the CAT. The design work continued again the next morning, and resulted in a draft articulation of the principles and an illustration of potential application of the principles.



Meeting #9 – Open House

On April 26, 2010, an Open House was held at City Hall to display all of the work that had gone on up to this point. The visual display included a summary of each meeting. CAT Chair Kevin Staunton and Design Team Leader Michael Schroeder presented a summary of the process and a description of the results coming out of the design charrette. Mr. Staunton described the process followed by the CAT and walked those in attendance through the draft list of the Guiding Principles. Mr. Schroeder then explained the illustration the Design Team had created during the design charrette, noting that it was intended as one example of how the Guiding Principles might be implemented.



Meeting #10 – CAT Refinement Meeting

On April 27, 2010, the CAT met to review and finalize the Guiding Principles and the illustration created by the Design Team. The CAT discussed each draft Guiding Principle, making edits to some to ensure that they accurately reflected the intent of the CAT. The CAT then voted unanimously to approve the revised list of seven Guiding Principles. After approving the Guiding Principles, the CAT considered the graphic created by the Design Team. It emphasized that the graphic should be viewed as one possible way in which the Guiding Principles could be implemented. The CAT then approved the graphic illustration to be used as an example — not a blueprint — of how the District might develop in a manner consistent with the Guiding Principles.”

- 1 **Leverage publicly-owned parcels and civic presence** to create a vibrant and connected public realm that serves as a catalyst for high quality, integrated private development. *Page 9*
- 2 **Enhance the District's economic viability as a neighborhood center with regional connections**, recognizing that meeting the needs of both businesses and residents will make the district a good place to do business. *100% Transparency*
- 3 **Turn perceived barriers into opportunities** by, layering development over supporting infrastructure and taking advantage of the natural topography of the area. *Consider*
- 4 **Design for the present and the future** by pursuing logical increments of change using key parcels as stepping stones to a more vibrant, walkable, functional, attractive, and life-filled place.
- 5 **Organize parking as an effective resource** for the district by linking community parking to public and private destinations while also providing parking that is convenient for businesses and customers.
- 6 **Improve movement within and access to the district** for people of all ages *OK*



REPORT TO THE CITY COUNCIL

After updating the Planning Commission on its work at the Commission's April 28, 2010 meeting, CAT and Design Team representatives met with the City Council at a Council work session on May 19, 2010.

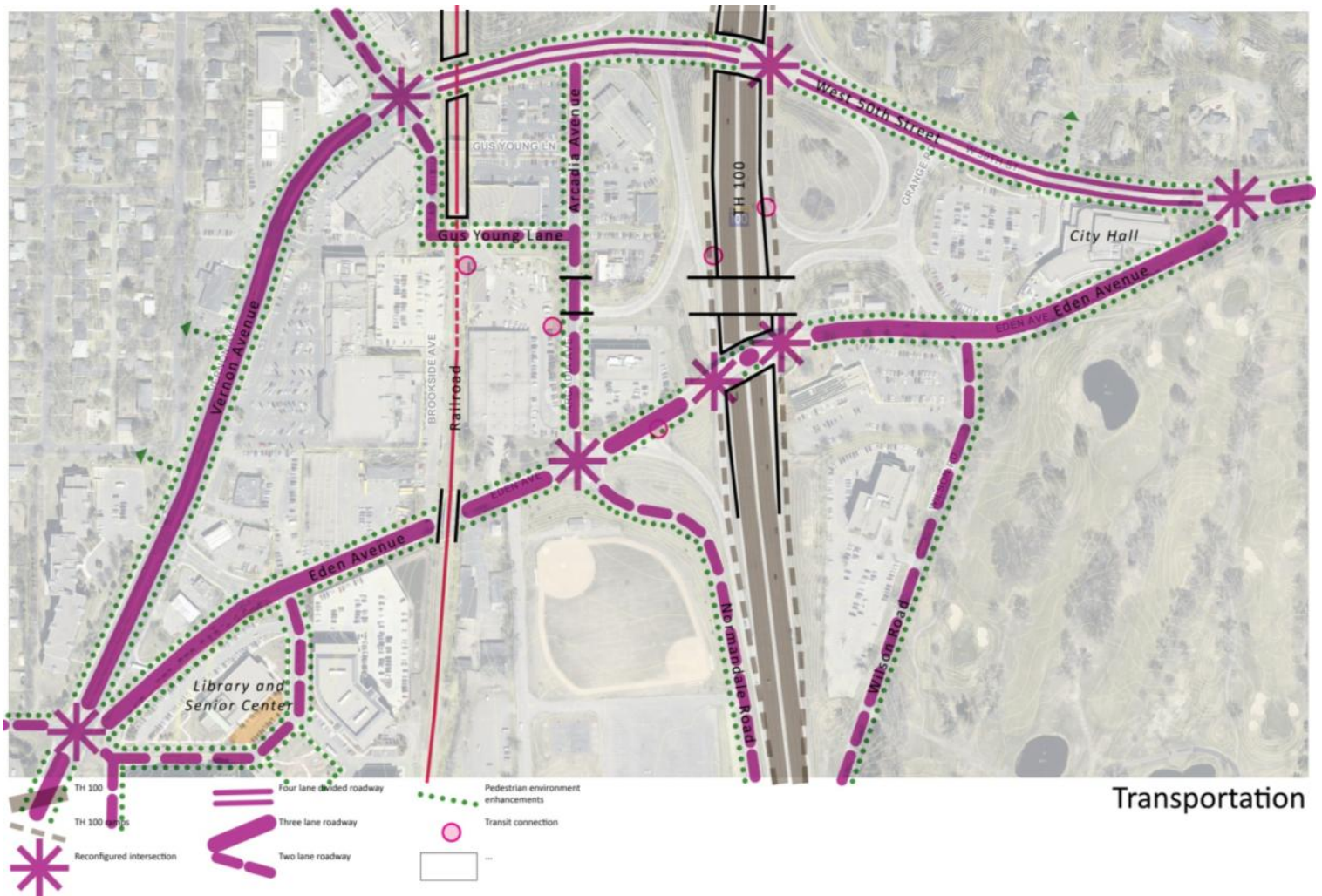
Kevin Staunton and Michael Schroeder made a presentation to the Council that included an overview of the process and an explanation of the Guiding Principles that were developed. The presentation of the Guiding Principles included bullet point explanations created by Mr. Staunton and graphics created by Mr. Schroeder. The bullet points and graphic illustrations are not part of what the CAT adopted at its April 27 meeting but were, instead, intended to help explain and illustrate the intent behind the Guiding Principles. They appeared in the presentation as follows:



Illustrative Vision

Principle 6 - Improve movement within and access to the district for people of all ages by facilitating multiple modes of transportation, and preserve future transit opportunities provided by the rail corridor.

- Currently, access to and movement within the District is almost exclusively accomplished via motor vehicles and discourages pedestrian and bicycle use.
- For a variety of reasons, the existing transportation infrastructure creates traffic issues and acts as a barrier to pedestrian and bicycle access to the District.
- The District has great potential as a regional transportation hub, including the future transit opportunities provided by the rail corridor.
- Future development should create better access to and movement within the District and facilitate multiple modes of transportation.





Demonstration of principles as a concept for evolution of the GrandView district

IMPLEMENTATION

After the CAT made presentations to the Planning Commission and City Council, the City Council expressed interest in receiving a formal report. Before this Report could be completed and approved, the CAT learned about the potential for funding for a future implementation phase of the process. Since the deadline for the grant funding was to expire before this formal Report could be completed and approved by the Council, the City Council authorized staff to apply for a Livable Communities Demonstration Account (LCDA) grant in July. The grant would defray costs associated with the development of a Small Area Plan which would include the following items:

- Market Analysis
- Community Needs Analysis
- Transportation Analysis and Plan
- Redevelopment Phasing Plan
- Public Participation Plan
- Financial Analysis of Redevelopment Plan

If awarded, the grant would likely cover all costs associated with the development of the Small Area Plan, outside of in-kind staff time needed for the process.

The grant application envisioned that a team of staff and hired consultants would be responsible for fulfilling each of the provisions. This team would then draft a report, which



would be reviewed by the Planning Commission, and then forwarded to the City Council for consideration. The Community Advisory Team would continue to advise the Planning Commission on implementation strategies.

The Small Area Plan would help to inform and drive change in the district over a period of several years. It would serve as a guide to developers and landowners who may want to make changes to their property.

The Small Area Plan would also be officially incorporated into the City's Comprehensive Plan.

Finally, the City would use the Plan to help communicate with the community about the future of the district.

RECOMMENDATION/CONCLUSION

As it submits this Report, the CAT recommends that:

1. The City Council accept and approve the Report.
2. The City Council adopt the Guiding Principles in this Report as the foundation for development of a small area plan for the GrandView District.
3. The process of developing a small area plan for the GrandView District be led by a community-based advisory team that includes members of the current CAT and Design Team, chosen through an open process similar to that used to form the initial Community Advisory Team.
4. The City retain ownership of all city-owned public property in the GrandView District at least while the planning process continues and potentially beyond depending upon the results of the small area planning process.

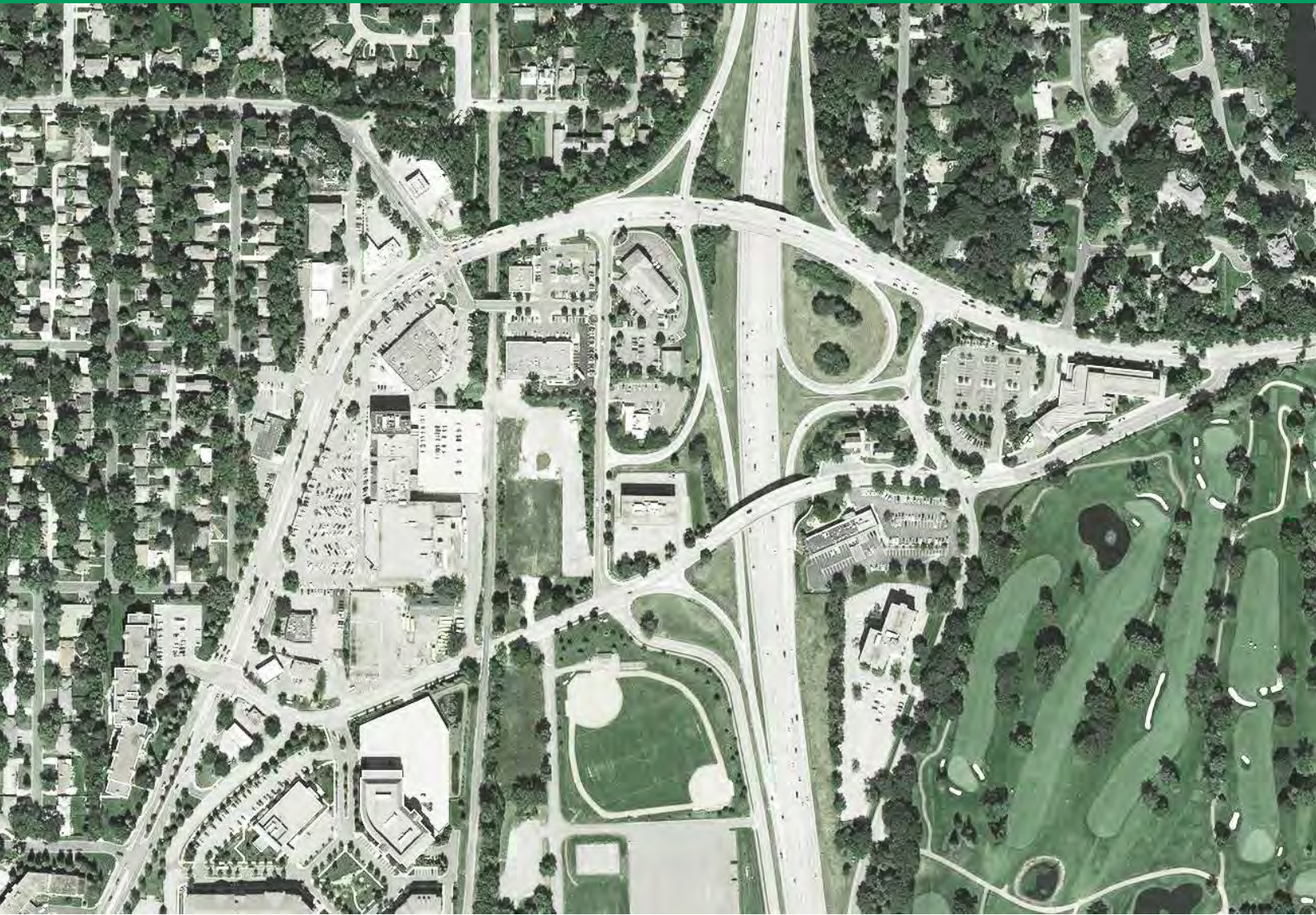


City of Edina

Grandview District

Transportation Study

August 31st, 2016



PERFORMANCE
DRIVEN DESIGN.



Executive Summary

The Grandview District evolved and changed dramatically throughout its history. Recently, the District has been studied in numerous processes, culminating in the “Grandview District Framework Plan.” That plan recommended a transportation study be conducted in order to fully understand the impacts and tradeoffs of proposed redevelopment and network changes on all modes of travel. This study addresses that recommendation and uses the Framework Plan as a starting point for understanding potential change in the area. However, this study aims to do more than provide a review, alternatives, and recommendations; it also seeks to align itself with the culture, possibility, and potential for the District to be rejuvenated into a place where Living Streets meets everyday life.

To that end, this document describes a series of recommendations for all modes of transportation, which could be implemented within a range of timeframes. Which general timeframe a specific project appears in depends on contextual issues such as key safety improvements, opportunities related to potential related projects, timing of planned infrastructure improvements, and scale of required planning and funding related to a particular proposal. These enhancements were analyzed for impacts to all modes of transportation and are summarized as follows:

Short Term Changes (0-5 Years)

- Pedestrian crossing and intersection improvements for Vernon and Eden Avenues with controlled intersections, adjusted signal timing, and/or striping
- Adjustments to signal timing and driveway access at the intersection of Interlachen Boulevard and Vernon Avenue
- New direct access from Eden Avenue to Jerry’s for all modes
- Conversion of two off-ramps from Highway 100 from existing free-rights to proposed standard signal-controlled right turns
- Reconfiguration of Arcadia Avenue along the former Public Works site to accommodate pedestrians and bikers

Mid Term Changes (5-15 Years)

- North part of Arcadia Avenue converted to a shared street
- Vernon and Eden Avenues converted to support bikes, pedestrians, greenspace, and traffic management
- Add infrastructure to support bicycling on Eden Avenue over Highway 100
- Continued simplification of Highway 100 on-ramps; new northbound access at 50th Street
- Reopen a signalized intersection at 53rd Street and Vernon Avenue
- Enhanced bus stops on Vernon and Eden Avenues
- New frontage road, providing southbound access to Highway 100 and access to development parcels on west side of Highway 100
- Improve parking options at municipal ramp and current School District site, with associated policy improvements

Long Term Changes (15-30 Years)

- Complete pedestrian and bicycle connection along 50th Street, across Highway 100
- New pedestrian and cyclist connection over Highway 100 to City Hall
- New frontage road providing northbound access to Highway 100 and access to development parcels on east side of Highway 100
- Reconfiguration of Eden Avenue, Lind Road, and the library parking lot with improvements for all modes
- Direct connection for high-capacity transit line at a new transit hub on the former Public Works development site
- New District parking options incorporated into the former Public Works site, with associated parking policy

This plan also includes a brief overview of a Far Term Plan that considers the possibility of “lid” over Highway 100. The primary transportation implication of that degree of density, is that it would require implementation of a high-capacity transit system.

Existing Conditions

The Grandview District is an important node of mixed commercial, office, and residential uses between Vernon Avenue and Eden Avenue on either side of Highway 100 (Figure 1.1). It has evolved significantly over its history, from farming to a hub of commercial activity, taking advantage of its access to road and rail transportation networks (Figure 1.2). Formerly, Highway 169 followed the current alignment of Vernon Avenue, making this a critical crossroads of two highways. Even after Highway 169 was realigned, Vernon remained a busy road which has continued to support retail and office uses.

The current character of the Grandview District is described in detail in the Briefing Book (Appendix 1), but a few elements of the transportation system quickly emerged as key to understanding how things work today. First, the District has long been designed for use primarily by automobile traffic. The facilities for bikes and pedestrians are disconnected, uncomfortable, and require safety improvements. Residents are particularly concerned about the difficulty for crossing Vernon Avenue to get to Jerry's Grocery Store, but gaps in the bike and pedestrian network occur throughout the area. This means that even short trips are often conducted by car, rather than by foot or bike, worsening traffic congestion, increasing the need for parking, and decreasing the attractiveness of transit.

Second, there are several areas in the auto transportation network that contribute to difficult circulation patterns. The merge of two on-ramps to southbound Highway 100 has been nicknamed "the death-merge" by motorists. Queuing at Interlachen Boulevard and Vernon Avenue is a source of frustration for motorists and cyclists alike. There are also concerns about speeding traffic on Vernon Avenue, queuing from the drive-through of a coffee shop on Arcadia Avenue, and inadequate or ineffective parking in several locations. In general, there is significant room for improvement throughout the system.



Finally, the public transit system is less desirable and useful than it could be. Existing bus routes are not heavily used and those who would use them struggle with access to nearby parking and with safely and comfortably walking to and from stops. There is also significant interest in supporting passenger rail along the existing freight rail line, but many political and logistical hurdles exist for this proposal. At this time, the Edina Transportation Commission (ETC) is exploring the potential of passenger rail as part of a related but separate planning effort.

Additional information on existing conditions is covered in Appendix I. This Transportation Study document explores solutions to these and other issues through an interconnected set of proposals in the following chapters.

Project Process

The Grandview District Transportation Study process was intended to build on the progress of previous planning studies. As shown in Figure 1.3, there has been substantial planning for the District in the preceding years. In particular, many residents and stakeholders contributed to the recommendations of the Framework Plan. In particular, that plan described seven guiding principles:

1. Leverage publicly-owned parcels and civic presence to create a vibrant and connected District that serves as a catalyst for high quality, integrated public and private development.
2. Enhance the District's economic viability as a neighborhood center with regional connections, recognizing that meeting the needs of both businesses and residents will make the District a good place to do business.

Figure 1.2 Historical aerial photography of the District, from 1947 to 2003. Courtesy of the City of Edina.



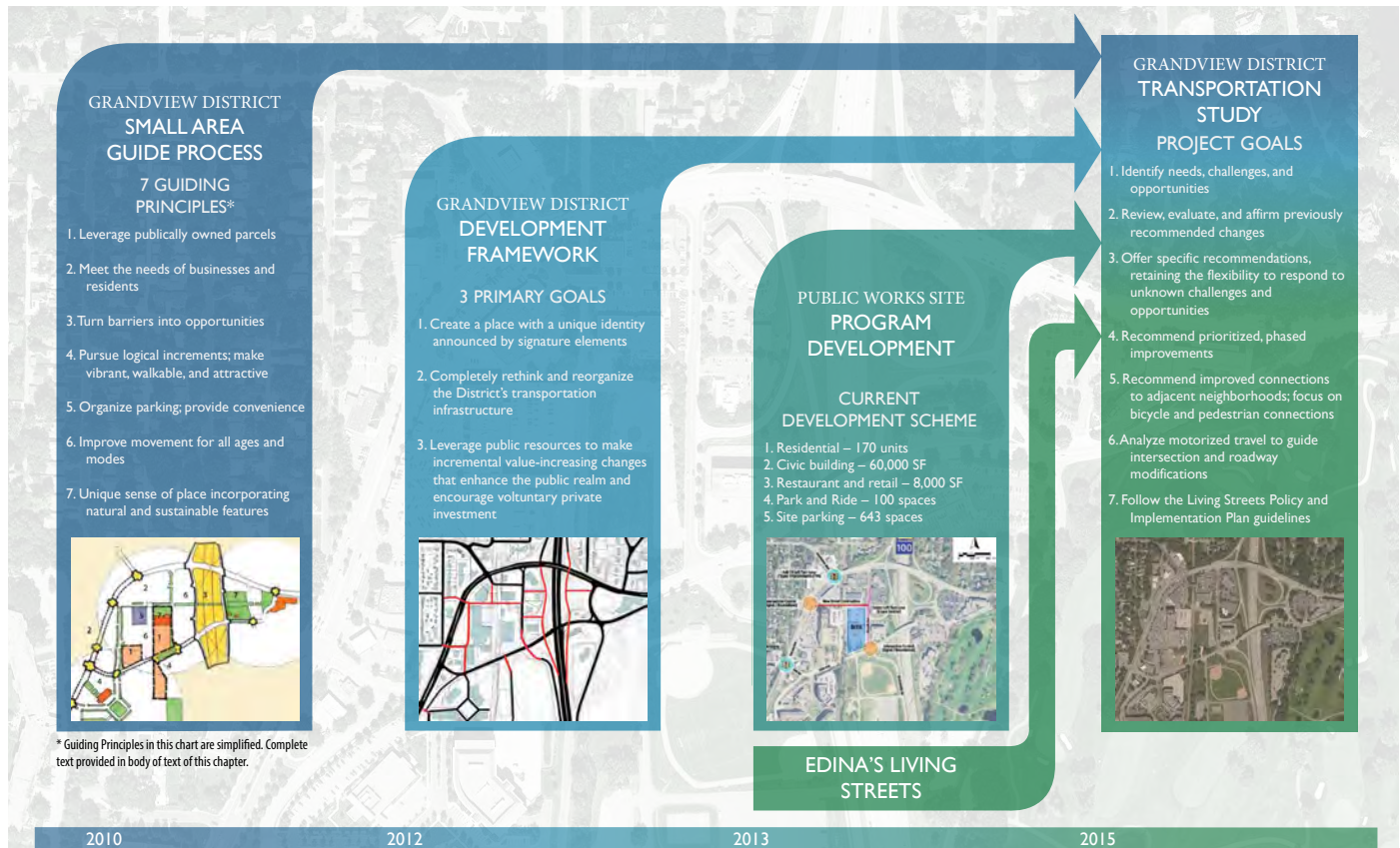


Figure 1.3 Previous planning studies whose results have informed the direction and goals of this transportation study.

3. Turn perceived barriers into opportunities. Consider layering development over supporting infrastructure and taking advantage of the natural topography of the area.
4. Design for the present and the future by pursuing logical increments of change using key parcels as stepping stones to a more vibrant, walkable, functional, attractive, and life-filled place.
5. Organize parking as an effective resource for the District by linking community parking to public and private destinations while also providing parking that is convenient for businesses and customers.
6. Improve movement within and access to the District for people of all ages by facilitating multiple modes of transportation, and preserve future transit opportunities provided by the rail corridor.
7. Create an identity and unique sense of place that incorporates natural spaces into a high quality and sustainable develop-

ment reflecting Edina's innovative development heritage.

The Framework document both called for the Transportation Study and provided a basis for its assumptions about urban design and redevelopment opportunities. Because of this strong connection, the Transportation Study specifically sought out input from those who had worked on the previous studies, the "Grandview Alumni." Their knowledge and participation formed the core of the public process and were instrumental in the design recommendations made for this report.

The process for the study itself was organized around three phases, each culminating in an intensive week of design and stakeholder engagement. The process was designed to first establish a shared understanding of the project during Convene Week, then explore potential solutions during Imagine Week, and finally review refined solutions during Recommend Week. Each phase is described in more detail, below.

Convene Week

During Convene Week, the design team conducted a site tour (Figure 1.4 and Figure 1.5), analyzed existing conditions, refined the goals of the study, held a public meeting and a focus group meeting with local bike and pedestrian advocates, and presented to both the Transportation Commission and the City Council. In particular, the team used field work and background information to assess the existing transportation network, including street design standards, roadway capacity, parking management, traffic management, transit routes, pedestrian linkages, and bicycle connections.

Based on input from City staff, the team developed four scenarios for analysis:

- Existing conditions
 - New development at Edina Comprehensive Plan levels
 - 30 housing units per developable acre
 - 1.5 FAR (Floor Area Ratio)
 - New development at potential Framework levels
 - Incorporates Former Public Works Site potential
 - 60 housing units per developable acre
 - 2.0 FAR
- The Framework Plan does not call for specific redevelopment densities, therefore the analyzed densities reflect the highest foreseeable density possible with the scenarios suggested in that plan, to provide the worst case scenario for analysis.
 - New development with a Highway 100 Grandview Green (informally referred to as “the Lid”)
 - 120 housing units per developable acre
 - Planning for the Grandview Green has not called for specific redevelopment densities, therefore the analyzed densities reflect the highest foreseeable density possible with the scenarios suggested to date, to provide the worst case scenario for analysis.

During the public meeting, the team presented the initial analysis, along with background on the earlier work done on planning for the District. The attendees then worked through a number of exercises in small groups, aimed at providing applicable local knowledge and establishing key areas for analysis and design. Participants provided substantial information and input and in particular identified the following priorities:

- Consider all modes of movement



Figure 1.4 Existing condition at the north end of Brookside Avenue by the municipal parking ramp behind Jerry's Foods, and west of the railroad corridor. From the design team's site visit, November 2015.



Figure 1.5 Existing condition of Eden Avenue at Arcadia Avenue, showing a lack of pedestrian crossing and sidewalk facilities. From the design team's site visit, November 2015.

- **Incorporate Complete Streets/Living Streets**

- Reconnect zones within district for all modes
- Transit
 - Bus routes and access
 - Advocacy for Park and Ride
 - Consider passenger rail

- **Pedestrian experience**

- Enhance both safety and routing

- **Improve experience**

- Motorists
 - District parking strategy
 - Reorganize highway ramps
 - Explore street and intersection configurations
 - Consider through-traffic and to-traffic

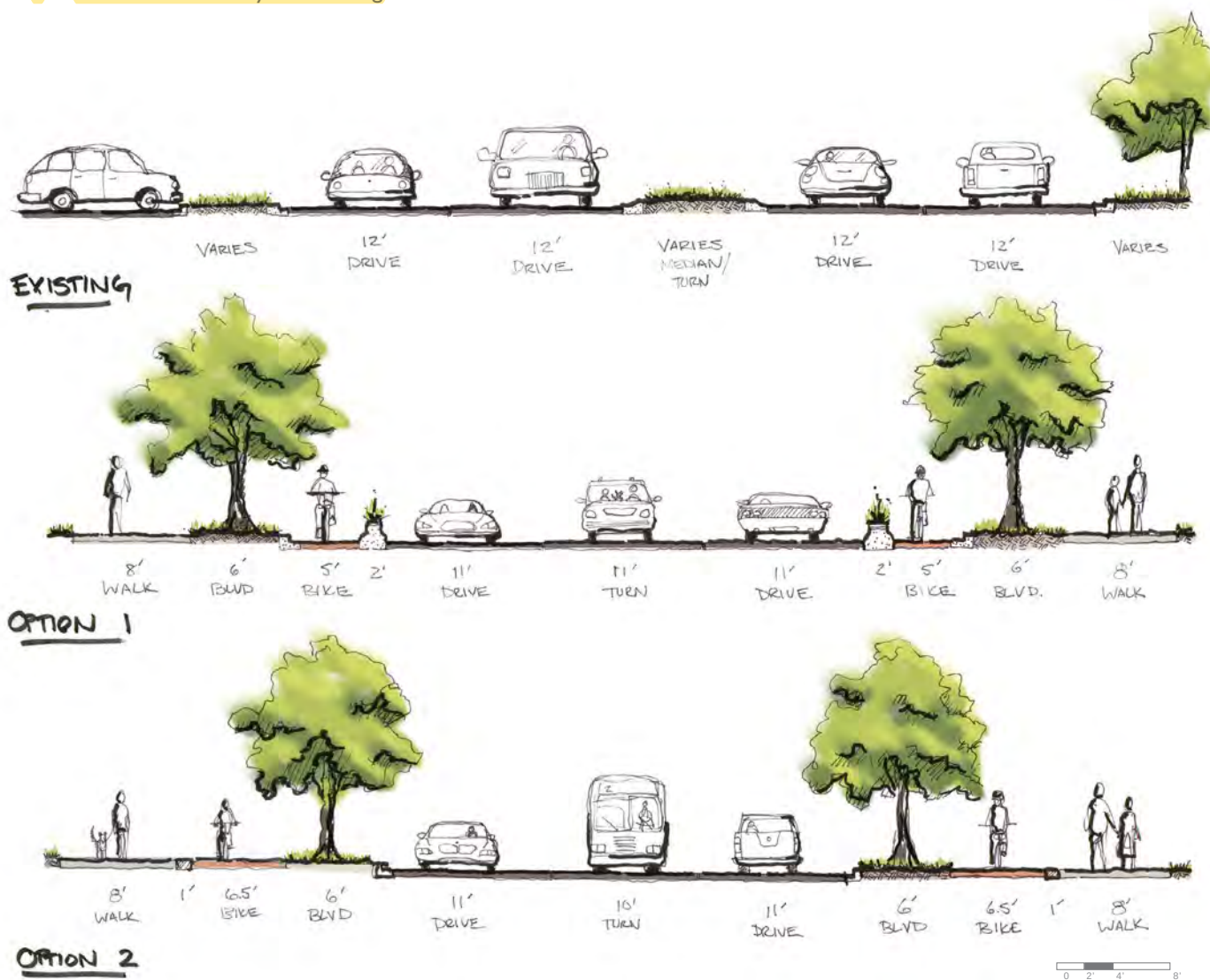


Figure 1.6 Example of proposed solutions and scenarios for Vernon Avenue from Imagine Week design concepts.

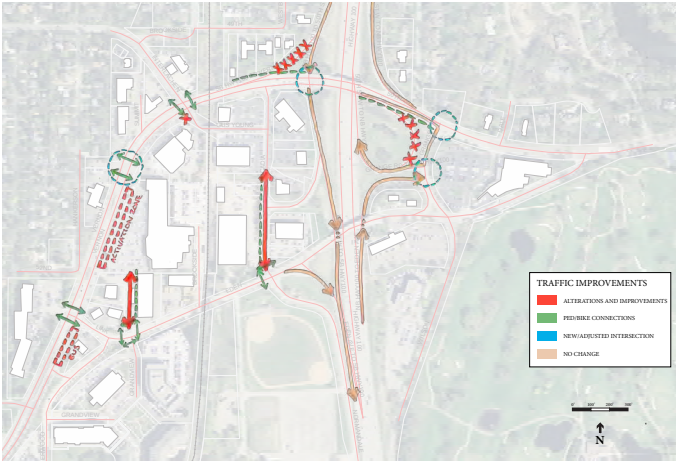


Figure 1.7 Proposed Short Term Changes from Imagine Week.

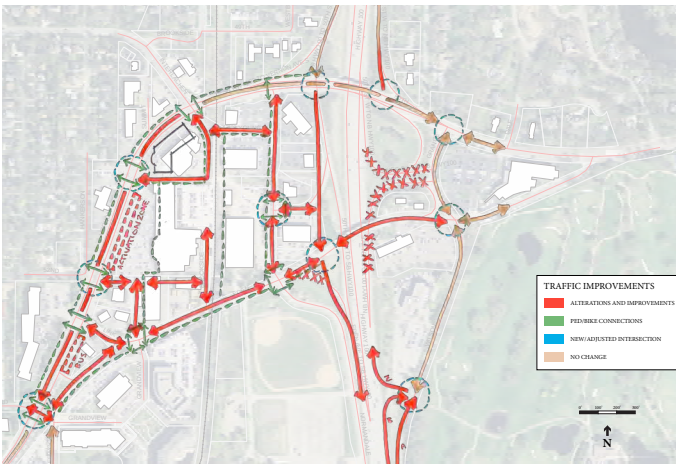


Figure 1.8 Proposed Mid Term Changes from Imagine Week.

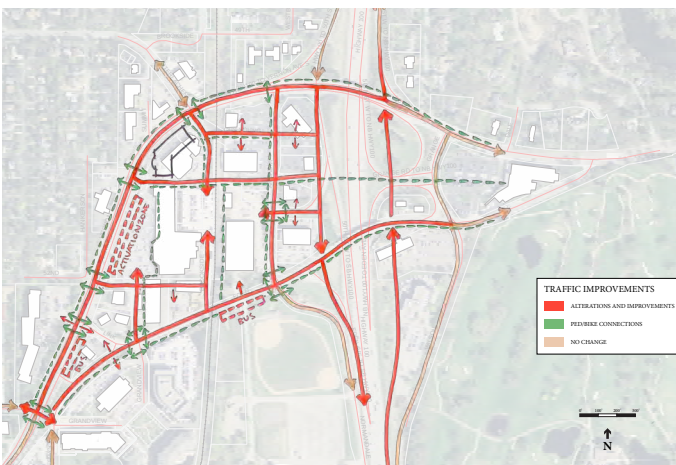


Figure 1.9 Proposed Long Term Changes from Imagine Week.

Following the intensive week, the team also met with a group of local business and property owners to ensure that there was a clear understanding of how the transportation system currently and potentially served their properties.

Finally, the team met with a variety of related agencies, such as staff from Hennepin County, the Minnesota Department of Transportation (MnDOT), Minnehaha Creek Watershed District, railroad staff, and others. Complete notes from those meetings are provided in Appendix 2, but the intent in all cases was to understand the related work being done by those agencies and ensure that we understand their requirements for improvements we might propose. This input, along with the project goals, provided a basis for the work done during later phases of the project.

Imagine Week

During Imagine Week, the team held a design charrette to explore solutions, conducted additional field visits, and once again held a public meeting and presented to both the Transportation Commission and the City Council. During the charrette, the Study Team developed scenarios for the transportation network (Figure 1.6), including envisioning potential solutions based on work done during the analysis phase. The Study Team then verified solutions in the field to ensure that assumptions were accurate and correct. This work resulted in the phased approach described in this document (Figure 1.7 to Figure 1.9).

At the Imagine Week public meeting, the team presented the analysis work done in the Briefing Book (Appendix I) and explored the phased approach solutions in both a presentation and question-and-answer pin-up review session. The public was very supportive of the improvements in general, and especially the improvements to bicycle and pedestrian safety and access. There were questions about access to particular properties and

about the potential for delay with the reconfigured highway on- and off-ramps. Complete notes are provided in Appendix 2.

Following Imagine Week, there were once again meetings with the local business and property owners and with the related agencies. In addition, the phased approach was developed into a board that was used for “intercepts” at the library, Jerry’s grocery store, and Our Lady of Grace Catholic Church. Intercepts provided an opportunity for public stakeholders to review the proposed changes at a time and place that was convenient to them and provide feedback by comment card. Responses were generally positive and only minor modifications to the proposals were suggested.

Recommend Week

During the final week of intensive work, the team held a follow-up design charrette to refine recommendations and graphics and once again held a public meeting and presented to both the Transportation Commission and the City Council. The design charrette was primarily aimed at discussing and resolving key areas of concern and areas where feedback received from the intercept events or other input had been provided more recently.

At the Recommend Week public meeting, the team presented the refined phased approach, highlighting areas that had changed since Imagine Week. Questions and input were encouraged throughout the presentation and opportunities to comment directly on the boards with post-it notes and comment cards

Goals

The role of this Transportation Study was established, based on the Framework Plan recommendations, in advance of the project initiation. The goals were reviewed and were still broadly supported by City staff and stakeholders and therefore were not significantly altered.

The goals of this Transportation Study are to:

- Identify needs, challenges, and opportunities based on variable density scenarios
- Review, evaluate, and affirm recommendations from the Grandview Framework Plan
- Offer specific recommendations, retaining the flexibility to respond to unknown challenges and opportunities
- Recommend prioritized, phased improvements

- Recommend improved connections to adjacent neighborhoods; focus on bicycle and pedestrian connections
- Analyze motorized travel to guide intersection and roadway modifications identified in the Development Framework
- Follow the Living Streets Policy and Implementation Plan guidelines

These goals acted as a framework for decisions that were made throughout the study. More detailed and specific goals became evident for particular aspects of the transportation system and for different focus areas. Those are described in Chapters 2 and 3.



Figure 1.10 Example of discontinuous pedestrian facilities and unmarked crosswalks within the District.

were provided. Once again, the response was very positive and changes were minor.

Following Recommend Week, there were once again meetings with the local business and property owners and with the related agencies. Because there had been a substantive change to the intersections of Vernon Avenue, Eden Avenue, and Sherwood Road, which would affect access for residents in the Grandview neighborhood, and because no residents had been at the public meeting, a special meeting was held just with those residents. Residents were initially very concerned about access to their neighborhood since they only have one access point, but in general seemed more comfortable with the proposed solutions following that discussion. Follow-up meetings were also held with representatives from Edina’s emergency services, Jerry’s, and Our Lady of Grace to ensure their understanding of the proposed solutions.

Minor modifications were made based on all the feedback received during and after Recommend Week, which is represented in the plans shown in this document.



Figure 1.11 Vernon Avenue is currently a difficult barrier for pedestrians navigating the District.

Metrics

While a more complete discussion of the transportation analysis follows later in Chapter 4, this section describes the Study Team’s approach to developing and evaluating the Grandview District scenarios. Since a goal of the transportation study is to determine whether and how well the proposed transportation network could serve the Framework Plan vision, the Study Team outlined a set of goals and evaluation metrics that address multi-modal, and in fact multidisciplinary, evaluation criteria. It is important to recognize that this study explored relatively high density assumptions, not because it advocates for or against those levels of density, but because it is necessary to analyze the transportation system under as much stress as we think is foreseeable and then determine if it can handle those loads and which improvements might help the system to handle those loads more effectively should they occur.

The Study Team began by examining the ultimate vision described in the Grandview District Framework Plan, which is intended to unfold over many years. The team also acknowledged, however, that improvements would not unfold all at once, but over time, and are tied to safety, mobility, or development needs

(Figure 1.10 and Figure 1.11). The transportation investments recommended in the Framework Plan were supportive of the vision outlined in the Framework document, but needed to be grouped and analyzed in a manner that would facilitate their implementation. With this recognition in mind, it became necessary to develop scenarios that were not necessarily alternatives to one another, but instead that built upon each other cumulatively in order to suggest how they might progress as development advances.

The scenarios were refined during Recommend Week, based on workshops between the team and City staff, considering feedback from the public during Imagine Week and other outreach events. The scenarios for analysis defined by the Study Team are outlined in Figure 1.13.

The transportation improvements outlined and analyzed in this document are intended to support the level of development envisioned in each scenario. It is not necessary to realize the full scale of development envisioned in each scenario; rather, the scenarios offer guidance on the character and level of transportation investment that might be required to support the corresponding level of investment. The following section describes the scenarios, including the scale of development, timeframe for such development, and key enhancements that could be delivered to support such development.



Figure 1.12 Example of an unmarked crosswalk within the District.

ered to support such development.

In developing and evaluating the scenarios, the Study Team sought to incorporate, understand, and address both the technical needs of the network as well as community, stakeholder, and agency concerns. The chosen evaluation metrics are intended to inform a discussion of trade-offs where they exist, so that all involved have an understanding of network performance for all users, rather than prioritizing any one type of travel or development. Finally, the metrics were designed to be measurable across the various scenarios, so that staff and stakeholders could understand how the network would perform and change over time. With all of this information compiled together, the

Scenario	Timeframe	Development Scale
Existing Conditions	Current	Current
Existing Conditions + Early Action Items	0-2 years	Current
Short Term Changes	2-5 years	30 dwelling units per acre
Mid Term Changes	5-15 years	60 dwelling units per acre
Long Term Changes	15-30 years	120 dwelling units per acre

Figure 1.13 Scenarios for analysis in the Grandview District Transportation Study.



Figure 1.14 Example of discontinuous pedestrian facilities and unmarked crosswalks within the District. Oversized highway on- and off-ramps occupy a large amount of space that could be better utilized if re-allocated into developable parcels.

parties could best understand what to expect of the network and assess whether and when to pursue changes.

To this end, the Study Team proposed a combination of metrics that demonstrate changes in safety, mobility, connectivity, and access. The metrics evaluated include:

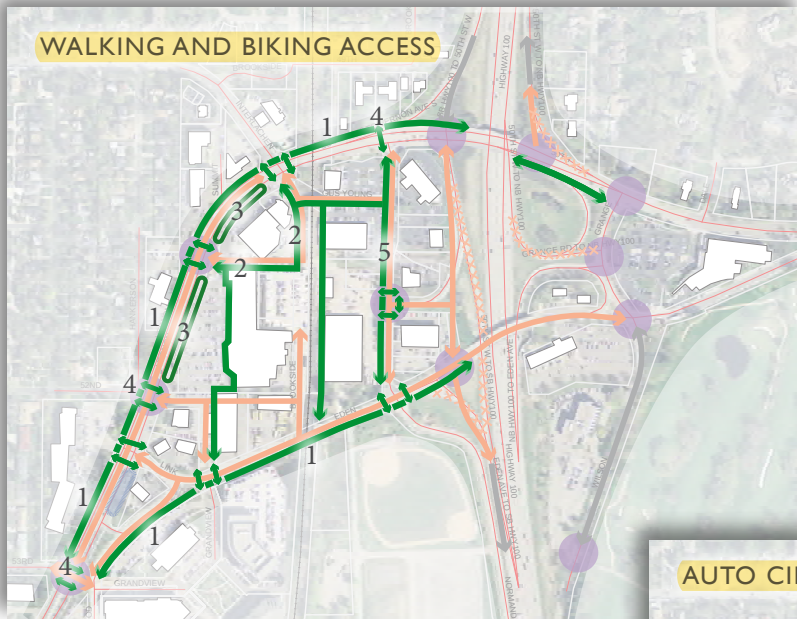
- Number of vehicle trips (District-wide)
- Average vehicle delay (District-wide, and at key intersections)
- Average vehicle speed (District-wide)
- Access to parking
- Pedestrian connectivity (% of sidewalks that are continuous)
- Pedestrian crossing experience (% of crosswalks that are marked) (Figure 1.12 and Figure 1.14)
- Bicycle connectivity (% of marked routes that are continuous)
- Access to transit

The evaluation includes both qualitative and quantitative measures. The primary sources of data for evaluating performance across these metrics include:

- Trip generation and traffic operations analysis
- Conceptual designs
- Data and case studies of other complete streets projects in similar settings
- Stakeholder and community outreach

There was some discussion as to whether one goal might be more important than others, i.e. pedestrian safety or traffic flow; however, the goal of this effort is to support mobility and development for everyone circulating to, from, and within the Grandview District. No one metric outshined another. As a result no weighting is assigned to individual metrics or modes.

The evaluation of these metrics are described in greater detail in Chapter 4, with a deeper technical discussion of the traffic analysis in Appendix 3. With each scenario and as more projects are implemented, performance of the transportation network would improve, and the network would become increasingly supportive of the type of future envisioned for the Grandview District. A more detailed discussion of the elements included in each scenario are discussed in Chapter 3.



LEGEND

- CROSSWALKS
- SEPARATED WALK AND BIKE PATHS
- VEHICULAR CIRCULATION IMPROVEMENT
- REMOVAL OF REDUNDANT ROADWAYS
- EXISTING HIGHWAY RAMP ACCESS
- IMPROVED INTERSECTION
- IMPROVED BUS FACILITIES

Mid Term Changes

1. Create separated bike lanes and pedestrian paths on Vernon Avenue and Eden Avenue
2. Improve pedestrian circulation by Jerry's and general retail
3. Create activation zones along streetfront of Vernon Avenue
4. Add more pedestrian crossings on Vernon Avenue
5. Expand walk/bike connections within district interior and improve circulation
6. "Right-sizing" design for Vernon Avenue and Eden Avenue
7. Integrate highway ramp circulation with district street network
8. Develop district parking strategy
9. Free-right turns replaced with controlled intersection onto Highway 100 northbound
10. Remove northbound looping ramp
11. Transit schedule and frequency improvements

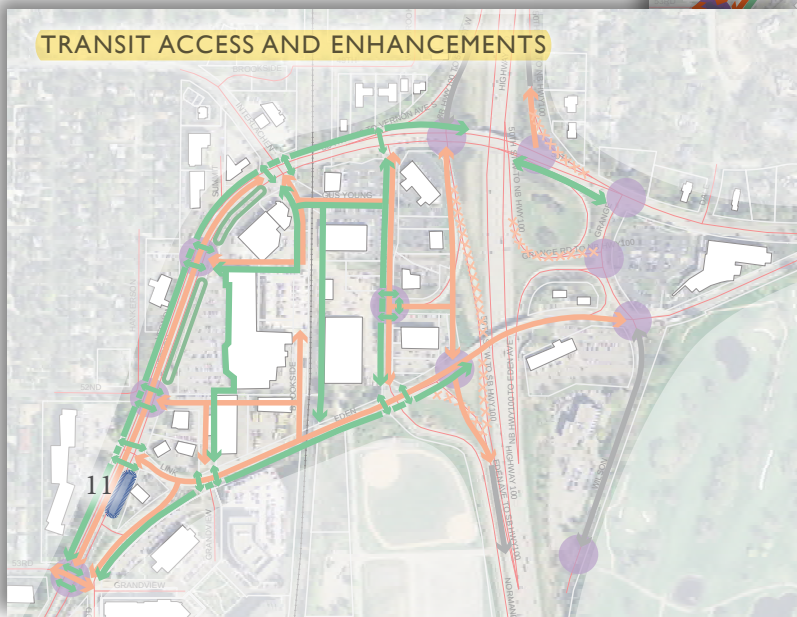
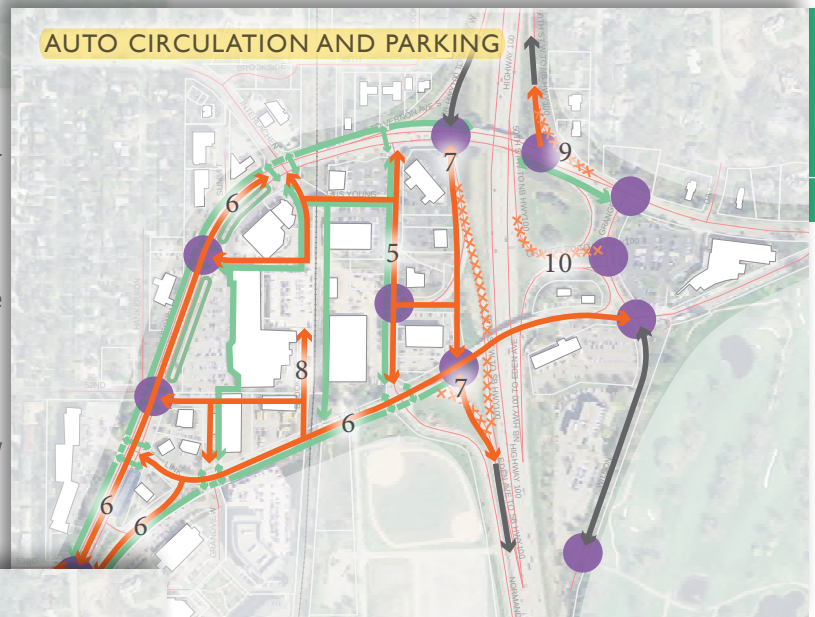


Figure 2.6 Diagrams of proposed improvements for walking and biking access, auto circulation and parking, and transit access and enhancements. Diagrams were developed during the Imagine Week phase of the Transportation Study.

4 – Vernon Avenue & W. 50th Street

Travel along Vernon Avenue varies, depending on your vantage point. As the years have progressed, spot treatments to address a variety of different issues have left travelers feeling that the street, much like the District, has lost its character. The pedestrian experience is marked by narrow or discontinuous sidewalks and wide or difficult crossings. In addition, there are fewer pedestrian crossing opportunities along Vernon Avenue, which encourages unsafe jaywalking and discourages pedestrians from taking otherwise short trips to shop for groceries at Jerry's or travel to bingo at the Senior Center. Though there are bike lanes just south of the area, this route is unmarked within the District, offering little connectivity or protection from traffic. Depending on the time of day, motorists experience comfortable, unimpeded travel (sometimes even excessively fast) or slow-moving congestion. These variations can cause challenging traffic patterns, particularly during peak times or at turn locations.

In the Short Term, several improvements along Vernon, including a new controlled intersection at Jerry's with a pedestrian crossing and elimination of the free-right turns at the Highway 100 ramps, are considered Early Action Items because of their impacts on pedestrian safety and connectivity. This study doesn't advocate for immediately striping a bike lane along Vernon because it would not adequately address safety issues and therefore it is recommended to accelerate reconstruction rather than create a temporary situation that encourages use that can't be safely accommodated.

The Grandview District Framework Plan contemplates a "complete streets" treatment on Vernon Avenue, where all modes of travel are safely accommodated along the roadway. In order to accomplish this goal, the Framework envisioned a "road diet" on Vernon Avenue, but was somewhat silent on the likely configuration for narrowing the roadway. Traffic volumes vary along

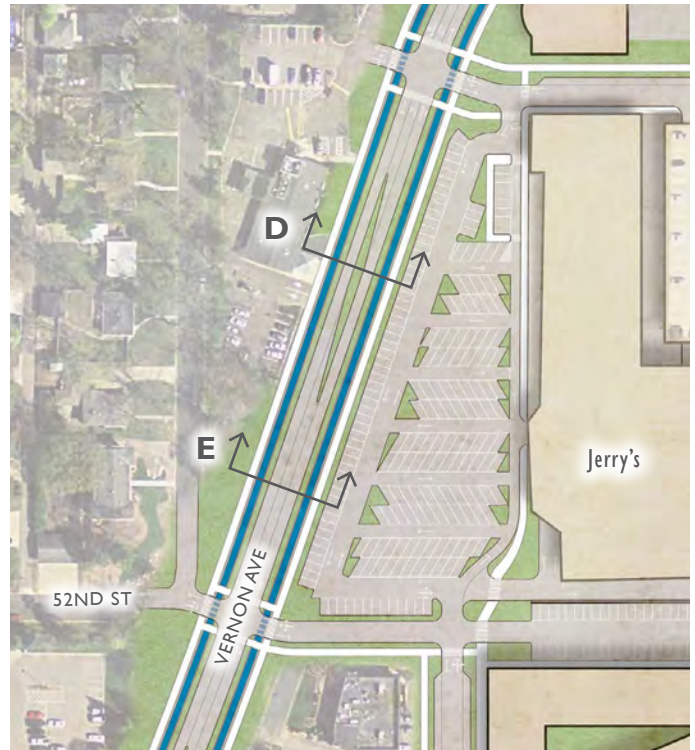


Figure 3.17 Plan of a reconfigured Vernon Avenue; 1" = 200'.

the route, from under 15,000 vehicles/day southwest of Interlachen to over 20,000 vehicles/day east of Interlachen, where it transitions to 50th Street with highway-bound traffic. Nonetheless, these volumes can typically be accommodated in one lane of travel, with special attention to peak-hour volumes and turning movements that might otherwise slow down through traffic, hinder transit operations, or introduce conflicts with crossing pedestrians or cyclists.

With this in mind, the Study Team developed two options that convert the existing 4-lane cross section (2 lanes in each direction) to a 2-lane cross section with an alternating median (Figure 3.17). This is typically considered a 4-to-3 conversion, since the median (Figure 3.18) can act as a two-way-left-turn-lane where warranted (Figure 3.19). For areas west of Interlachen, this configuration is adequate for the traffic volumes, and would dramatically improve the experience of bikers and pedestrians, however the public already perceives that traffic back-ups are problematic in this area. Therefore, it is important that other improvements of this study, such as intersection spacing and an

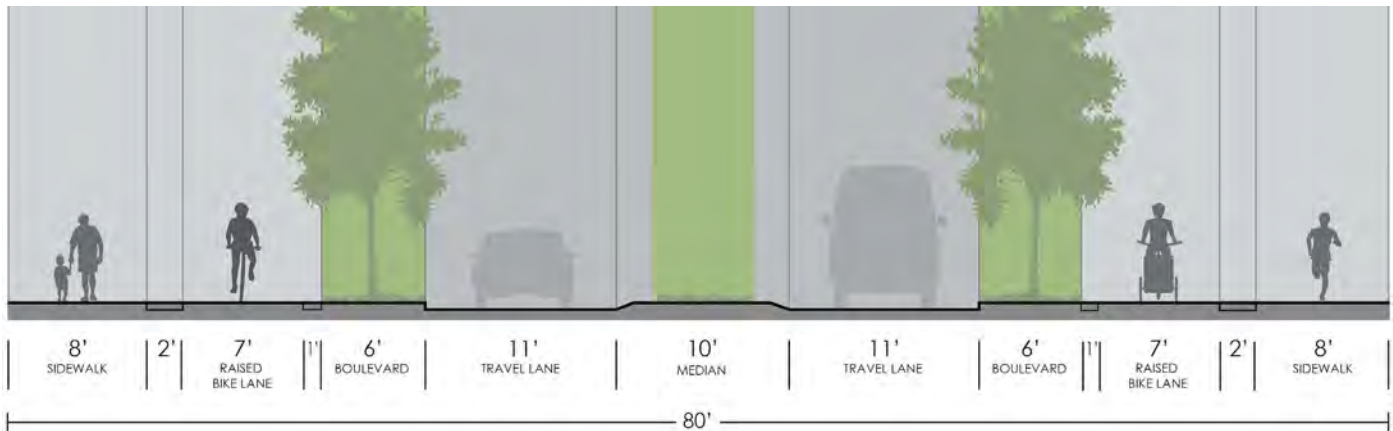


Figure 3.18 Section D: Vernon Avenue with median.



Figure 3.19 Section E: Vernon Avenue without median.

interconnected network of streets, be implemented in step with this change.

The median is configured with a surmountable curb, a strip of concrete paving on both sides, no trees, and possibly a “grass-pave” system so that emergency vehicles can use the median to get around traffic if necessary. With heavier volumes east of Interlachen, there would be a transition to 4 travel lanes approaching this intersection.

These cross sections show how the 4-to-3 conversion would create space for a one-way separated bike lane in each direction, as well as additional sidewalk width for pedestrians. This configuration of Vernon would also offer sufficient space for a landscaped strip that would return some greenery to the corridor, provide some protection from the elements, and act as a snow storage zone in winter months. This solution was favored

because it creates a separated bike facility and addresses snow storage and other maintenance issues. This approach was favored by both stakeholders and city staff. The bike lane should be differentiated from the sidewalk by material and signage design. Together all of these elements would improve pedestrian and cyclist safety and comfort, maintain safe traffic operations along Vernon, and provide opportunities for landscaping elements that would make Vernon a more comfortable, inviting place to traverse and visit.

These changes would likely require a combination of detailed engineering and design, permitting, restriping, and the construction of medians, raised bike lanes, and curbs. It will also require coordination with agency partners, including Hennepin County. Analysis of the complete streets reconfiguration of Vernon Avenue is included in the Mid Term Changes scenario (5-15 years).



Hennepin County 2040

Bicycle Transportation Plan: Making bicycling safe and comfortable

April 14, 2015



Executive Summary

Hennepin County bicycling vision:

Riding a bicycle for transportation, recreation, and health is a comfortable, fun, routine part of daily life throughout the county for people of all ages and abilities.

Bike plan purpose

Hennepin County envisions a future where residents are healthy and successful, living in safe and vibrant communities. A robust on- and off-street bikeway system serving all ages and abilities that complements other transportation modes and land use will play a significant role in achieving this vision, promoting economic strength, quality of life, and community vitality.

The Hennepin County Bicycle Transportation Plan updates the 1997 Bicycle Plan to guide how, where and when the county and Three Rivers Park District build bikeways and support facilities. It sets the expectation that all people should be comfortable and safe while biking.

Why bicycling?

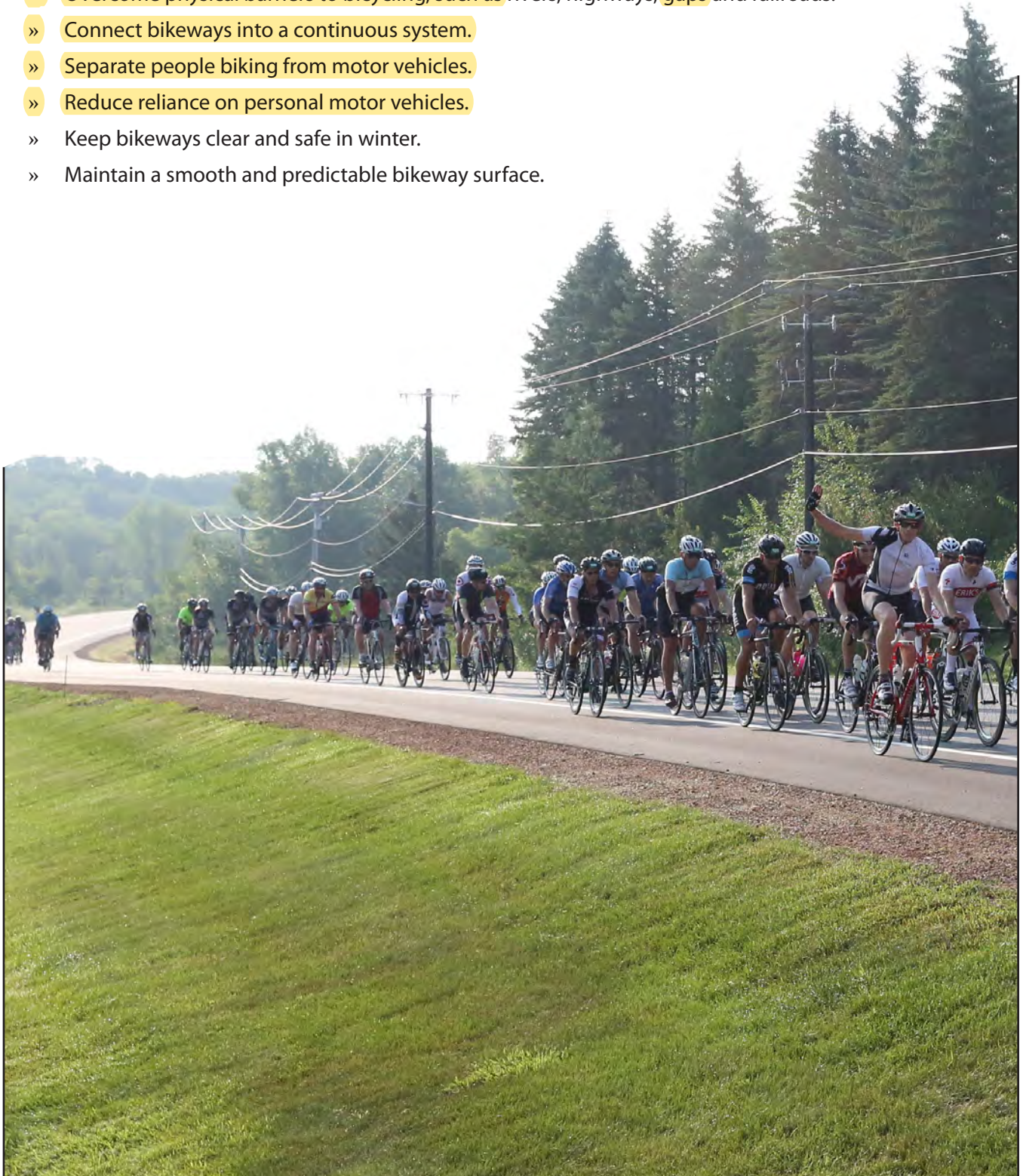
Bicycling accounts for 2.5 percent of all trips in Hennepin County, more than double the national average. Ridership is increasing rapidly while driving nationwide has been steadily decreasing since 2007.

With the expectation that these trends will continue, the county and park district are committed to creating a bicycle environment that meets the needs of people currently biking and those who will be new to biking. A robust, well-used bicycle network benefits far more people than just the person bicycling today.

What People Want

Hennepin County and Three Rivers Park District reached out to 2,700 people to get their opinion on how to improve bicycling in Hennepin County. They said:

- » Overcome physical barriers to bicycling, such as rivers, highways, gaps and railroads.
- » Connect bikeways into a continuous system.
- » Separate people biking from motor vehicles.
- » Reduce reliance on personal motor vehicles.
- » Keep bikeways clear and safe in winter.
- » Maintain a smooth and predictable bikeway surface.

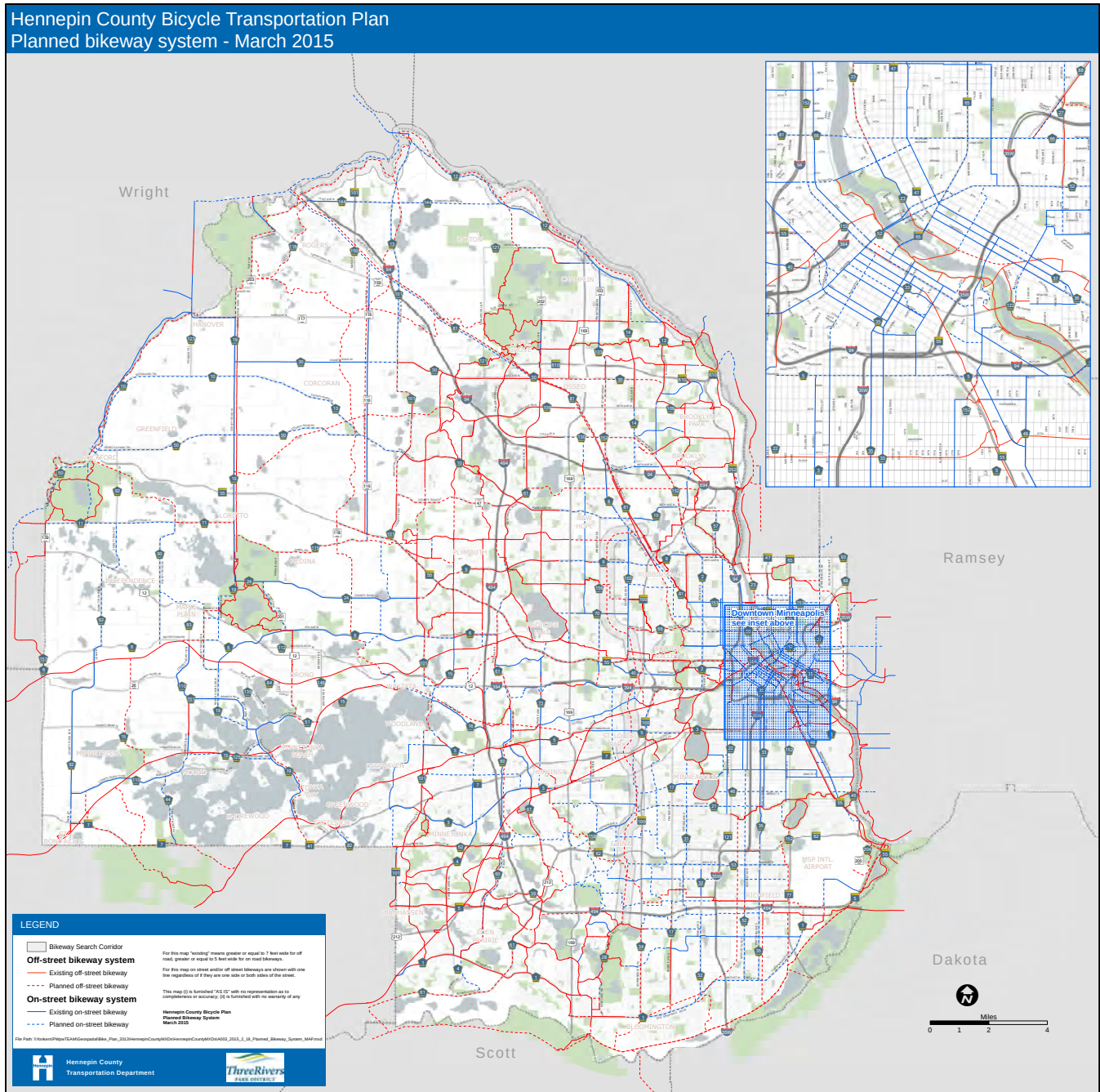


Hennepin County 2040 Bikeway System

The existing bikeway system includes 651 miles of on- and off-street bikeways. The 2040 Bikeway System includes 540 miles of new planned bikeways, with almost half of the added system off-street. Implementing the 2040 Bikeway System will require ongoing political and public support to build an average of 20 miles of bikeway each year.

Table i: Annual mileage target for full system build-out

	Three Rivers Park District	Hennepin County	Planned system
Off-street bikeways	7.2	1.9	9.1
On-street bikeways		11.5	11.5
Total	7.2	13.4	20.6





Community engagement themes

Across the spectrum of engagement activities, the following key themes emerged:

- People recognize and appreciate the many assets for bicycling already in place
- People ride bicycles for transportation and recreation and want opportunities to do both
- 55 percent report using a bicycle for commuting to work or school two or more days a week
- 58 percent report using a bicycle for recreation two or more days a week
- People prefer bikeways with buffer space or barriers between them and motor vehicles
- People want better conditions for bicycling throughout the county, specifically citing the following needs:
 - *Improve connections from neighborhoods to regional trails and local destinations*
 - *Continue to address gaps in the trail network, intersections, and trail crossings*
 - *Improve coordination between jurisdictions*
 - *Improve education and enforcement of traffic laws*
 - *Provide consistent ongoing maintenance for bikeways*
 - *Address challenges that exist on county roadways such as intersections and high volume roads*
- *Address safety from motor vehicles, safety from crime and perceived safety to address barriers to biking*
- *Improve end of trip facilities (e.g. secure bike parking)*
- *Separate bicycles from other modes (including pedestrians) where possible*

Please refer to appendix A (Community facilitation and engagement for the Hennepin County Bicycle Transportation Plan) for a full report on engagement activities and results.

Among survey respondents, bicycling routinely is used for transportation in addition to being a popular form of recreation. Respondents also identified what discouraged them from biking more often in Hennepin County. The most commonly cited barriers were:

- Too much traffic or too high speed on roads
- Snow in on-street bikeways or trails
- Lack of connections to destinations

Survey respondents and public workshop participants also rated their level of comfort biking on the photographed facility types below from one to nine (higher values are more comfortable). Figure 1 shows results of this outreach.

Participants overwhelmingly preferred images of protected bikeways physically separated from motorized traffic, rather than on-street bikeways. The cycle track images and off-street shared-use trail (images A through F), scored highest. The least preferred bikeway images were of streets without clearly defined space for bicycling (images O, Q and R) or with shared lane markings (image P). However, an image of a low-volume residential street without any markings (image J) was cited as somewhat comfortable by most respondents. This is consistent with research that shows bicyclists are more comfortable sharing the street with motor vehicles when travel speeds and volumes are low.

These results informed the recommended types of bikeway design treatments and formed the basis for the goals of this plan.

- Project working team (PWT) composed of Hennepin County staff, Three Rivers Park District staff, a BAC representative, and the consultant team

The project working team reviewed previous and current planning efforts to ensure this plan complements other efforts by the county, park district, Metropolitan Council, the state, and other agencies. The policy framework chapter clarifies how this plan relates to other initiatives.

Community engagement and participation

Working together, Hennepin County and Three Rivers Park District developed and implemented community engagement to identify characteristics and attitudes of residents regarding bicycling. This outreach provided a wealth of information, including guidance on policy priorities, vision, network development, and preferred bikeway design treatments. More than 2,700 people contributed to this plan.

Public workshops

Three large format public workshops across the county yielded public guidance.

Community listening sessions

Ten community listening sessions with focus populations (including health-disparity populations) included small-group activities and discussion with assistance from community organizations.

Online engagement

A public website (www.hennepin.us/bikeplan) shared updates on engagement and project information. An online survey and an interactive map were engaged stakeholders who preferred those options or who could not attend events.

Community events and other in-person engagement

Feedback was gained during community festivals and meetings, including Minnehaha Open Streets, Lowry Open Streets, the Richfield Farmer's Market,

and at meetings of the Northwest Hennepin County League of Municipalities and the Hennepin County Bicycle Advisory Committee.

Please refer to appendix A for a full report on engagement activities and results.

Living document/plan updates

The plan will be a living document continually evaluated and updated to meet evolving community needs and innovations. Minor updates will occur regularly and may address:

- Bikeway system map
- Gap map (top prioritized gaps)
- Measures / statistics (system mileage, miles built per year, gaps removed, etc.)
- Design guidelines — typical sections
- Appendices — any references to current capital improvement or paving projects

Major plan updates generally will follow a 10-year schedule to align with Metropolitan Council review of comprehensive plans. The plan update will likely precede the update of the county's transportation plan and its comprehensive plan. Due to emerging concepts and bikeway system maturity, it may be prudent to initiate a partial revision at five years. Comprehensive plans will be completed in 2018, so this plan could be revised in 2017-2018. The Hennepin County bicycle transportation plan and updates will be posted at www.hennepin.us/bike. Major plan updates may address:

- Policies (via board adoption)
- Vision, goals, objectives
- Strategies
- Cost participation policies
- Bulk of the Hennepin County bicycle transportation plan document text



The 2040 bikeway system

The 2040 bikeway system includes 540 miles of new planned bikeways. Full implementation of this plan will increase county bikeway system mileage by 81 percent, with almost half of the added system off-street (44 percent off-street; 41 percent on-street and 15 percent not determined).

The process for developing the 2040 bikeway system relied heavily on an analysis of bicycle elements from current comprehensive plans and related planning documents from cities in Hennepin County. As stated previously, only locally planned bikeways with regional significance, meaning those that met some of the criteria described at the beginning of this chapter, were included as part of the 2040 bikeway system.

The 2040 bikeway system builds upon the 1997 bike plan map and subsequent updates, incorporating many of the bikeways recommended in the 1997 bike plan that have not yet been built. During the almost two decades of implementation that have occurred since the adoption of that plan, a number of conditions and assumptions have changed. For instance, the 1997 bike plan included planned bikeways on some rail corridors, anticipating a continued decline of rail freight activity. However, this trend has since somewhat reversed, and alternate routes have been added to the updated system until rail corridors are available.

A summary of the planned system coverage is provided in Table 3 and shown in the planned bikeway system map (Figure 10).

The 2040 planned bikeway system identifies 238 new miles of off-street bikeways to be implemented as multi-use trails or cycle tracks, either along roadways or in independent alignments (i.e. rail, utility or riparian corridors). The planned system includes 298 new miles of on-street bikeways. For planned on-street bikeways, the plan identifies the route where the bikeway should be implemented but not the specific facility type (i.e. shoulder, bike lane, protected bike lane, or cycle track). Selecting the appropriate facility type will occur either during discussions with cities at the time of development, during the project development process, or prior to a major maintenance effort. In all cases, the decision will be based on the local context, roadway characteristics, community input, and county bikeway design guidance.

Table 3: Hennepin County bikeway system mileage 1997 and 2040

	Planned system in 1997	The 2040 planned system
Existing miles	350	651
Planned miles	480	540
Total miles	830	1191

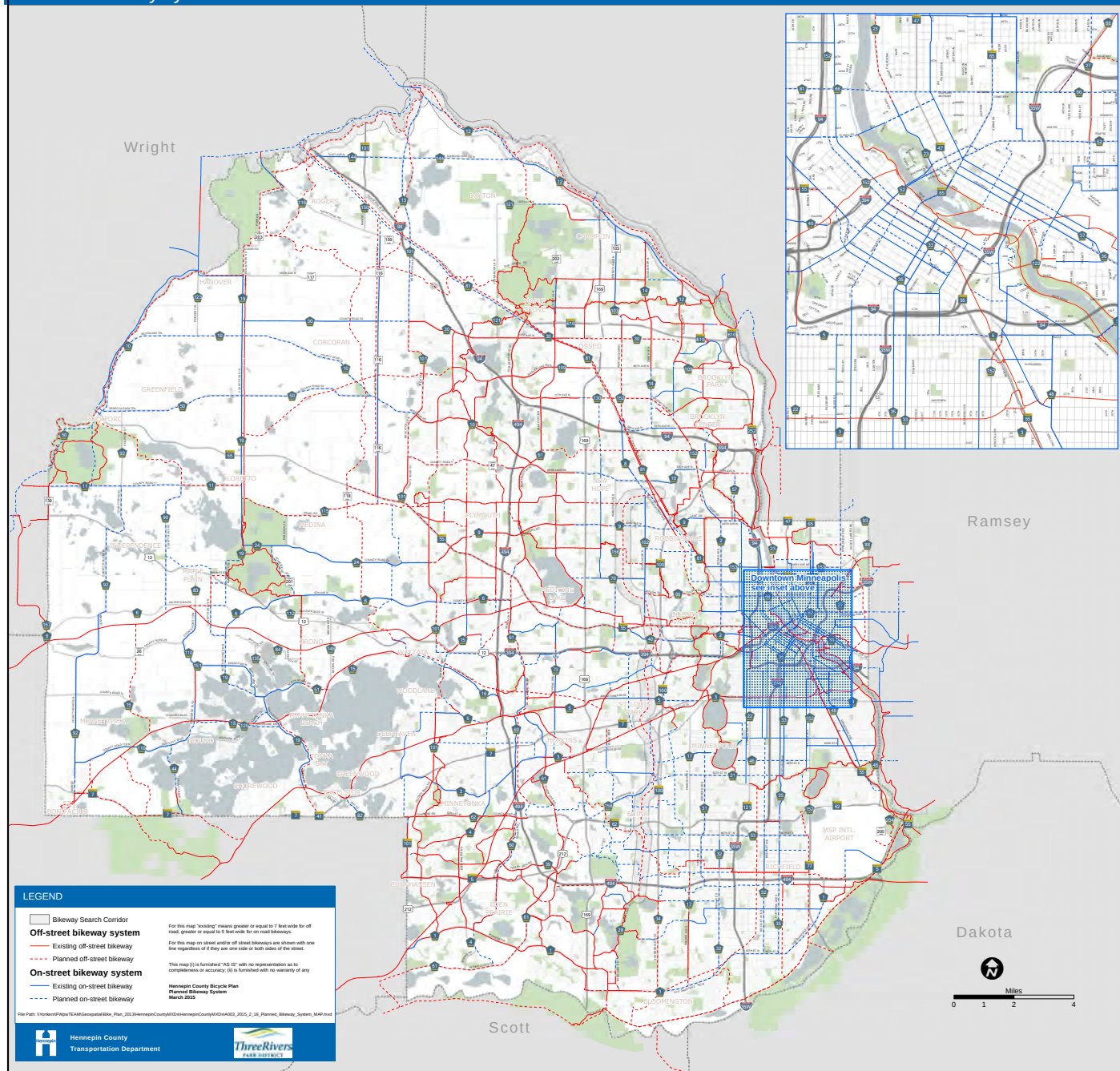


Figure 10: 2040 bikeway system

Table 4: Hennepin County bikeway system mileage

	Existing System	Planned System
Off-street planned bikeway	425	238
On-street planned bikeway	226	302
Total 2040 planned system	651	540

Summary of Three Rivers Park District regional trail system

Full implementation of this plan will also achieve significant gains for the Three Rivers Park District regional trail system. The 2040 bikeway system, when implemented, will increase the planned regional trail system to 395 miles. There are 200 miles of trails in the existing regional trail system. There are an additional 60 miles of local trails that are being considered for inclusion in the regional trail system (these are existing trails that have already been constructed). An additional 195 miles of proposed new trails are included in this plan. Table 5 summarizes the planned Three Rivers Park District regional trail system, and figure 11 shows the existing and planned trails.

Bikeway corridors and gaps

The safety of people when biking is a fundamental principle at the core of this plan. Continuity of the bikeway network is essential to ensure bicycle safety, therefore gaps and barriers must be addressed. The quality of the bicycling environment is also a key to safety. Geometric design and traffic controls at intersection crossings must accommodate bicycle movements. With these issues in mind, strategies 2.1 and 2.2 highlight the basic elements necessary to support increased bicycling. These strategies are supported by a number of specific actions that are identified in the summary chart at the end of this chapter.

All of the planned segments that make up the 2040 system have been sorted into corridors and gaps.

Bikeway corridors

Planned bikeway corridors will expand the coverage and connectivity of the overall system. These corridors are longer (1/2 mile or more) and provide key connections to local bikeway networks. Ninety-six percent of the planned bikeway mileage is in bikeway corridors (518 of 540 total miles). Table 6 summarizes the planned bikeway corridors by type and mileage. The top 25 bikeway corridors are in Table 13 and a full corridor list is in appendix D.

Bikeway gaps

Locations classified as bikeway gaps are short (1/2 mile or less) connections that are needed to ensure continuity in the bikeway system. Completing gaps can be particularly challenging, as they are usually caused by barriers that are difficult or costly to cross, such as highways, waterways, rail corridors, or pinch points where right-of-way is limited. The county has a dedicated funding source called the bikeway gap fund that is tied specifically to closing gaps identified in this plan. Figure 12 shows the gap locations and Table 6 summarizes the gaps by planned bikeway type and mileage. A full list of the identified bikeway gaps by project ID is included in appendix E.

Strategy 2.1 Provide elements that increase safety along corridors and at intersections.

Strategy 2.2 Address network gaps and barriers.

**see the chart at the end of the chapter for specific actions that will be taken to support the strategies.*

Table 5: Three Rivers Park District existing and planned trail system mileage

Proposed Three River Park District regional trail system	Mileage
Existing regional trail system	140
Existing trails proposed to be added to the regional trail system	60
Planned additions to the regional trail system	195
Total	395

Hennepin County Bicycle Transportation Plan Bikeway system gaps - January 2015

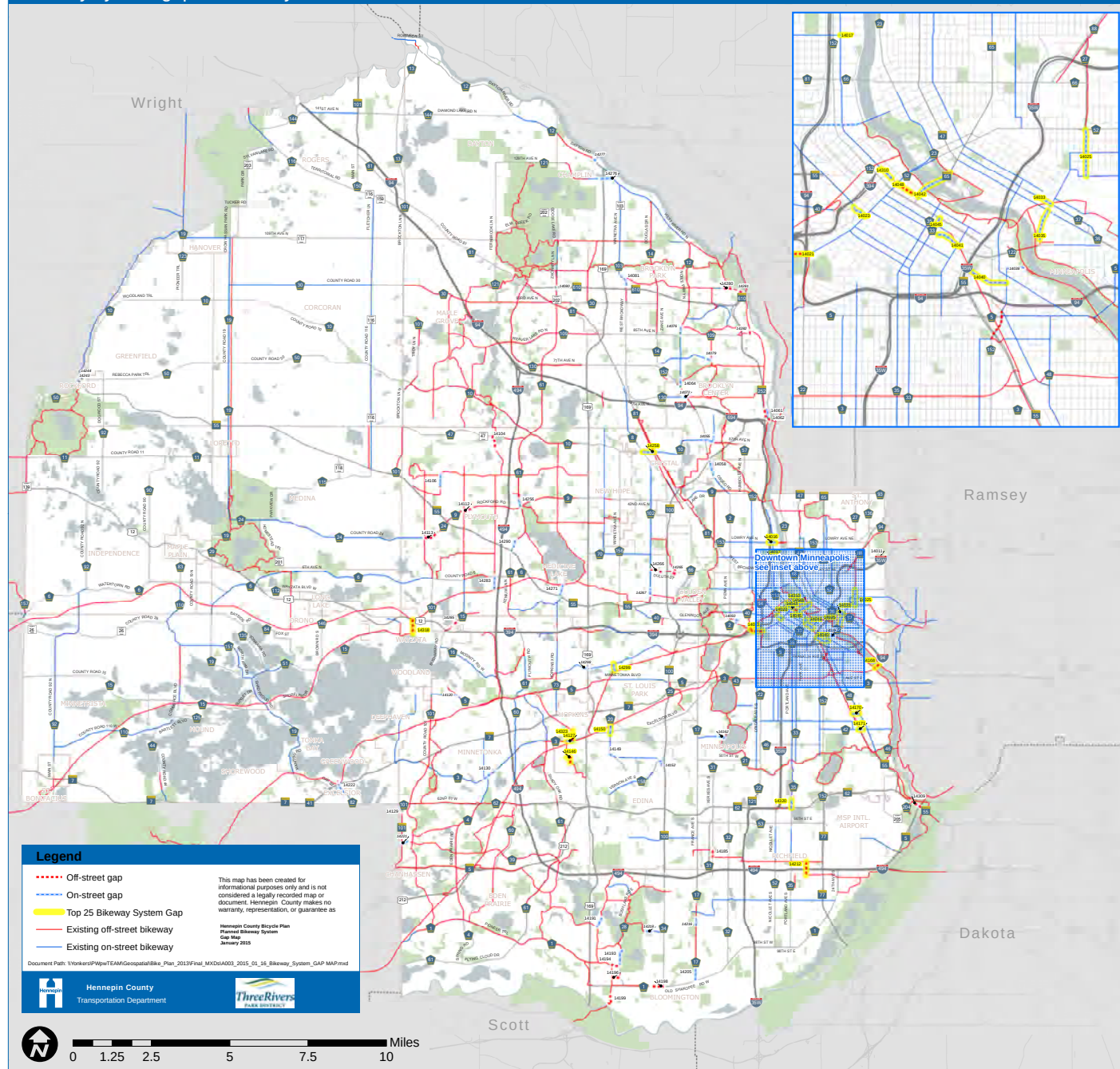


Figure 12: Bikeway system gaps

Table 6: Total 2040 Planned Bikeway System

	Corridors		Gaps	
	Number	Miles	Number	Miles
Off-street planned bikeway	68	231	25	7
On-street planned bikeway	165	287	56	15
Total 2040 planned system	233	518	81	22

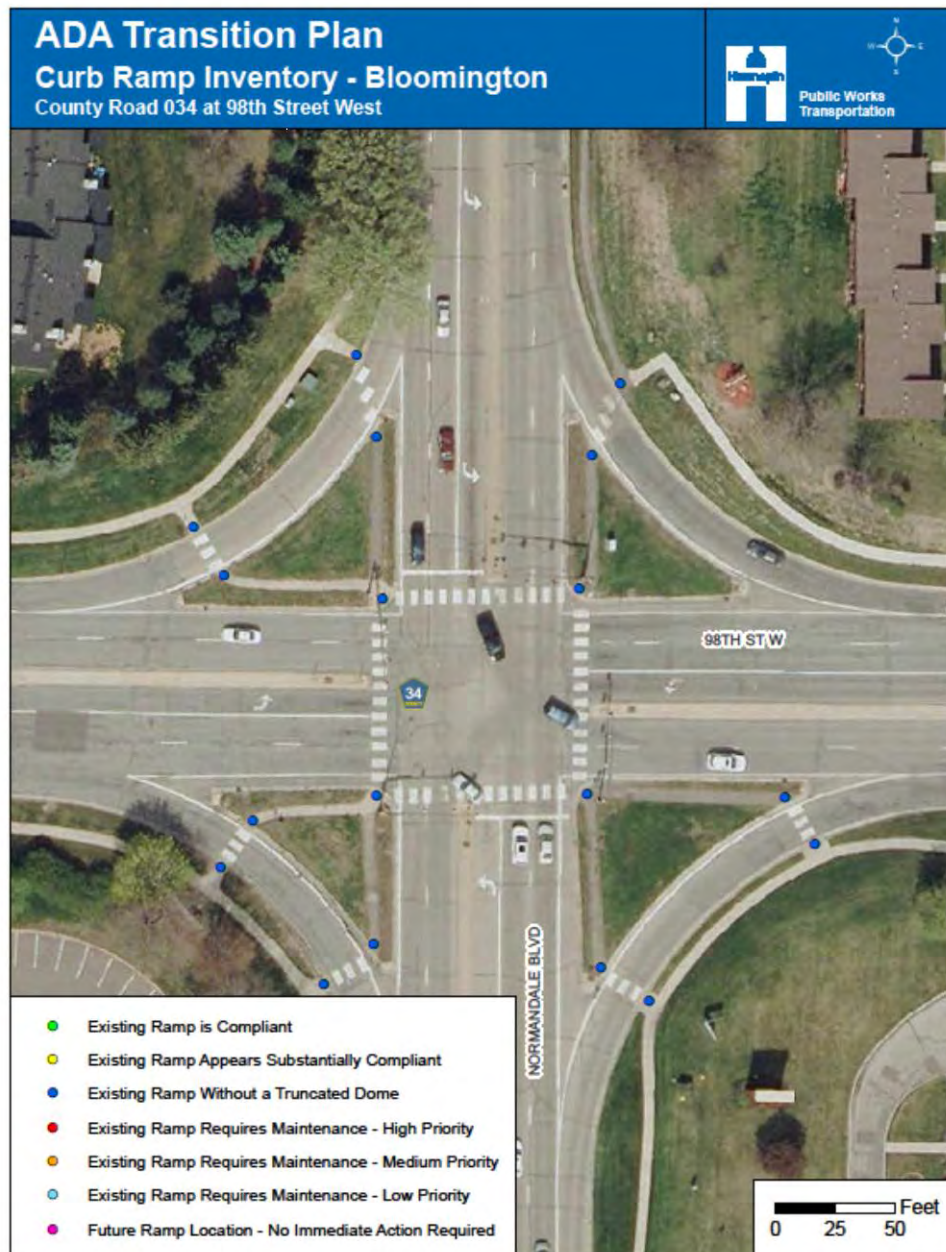
Americans with Disabilities Act **Hennepin County Program Access And Transition Plan For County Highway Rights of Way**

Released August 2015



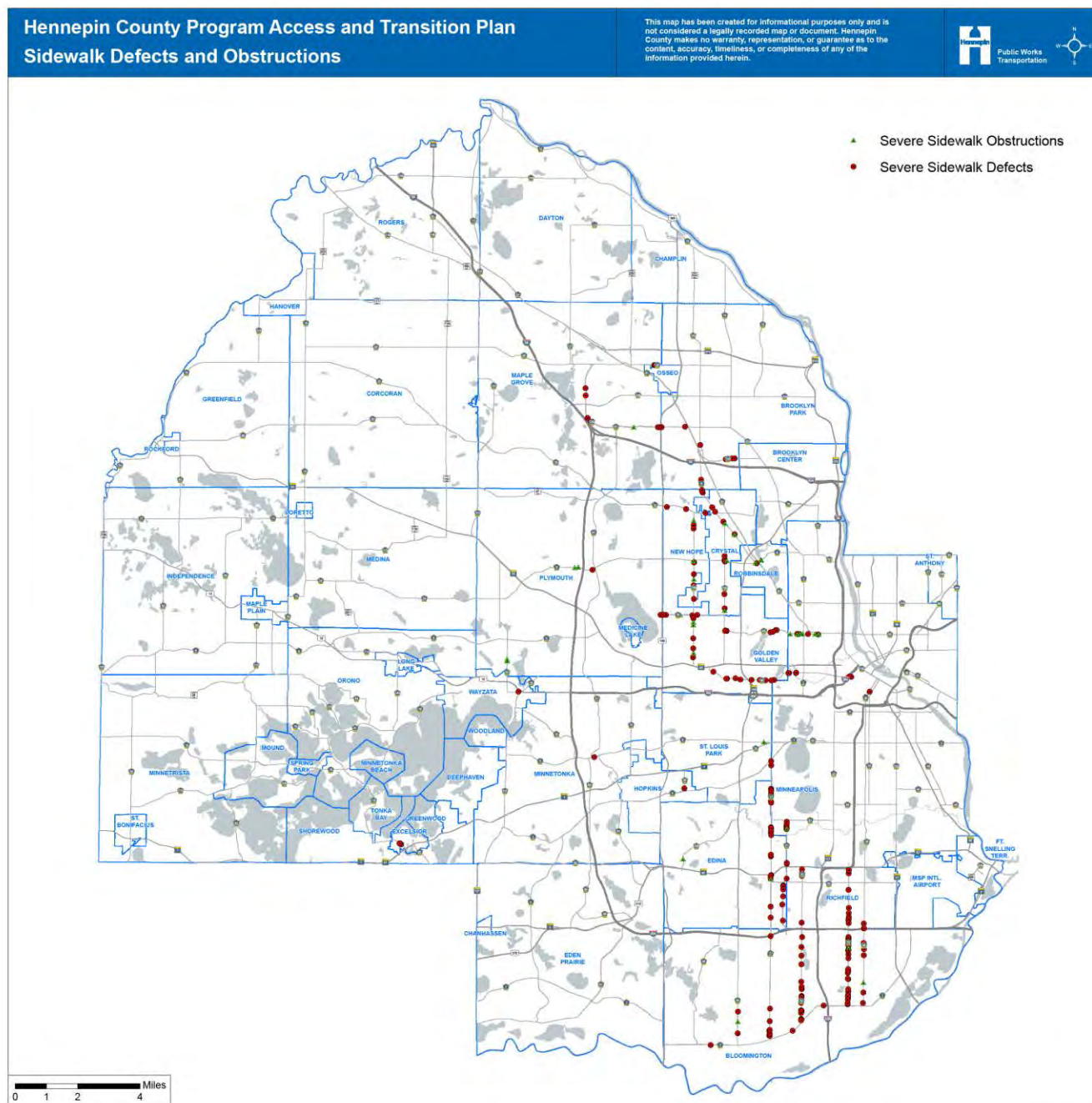
In addition to the pedestrian ramp reports by municipality, a detailed map of each intersection is available by request from the Transition Plan Implementation Engineer. Figure C-1 shows an example of the inventory.

Figure C-1
Pedestrian Ramp Intersection Map - Example



In addition to the sidewalk reports available for each municipality, a detailed map of severe sidewalk defects and obstructions within Hennepin County is available by request from the Transition Plan Implementation Engineer. A sample map is shown in Figure C-4.

Figure C-4
Sidewalk Defects and Obstructions Map



Accessible Pedestrian Signals (APS)

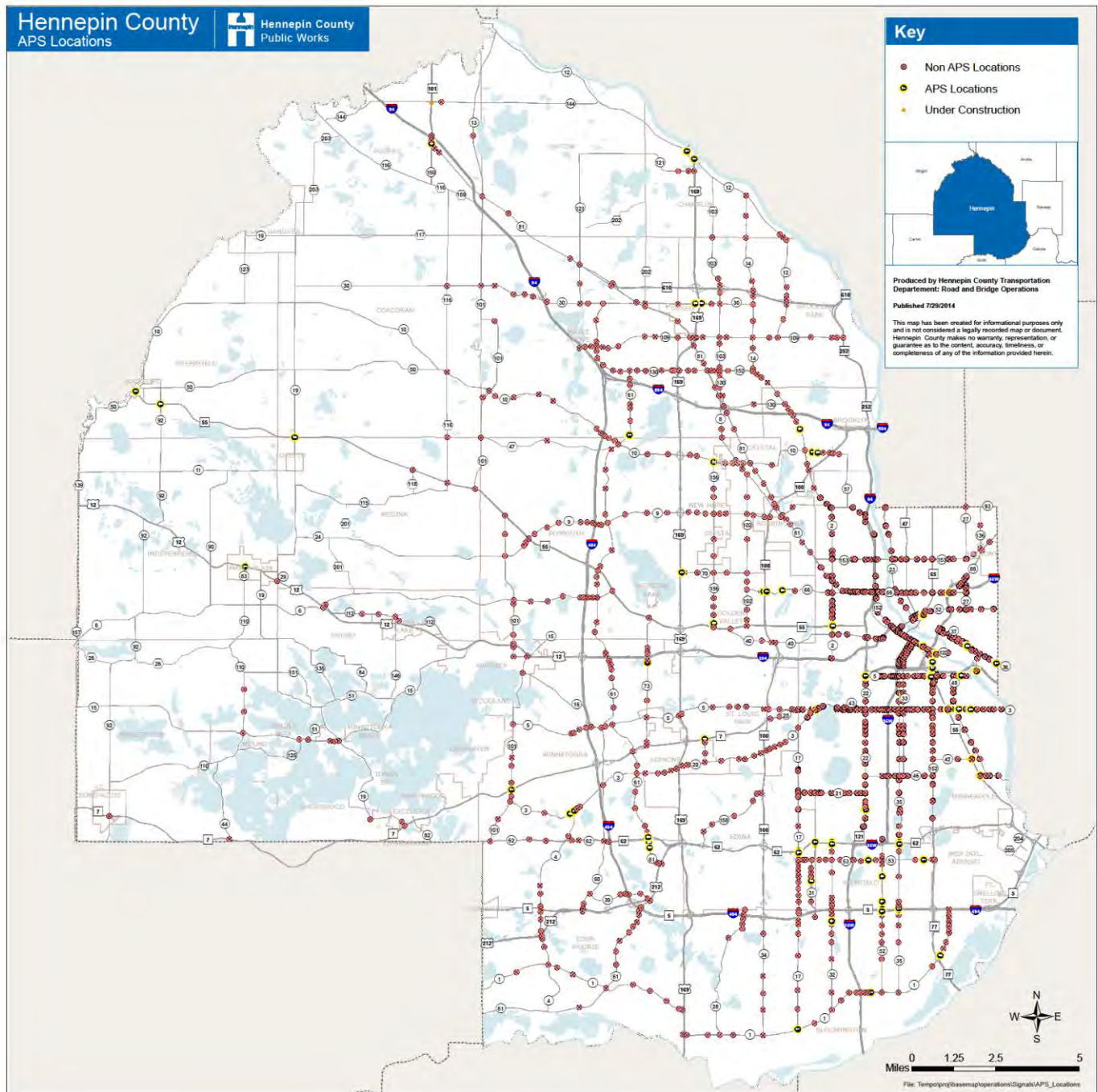
The traffic signals within county highway rights of way and along its county roadways were evaluated in 2014 to determine the number of APS. This information will be updated annually as traffic signals are installed or replaced along the county roadway system. An example of the component that communicates to pedestrians the “WALK” and “DON’T WALK” phases is shown in Figure C-5.

Figure C-5
Traffic Signal Pedestrian Phase



More detailed information regarding the Hennepin County’s Policy for the installation of Accessible Pedestrian Signals may be found in Appendix D. Table C-4 provides the results of APS Evaluation by municipality, which includes the number of traffic signals, number of APS and number of inaccessible pedestrian signals. Figure C-6 provides a map with the traffic signal locations that currently provide APS and the locations of traffic signals that do not currently provide this feature.

Figure C-6
APS and Non-APS Traffic Signals





Hennepin County Pedestrian Plan

Adopted by the Hennepin County Board of Commissioners, September 24, 2013



Made possible with funding from the Centers for Disease Control and Prevention

Executive Summary

Hennepin County recognizes that walking and pedestrian infrastructure provide numerous benefits to residents and communities. Walkable communities have a high quality of life, improve personal and environmental health, and promote strong and connected communities and economies.

Every person is a pedestrian at some point in their day, although the role of walking in the daily lives of county residents varies widely. For some residents, their walk is a short stroll from their parking space to their office building. Others walk one mile or more from their home to school or work. Some use a wheelchair to travel from their home to their bus stop. Others walk to exercise, socialize, and experience their neighborhood or park. Despite the diversity of pedestrians and the purpose of their trips, people share a common desire for a safe, comfortable, and convenient pedestrian experience.

This plan addresses Hennepin County's role in making walking a safe and easy choice for residents. The purpose of this document is to guide the implementation of improved opportunities for walking within Hennepin County, while remaining consistent with adopted policies and improving health outcomes. This plan provides recommendations to reach three goals:

GOAL 1 Improve the safety of walking

GOAL 2 Increase walking for transportation

GOAL 3 Improve the health of county residents through walking

RECOMMENDATIONS TO IMPROVE THE SAFETY OF WALKING

- Make it easier and safer for pedestrians to cross county roads
- Work strategically to reduce pedestrian-vehicle crashes
- Expand the network of sidewalks and trails along county roads

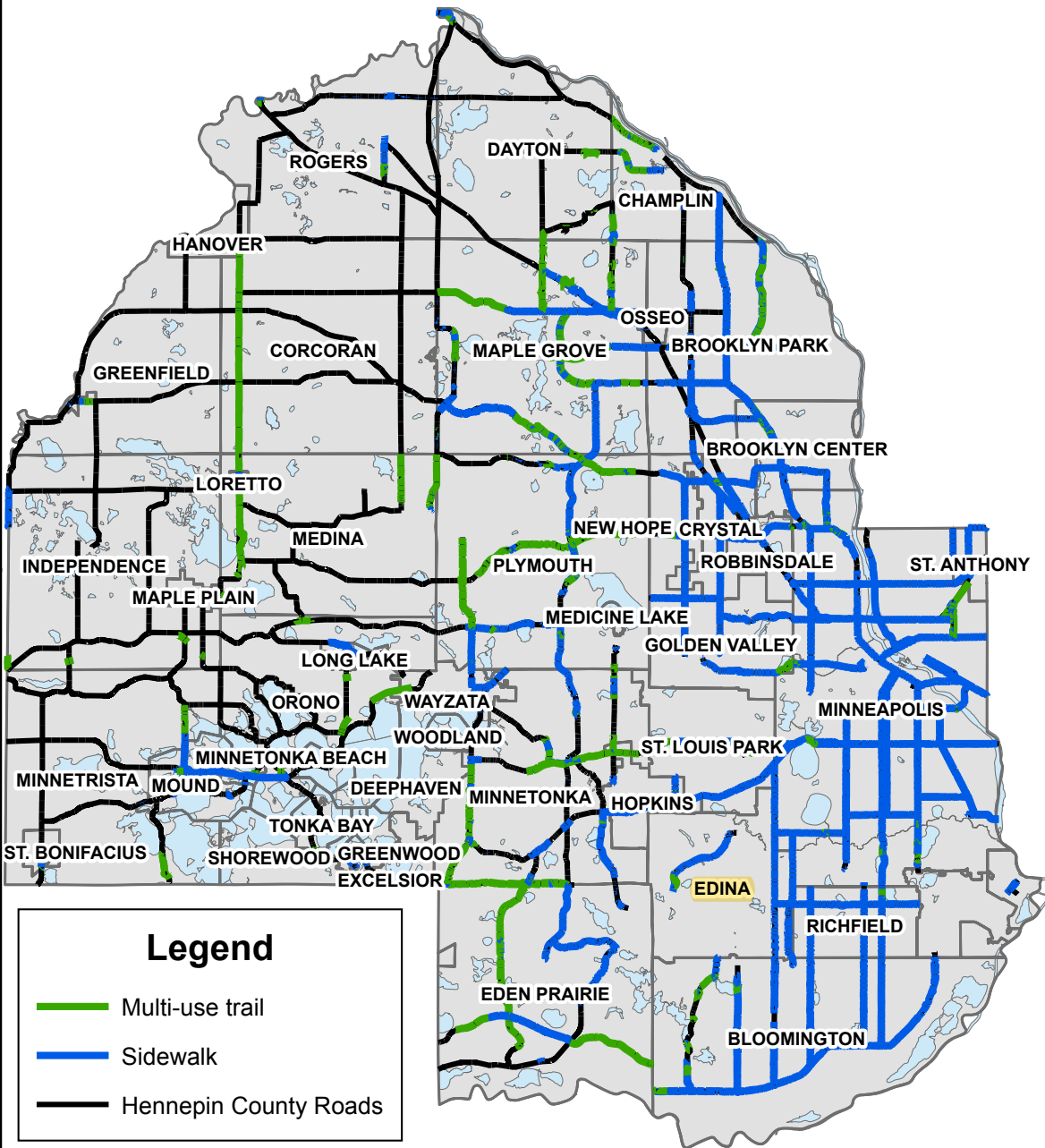
RECOMMENDATIONS TO INCREASE WALKING FOR TRANSPORTATION

- Review all county projects for opportunities to improve conditions for walking
- Create complete streets design guidelines for county roadways
- Enhance pedestrian connections to transit

RECOMMENDATIONS TO IMPROVE THE HEALTH OF COUNTY RESIDENTS THROUGH WALKING

- Focus our work on improving pedestrian safety and convenience in areas of the county with higher rates of chronic disease
- Improve pedestrian safety and access to schools

Existing Sidewalk and Trail along Hennepin County Roads



Map Creation Date: 5/13/2013

Data Sources: Hennepin County, Metropolitan Council, MN-DNR, MN-DOT, USDA-FSA, NRCS, USGS

Disclaimer: This map is a compilation of data from various sources and is furnished "AS IS" with no representation or warranty expressed or implied, including fitness for any particular purpose, merchantability, or the accuracy and completeness of the information shown.



0 1 2 3 4 5 Miles

Hennepin County
Public Works



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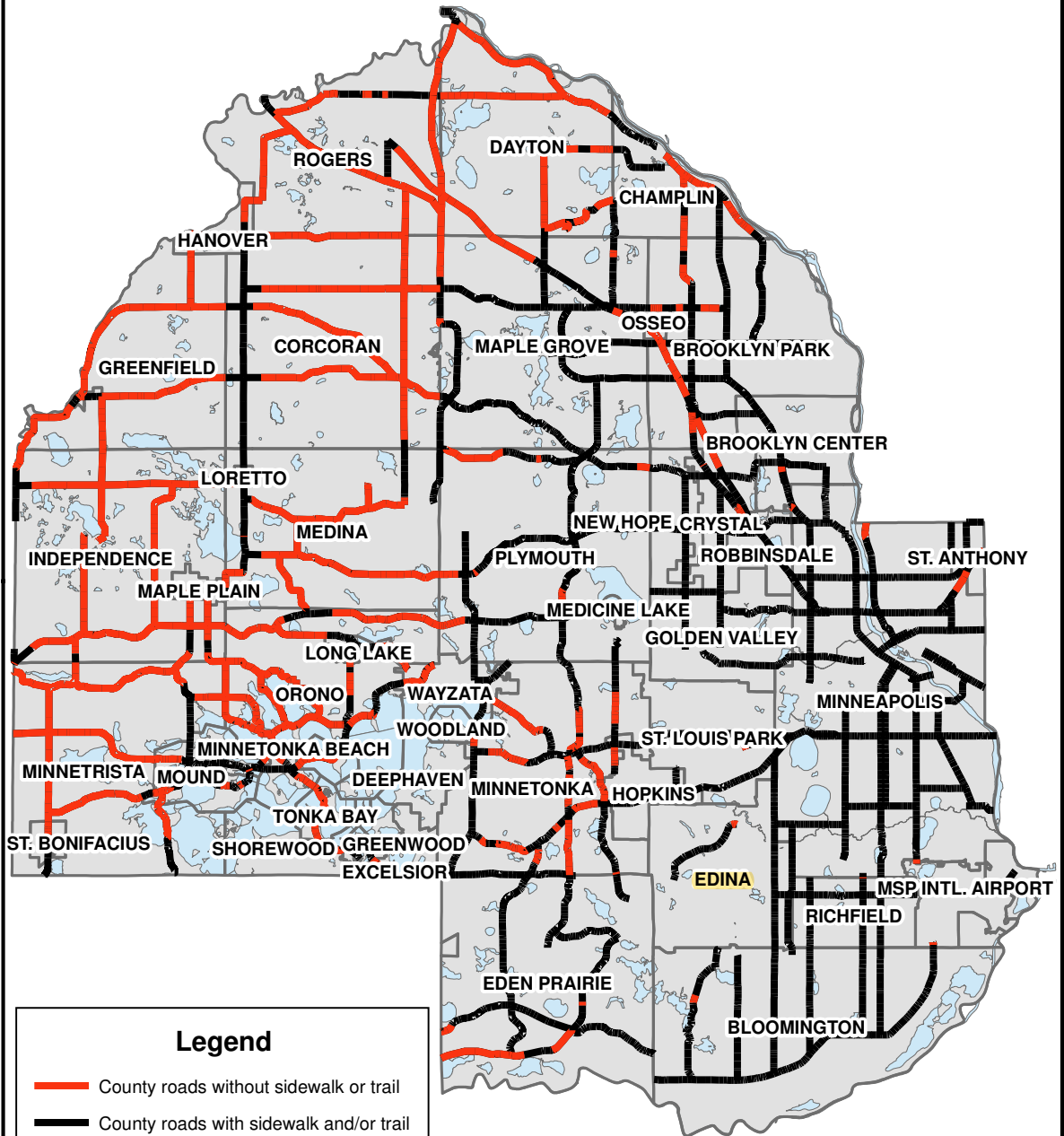
PERFORMANCE
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PRIORITIES

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IMPLEMENTATION

Hennepin County Roads without Sidewalk or Trail



Map Creation Date: 5/16/2013

Data Sources: Hennepin County, Metropolitan Council, MN-DNR, MN-DOT, USDA-FSA, NRCS, USGS

Disclaimer: This map is a compilation of data from various sources and is furnished "AS IS" with no representation or warranty expressed or implied, including fitness for any particular purpose, merchantability, or the accuracy and completeness of the information shown.



0 1 2 3 4 5 Miles

Hennepin County
Public Works



Key Findings From Community Engagement

The county provided a variety of opportunities for community input between July and October 2012. A total of 9 workshops gathered input from approximately 150 county residents. An online survey gathered 260 responses. Several common themes emerged from the workshops and surveys, including:

INTRODUCTION

WALKING IS AN EVERYDAY, COMMON ACTIVITY FOR MANY COUNTY RESIDENTS

Most participants walk for transportation or recreation at least twice a week. Transit is an important walking destination.

GOALS

CONTEXT

THERE ARE MANY GREAT PLACES TO WALK

Participants consider parks, trails, and shopping areas among their favorite places to walk. Natural amenities, scenic views, retail businesses, and the presence of other walkers were some of the characteristics that participants found most valuable about these places.

EXISTING CONDITIONS

KEY FINDINGS

SOME PEDESTRIAN FACILITIES ARE IN NEED OF IMPROVEMENT

Lack of sidewalks was mentioned as an important barrier to walking. Participants recommended providing buffers between sidewalks and moving vehicles in order to increase the comfort of walking. Difficulty crossing busy roads was mentioned as a barrier for walking. Participants mentioned that crossings were difficult at unsignalized intersections and at intersections where the walk signal timing is felt to be too short for seniors.

RECOMMENDATIONS

GOAL 1

GOAL 2

GOAL 3

PERFORMANCE MEASURES

PEDESTRIAN CHALLENGES EXIST ON COUNTY ROAD CORRIDORS

In workshops, participants were asked to map assets for walking and identify the locations of difficult pedestrian conditions. 18% of assets were located within 100 feet of county roadway centerlines. 60% of locations identified as challenging for pedestrians were located in the same close proximity to county roadways. Participants identified particular county corridors and intersections as challenging because of lack of sidewalks, long waits for pedestrians waiting to cross, and difficulty of crossing an intersection within the timing allotted for the walk signal.

PRIORITIES

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WINTER MAINTENANCE IS AN IMPORTANT CONCERN

Winter maintenance was mentioned as a deterrent to walking, especially for elderly populations and those with mobility impairments. A majority of participants walk less for transportation or recreation during the wintertime.

TRAFFIC SAFETY AND PUBLIC SAFETY ARE DETERRENTS TO WALKING

Participants at most workshops mentioned a concern about safety from motor vehicle traffic. Concerns included difficulty crossing streets, proximity to traffic, and lack of adequate pedestrian facilities such as sidewalks or trails. Some participants also noted that concerns about personal safety limited their walking activity, especially at night.

5.1 INFLUENCE OF COMMUNITY ENGAGEMENT ON THIS PLAN

The recommendations of this plan were cross-referenced with the community engagement results in order to ensure that community ideas and suggestions were included in the plan. Responses from the online survey were used to identify priorities for the implementation of this plan.

Workshop participants and online survey respondents identified three types of locations through the planning process: destinations for walking, places where they enjoy walking, and challenging locations for walking. Comments related to specific corridors and intersections have been compiled into a map for reference by county staff. As part of the implementation plan, county staff will evaluate each of these locations and consider improvements to these locations along county roads where feasible and appropriate (see strategy 1.3b).



*For more information on the planning process and community engagement:
Appendix C: Planning Process and Community Engagement*

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Streams (Data through 12/31/2020)
About Streams

Search By Property Name or Address

Or Search By HUD, MN Housing, Public Housing, USDA/RD, or Tax Credit ID

Or filter by:

Funding Source

Federal

State

Local

Philanthropic

Funding Categories

Project-Based Subsidy

Public Housing

Tax Credit

Tax Credit (LIHTC 4%)

Tax Credit (LIHTC 9%)

Subsidized-Other

Groups Served

Family

Elderly

Disabled

Obligation End Year

Start Year

End Year

Last Finance Year

Start Year

End Year

First Finance Year

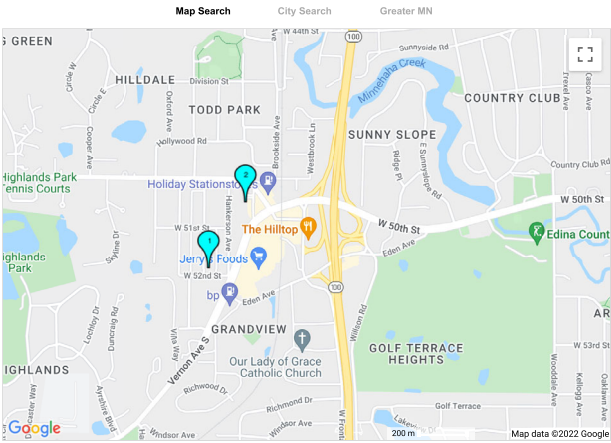
Start Year

End Year

☐ New Construction

☐ Other

Show Results
Clear All



Properties found.

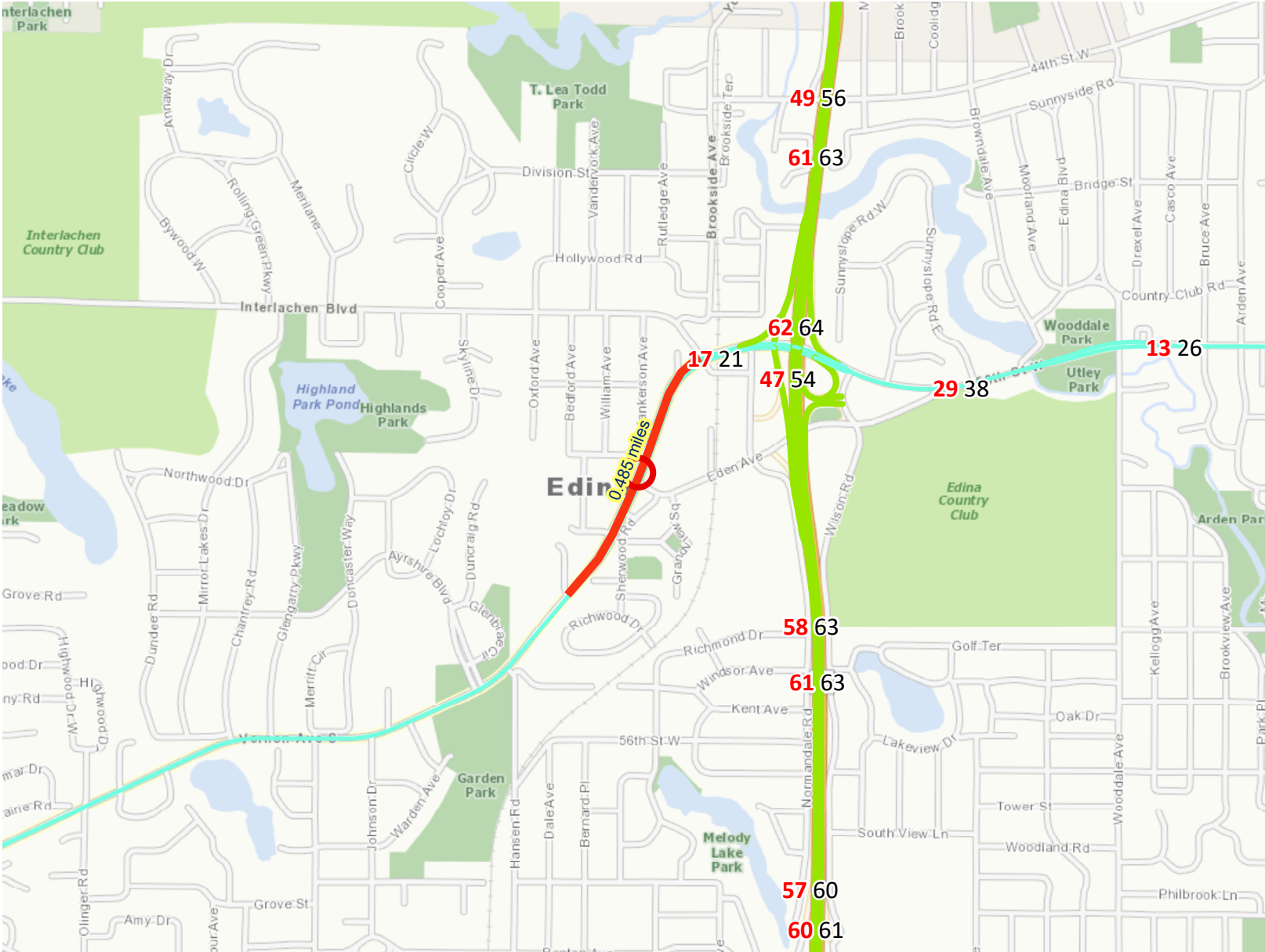
Property Search Summary						
Properties	Total Units	30% AMI*	50% AMI*	60% AMI*	80% AMI*	Total Aff Units*
2	35	6	0	29	0	35

* AMI level and units are estimated if not provided, set to least restrictive AMI for largest number of units.
** Obligation expiration dates are estimated based on program definition if not provided.
*** There may be other funders. This funder provided for reference.

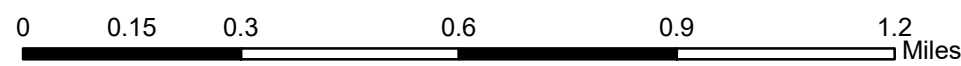
Property Detail (click on property row for additional detail)

Sort By: 1st Name A-Z 2nd Name A-Z 3rd Name A-Z [Resort](#) [Click here to export these search results to a csv file. \(Use indicates acceptance of our Data Use Agreement.\)](#)

Ref	Name	Address	City	Address Count	Primary Funder***	Property ID	Total Units	30% AMI	50% AMI	60% AMI	80% AMI	Total Aff Units*	1st Close	Last Funding	Earliest Release**	Est
1	Interlodge Fka Spotless Lodge	5141 William Ave	Edina	1	MHFA	D3806	6	6				6	08/02/2007	08/02/2007	08/02/2027	
2	Woodhaven Aka Summit Point	5010 Summit Ave	Edina	1	HUD	800011402	29		29		29	29	01/01/2005	02/13/2007	02/12/2027	



- Project Points
- Principal Arterials
- Principal Arterials Planned
- Project
- A Minor Arterials
- A Minor Arterials Planned



Created: 3/18/2022
LandscapeRSA1

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

