



Application

19841 - 2024 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
20373 - Bloomington Normandale Boulevard Sidewalk and Trail Project
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/15/2023 10:34 AM

Primary Contact

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

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

Organization Information

Name: BLOOMINGTON, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 1700 W 98TH STREET

County: Hennepin

Phone: * 952-563-8700
Ext.

Fax:

PeopleSoft Vendor Number 0000026809A5

City: BLOOMINGTON **State/Province:** Minnesota **Postal Code/Zip:** 55431

Project Information

Project Name Normandale Boulevard Pedestrian Improvements

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Bloomington

Jurisdictional Agency (If Different than the Applicant):

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

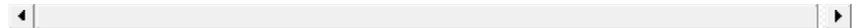
The Normandale Boulevard Pedestrian Improvements project includes the construction of six-foot sidewalks on the east side of the corridor between Old Shakopee Road (CSAH 1) and W. 94th Street. The project will replace the ADA non-compliant sidewalks with a six-foot pedestrian facility to provide safer conditions for walking along the corridor. By closing a gap in the local sidewalk network, the project will provide direct, continuous pedestrian access to amenities in the City of Bloomington and neighboring communities, improving safety for all modes of travel.

Project improvements include:

- A six-foot wide sidewalk on the east side
- Curb reconstruction with ADA pedestrian ramps
- Improved crosswalks and Accessible Pedestrian Signals (APS) at signalized intersections

Project benefits include:

- Reconstruct existing pedestrian infrastructure that is not ADA-compliant to remedy safety hazards
- Strengthen Bloomington's alternative transportation network, support active living, enhance Safe Routes to School facilities, and expand transportation options
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, families with strollers
- Provide a continuous north-south link to regional job centers and last-mile pedestrian facility to a park-and-ride, enabling residents of low-income housing to access regional job centers in areas with higher housing costs
- Link to regional trails and parks, closing gaps between existing recreation amenities and improving the pedestrian network
- Connect to the planned Normandale Boulevard bike trail and amenities (future project)



(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.

concrete walk, ADA curb ramps, traffic signals, retaining walls.

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

Project Length (Miles)

1.8

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$2,000,000.00

Match Amount \$704,628.00

Minimum of 20% of project total

Project Total \$2,704,628.00

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

Match Percentage 26.05%

Minimum of 20%

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

Source of Match Funds City of Bloomington local funds

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

Preferred Program Year

Select one: 2028, 2029

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years: 2026, 2027

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

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency City of Bloomington
Name of Trail/Ped Facility: Normandale Boulevard Pedestrian Facility

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System CSAH

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

Road/Route No. 34

(Example: 53 for CSAH 53)

Name of Road Normandale Boulevard

(Example: 1st ST., Main Ave.)

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

From: Road System CSAH

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

Road/Route No. 1

(Example: 53 for CSAH 53)

Name of Road Old Shakopee Road

(Example: 1st ST., Main Ave.)

To: Road System W. 94th Street

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

Road/Route No. W. 94th Street

(Example: 53 for CSAH 53)

Name of Road W. 94th Street

(Example: 1st ST., Main Ave.)

In the City/Cities of:

(List all cities within project limits)

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:

Termini: Termini listed must be within 0.3 miles of any work

From:

To:

Or

At:

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail

Reconstruct Trail

Resurface Trail

Bituminous Pavement

Concrete Walk Yes

Pedestrian Bridge

Signal Revision Yes

Landscaping

Other (do not include incidental items) concrete walk, signal pole relocation for ADA, widened ped ramps, Accessible Pedestrian Signals (APS) at signalized crossings, retaining walls

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Zip Code where Majority of Work is Being Performed 55437

Approximate Begin Construction Date (MOYR) 05/01/2026

Approximate End Construction Date (MOYR) 10/31/2026

Miles of Pedestrian Facility/Trail (nearest 0.1 miles): 1.8

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 0

Is this a new trail? No

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 B: Strategy B6; 2.8
Goal C: Strategies C1, C2, C15, C16, and C17; p2.10-2.12, 2.22-2.24
Goal D: Objectives A and B; p2.26; Strategy D3: p2.27
Goal E: Objectives C and D; p2.30; Strategy E3 and E6; p2.31-2.32, 2.34
Goal F: Objective C; p2.35

(Limit 2,800 characters; approximately 400 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature. City of Bloomington Active Transportation Action Plan (2016) - Section 2, p35; Section 3, p42, p57; Section 4, p69, p73.

City of Bloomington Complete Streets Policy (2012)

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

Bloomington Public Schools Safe Routes to School District Wide Plan (2014) - P66

(Limit 2,800 characters; approximately 400 words)

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

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6. Applicants must not submit an application for the same project in more than one funding sub-category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle).

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

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

Safe Routes to School: \$250,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

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

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

Date plan completed: 02/28/2022

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

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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

12. The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

4. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

5. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$23,000.00
Removals (approx. 5% of total cost)	\$61,353.00

Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$152,260.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$859,625.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$554,550.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$1,650,788.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$984,170.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$29,670.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$40,000.00
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	\$1,053,840.00

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response:

The Normandale Boulevard Pedestrian Improvements project will incorporate elements that will increase the resiliency of local and regional transportation system networks within the project area. The project provides transportation benefits by making Normandale Boulevard more resilient to endure current and future severe weather events and natural disasters. The project will reduce long-term, life cycle infrastructure costs by preventing future damage, maintenance, and reconstruction. Project element improvements that are eligible to receive PROTECT funds include: Sidewalks, crosswalks, ADA pedestrian ramps and pedestrian signals to provide accessibility for individuals with disabilities; Retaining walls to manage stormwater and the flow of runoff in certain areas; Native seed mixtures will be used following MnDOT standards. Weed control will be used during establishment. These are vegetation management practices in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide wildfire and erosion control.

Totals	
Total Cost	\$2,704,628.00
Construction Cost Total	\$2,704,628.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to Jobs and Post-Secondary Education	
Existing Employment Within One-Half Mile:	10937
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1702613531530_1_2024NormandaleRegionalEconomyMap.pdf

Please upload attachment in PDF form

Measure A: Population Summary	
Existing Population Within One-Half Mile	18738
Upload Map	1702613571311_2_2024NormandalePopEmpMap.pdf

Please upload attachment in PDF form

- Measure A: Engagement**
- i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.*
- ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.*
- iii. Describe the progression of engagement activities in this project. A full response should answer these questions:*
- 1. What engagement methods and tools were used?*
 - 2. How did you engage specific communities and populations likely to be directly impacted by the project?*
 - 3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?*
 - 4. How were the project's purpose and need identified?*
 - 5. How was the community engaged as the project was developed and designed?*
 - 6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?*
 - 7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?*
 - 8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?*

Response:

According to 2017-2021 American Community Survey (ACS) data, 19 percent of individuals living within ½ mile of the project are age 65 or older, 11 percent are low-income, and 22 percent identify as Black, Indigenous, or People of Color (BIPOC).

Between November 2022 and April 2023, the City underwent a city-wide engagement effort to develop a new Active Transportation Action Plan. Throughout the process about 10 percent of the comments received related to the Normandale Corridor and connections and specifically supported better multi-modal facilities along Normandale Boulevard.

In 2022, City staff completed online engagement utilizing the LetsTalkBloomington website, a project map, and a community survey. A total of 144 responses were received, and 46 percent of respondents were under age 18 or over age 55. The City also sent targeted postcards to the residents of 2,132 properties within ½ mile of the project and posted a link to the survey on the City's Facebook page. The following were key takeaways from the survey:

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

The proposed design draws from engagement conducted during the 2016 update of the City's Alternative Transportation Plan. Engagement events included a pop-up event at the Bloomington Farmers Market (which accepts SNAP), and three open houses (including one at Jefferson High School). An online survey was available for residents unable to attend in-person events due to work and childcare schedules, mobility challenges, or other concerns.

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

- Bloomington Schools, which emphasized the importance of providing safe routes to school and facilities that meet the needs of children.
- Bloomington Planning Commission, which noted the City's aging population and advocated for infrastructure to serve seniors and others with limited mobility.
- Bloomington City Council, which directed City Staff to increase the priority of reconstructing pedestrian and bicycle facilities along Normandale Boulevard.

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

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

Measure B: Disadvantaged Communities Benefits and Impacts

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

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

The project will provide multiple benefits to the City's low-income populations, BIPOC, children, people with disabilities, and the elderly. While the project is primarily located in census tracts below the regional average for population in poverty or populations of color, multiple adjacent census tracts are above the regional average. The project will provide these nearby populations with a vital north-south link to employment, schools, health care and services. It will also increase access to free recreation and natural resources by linking with the broader park and trail network. It will also serve:

Limited access to vehicles: Park and Rides access to employment, medical, and recreation centers via bus and train for those living outside the urban core. One Metro Transit park and ride is located along the project corridor, with transit routes linking to Normandale Community College, Bloomington Industrial Park, Valley West Shopping Center, and the METRO Orange Line with a connection to downtown Minneapolis. The number of people using non-motorized options to commute in Hennepin County has tripled in recent years. The project provides a safe facility connecting users of all ages and abilities to job centers, including a Thrive MSP Regional Job Center less than a mile north of the project.

Youth: According to the City's Partnerships for Healthy Communities, 17 percent of students must walk, bike, or get a ride to school. Ridgeview Elementary School, Normandale Hills Elementary School, Olson Elementary and Middle Schools, and Jefferson High School are all in the project area (see attached map). The project's off-street facility will help students travel safely by foot along Normandale Boulevard and the signalized intersection modifications will improve pedestrian crossing safety at these locations.

Seniors and people with limited mobility: Residents aged 65 and older has grown from 17.9 percent to 20.5 percent since 2010. In addition, the 2022 there is an estimate 12 percent of Bloomington residents that live with a disability. Transitions between facility types are difficult for people with mobility challenges. This project will serve these users through a continuous, ADA accessible facility.

Project construction will incorporate proper noise, dust, and traffic mitigation and will not negatively impact the disadvantaged populations present in the project area by maintaining access to businesses and housing while minimizing construction nuisances. The sidewalk will be constructed quickly to limit disruptions to current users. During construction, sidewalk users will be directed towards alternate routes with easy-to-follow detour signing.

Measure C: Affordable Housing Access

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

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

- ? specific direct access improvements for residents
- ? improved access to destinations such as jobs, school, health care or other;
- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

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.

Response:

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

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

Within a half mile of the project, there are a total of 243 subsidized rental housing units and an estimated 1,039 units of naturally occurring affordable housing (NOAH). Existing income-restricted communities include The Tarnhill Apartments, Poplar Bridge Apartments, Ridgeview Terrace, Bloomington Family Townhomes, and Highlands Apartments (see attached map).

Many residents chose to live in the area because of the concentration of NOAH units at France Avenue and Old Shakopee Road. While affordable housing residents are less likely to have access to a vehicle, the project neighborhood is classified as car-dependent, meaning most errands require a car. The proposed facility will provide pedestrian access to groceries and other essentials from the retail center at Normandale Village, and near the Old Shakopee Road/Normandale Boulevard intersection, and medical appointments at Park Nicollet Clinic.

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

The project will also enable residents of low-income housing to access jobs in areas with higher housing costs. The sidewalk improvements will provide a key north-south link to regional job centers. It will expand pedestrian access to a Metro Transit park and ride, with transit routes linking to Normandale Community College, Bloomington Industrial Park, Valley West Shopping Center, and the METRO Orange Line with a connection to Downtown Minneapolis.

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

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project's 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.

1702613779786_3_2024NormandaleSocioEquityMap.pdf

Measure A: Gaps, Barriers and Continuity/Connections

Response:

The City of Bloomington's Active Transportation Action Plan, completed in June 2023 aims to create a safe, comfortable and enjoyable environment for people walking, biking and rolling in Bloomington. This Action Plan builds on the City's 2016 Alternative Transportation Plan to make walking and bicycling safer and more accessible for people of all ages and abilities, with equity infused into every goal and recommendation.

The Active Transportation Action Plan notes that the design of a sidewalk must provide a minimum of three to four feet for a single pedestrian in motion to account for arm or baggage swing, swaying, moving around or over obstacles, pushing a stroller, using a walker or wheelchair. For two or more people in motion, sidewalks must provide more strolling width for walking and socializing (a minimum of six feet).

The current deteriorated, overgrown asphalt sidewalks have an effective width of only 2.5 feet, which fails to provide sufficient minimum width for even a single person in motion, especially when using a walker or wheelchair. These sidewalks not only fail to provide minimum ADA accommodations due to width and uneven pavement, but also prohibit families from walking safely with children and groups from socializing as they move about the city for health and wellness.

The City of Bloomington's ADA Transition Plan (updated 2022) identifies Normandale Boulevard as a corridor requiring ADA improvements. To meet ADA requirements, the corridor must be reconstructed with improvements to the linear sidewalk, as well as to intersections. This project will include construction of ADA-compliant crossings at Old Shakopee Road (AADT 20,454), 102nd Street (AADT 5,077), Normandale Highlands Drive, 98th Street (AADT 7,945), and Poplar Bridge Road (AADT 4,731). Reconnecting the Normandale Boulevard corridor with a wider, six-foot sidewalk and ADA-compliant crossings will help the City of Bloomington meet its goals of providing equitable access to active transportation for users of all ages and abilities.

In addition to providing access along Normandale Boulevard, this project will also facilitate connections to local and regional pedestrian and bicycle facilities, including the Mid-City Bikeway (Poplar Bridge Road), Hyland Regional Trail (a Tier 2 RBTN alignment), and Old Shakopee Road (a Tier 1 RBTN corridor). The project will provide critical ADA-accessible pedestrian links to each of these facilities in advance of the City's future development of a multi-use bikeway along the west side of the roadway.

(Limit 2,800 characters; approximately 400 words)

Measure B: Deficiencies corrected or safety problems addressed

Response:

The most-cited barriers to walking, biking, and rolling in Bloomington are a lack of trails, poor sidewalk and trail maintenance, and missing connections between existing sidewalks and trails and to parks and recreation areas. The proposed project addresses these concerns by improving the safety and experience of walking and rolling along the Normandale Boulevard and by building safe connections to regional pedestrian and bikeway facilities.

Normandale Boulevard's existing asphalt sidewalks are beyond their useful life. The bituminous pavement on the east side of the roadway was constructed in 1977 and has an average pavement condition index (PCI) score of 19/100. People using wheelchairs, walkers, or other mobility aids have difficulty navigating the narrow, uneven paths (only 30" wide at some points), which also suffer from obstructions and inaccessible driveway transitions. These barriers can force people with mobility devices to instead travel in the roadway itself, creating severe safety concerns for all users.

The project segment is classified as an A Minor, high-speed, high-volume roadway with a posted speed limit of 45 mph and an average daily traffic volume (AADT) of up to 23,000 in 2021. Because of the sidewalk condition and lack of ADA accessibility, the existing facility does not protect pedestrians or cyclists from vehicular traffic. Traffic volumes on Normandale Boulevard are projected to increase, with draft MnDOT traffic counts exceeding 26,000 in some segments, creating an even more urgent need to construct an accessible pedestrian facility.

Between 2019 and 2023, there were 33 crashes along the project corridor. In the last 10 years, the following pedestrian/vehicle and bicycle/vehicle crashes have occurred in the project area:

- Pedestrian/vehicle minor injury crash (4/19/2019)
- Bicycle/vehicle minor injury crash (9/18/18)
- Bicycle/vehicle minor injury crash (8/24/2017)

The project will reduce the crash potential and provide a much safer environment for all users. A planted boulevard will buffer pedestrians from vehicular traffic. Installing curbs along the length of the corridor will add a grade separation between pedestrians and vehicles, reducing the risk of collision. New ADA ramps, improved pavement condition, and pedestrian crossing signals will enhance safety and reduce the need for vulnerable users to travel in the roadway. The resulting corridor will greatly improve conditions for all people walking and rolling, including people with limited mobility, impaired vision, and other disabilities, as well as families with children.

(Limit 2,800 characters; approximately 400 words)

Response:

Normandale Boulevard is identified as a priority community corridor in the City of Bloomington's Alternative Transportation Plan and a planned off-street facility in Hennepin County's 2040 Bicycle Plan. The project will safely integrate walking, bicycling, transit, and driving through the following multimodal elements:

- Widening existing sidewalks to ensure accessibility and allow pedestrians and people with mobility devices to safely share the corridor;
- Separating pedestrians from vehicular traffic with a planted boulevard and curb;
- Upgrading pedestrian crossings with ADA compliant ramps, crosswalks, and Accessible Pedestrian Signals at signalized intersections;
- Improving pedestrian access to existing transit routes and park-and-ride stations; and
- Connecting to the planned Normandale Boulevard bike trail (future project) which will include rest stops with amenities for people walking, rolling, or using transit.

Existing sidewalk facilities are degraded and inaccessible to people with disabilities. The existing sidewalk lacks curbs and is at-grade with vehicular traffic, increasing the risk of vehicle-pedestrian collisions. At points, the facilities are as narrow as 30", making it challenging for pedestrians and people with mobility devices to share the trail. As a result, vulnerable users must sometimes share lanes with vehicles traveling 45 mph+, creating a severe safety hazard. The project's improved sidewalks, curbs, and pedestrian signals will reduce conflicts between pedestrians and the high volume of vehicles traveling on Normandale Boulevard, making the environment safer for all modes of transportation.

Pedestrian improvements provide direct benefits to transit users, the majority of whom walk or roll for to and from the bus. The proposed facility will improve pedestrian access to bus stops and park and rides, connecting residents to regional job centers, medical appointments, and retail hubs regardless of whether they own a car. The Normandale Boulevard Sidewalk Project will provide connections to pedestrian and bikeway facilities serving Metro Transit Routes 547, 546 and 534 on Old Shakopee Road, W 98th Street, and W 94th Street/Poplar Bridge Road, respectively, as well as a direct connection to the Normandale Village Park & Ride. These transit routes connect to destinations such as the Normandale Community College, Mall of America, Minnesota Masonic Heritage Center, and downtown Minneapolis via the Orange Line Bus Rapid Transit (BRT).

By closing a gap in the local pedestrian network, the project will provide direct, continuous pedestrian access to amenities in Bloomington and will better link Bloomington to the broader region via transit.

(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.

Response:

Pedestrian improvements in the corridor are a longstanding priority for the City of Bloomington, with a decade of consensus among staff and the public, as evidenced by multiple cycles of wide-ranging engagement efforts.

Between November 2022 and April 2023, the City underwent a city-wide engagement effort to develop a new Active Transportation Action Plan. Throughout this city-wide engagement there were opportunities for residents and system users to identify needs and priorities. This engagement occurred both online and in-person, including:

- An online comment map with over 147 location specific comments

- Resident surveys

- Pop-up events at farmers markets, apartment buildings, and Creekside Community Center,

- Walking workshops

- School engagement sessions

- Bike focus groups

- A community involved design charette

Throughout the process about 10 percent of the comments received related to the Normandale Corridor and connections and specifically supported better multimodal facilities along Normandale Boulevard.

In 2022, City staff completed project-specific engagement utilizing the LetsTalkBloomington website (Blm.mn/NormandaleTrail), a project location map with a clearly defined purpose and need, and a community survey. There was a total of 144 responses received. The City also sent out targeted postcards to the residents within ½ mile of the project which included 2,132 properties and posted a link to the survey on the City's Facebook page.

At a Bloomington City Council meeting in Fall 2019, the Council members discussed recent communication from several residents about the importance of Normandale Boulevard as a biking and walking corridor, and that the existing facilities are inadequate. Council directed City Staff to prioritize this corridor. City staff then completed preliminary design options to construct off-road facilities on both sides of the roadway and began the engagement process.

The proposed design draws from engagement initially conducted from 2014-2015 as part of the 2016 Alternative Transportation Plan, which identified prioritized bike and pedestrian corridors throughout Bloomington. To inform the plan, the City deployed a wide range of public engagement strategies, including an online questionnaire, a pop-up event, online articles, and three open houses.

Direct feedback from residents confirmed support to upgrade and expand the off-road sidewalk and trail network and helped identify priority routes - including several comments advocating improving facilities on Normandale Boulevard. The City of Bloomington also hosted three focus group meetings in 2014 with walking and cycling groups, transit users and representatives, business representatives, and other key stakeholders.

(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 project's termini does not suffice and will be awarded zero points. *If applicable

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

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us.

100%

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

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout

1702599091361_6_Layout 12-14-23.pdf

Please upload attachment in PDF form

Additional Attachments

1702614476944_6_NormandaleLayout_FINAL_20231214_reduced.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):	\$2,704,628.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,704,628.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
OtherAttach_2024NormandaleRBTN.pdf	RBTN Map	159 KB
OtherAttach_CityRes_Normandale.pdf	City Resolution	288 KB
OtherAttach_CountyLOS_Normandale.pdf	County Letter of Support	86 KB
OtherAttach_NormandaleExistingConditions.pdf	Existing Condition Photos	819 KB
OtherAttach_Normandale_ProjectDescription_2024_reduced.pdf	Project Summary	208 KB

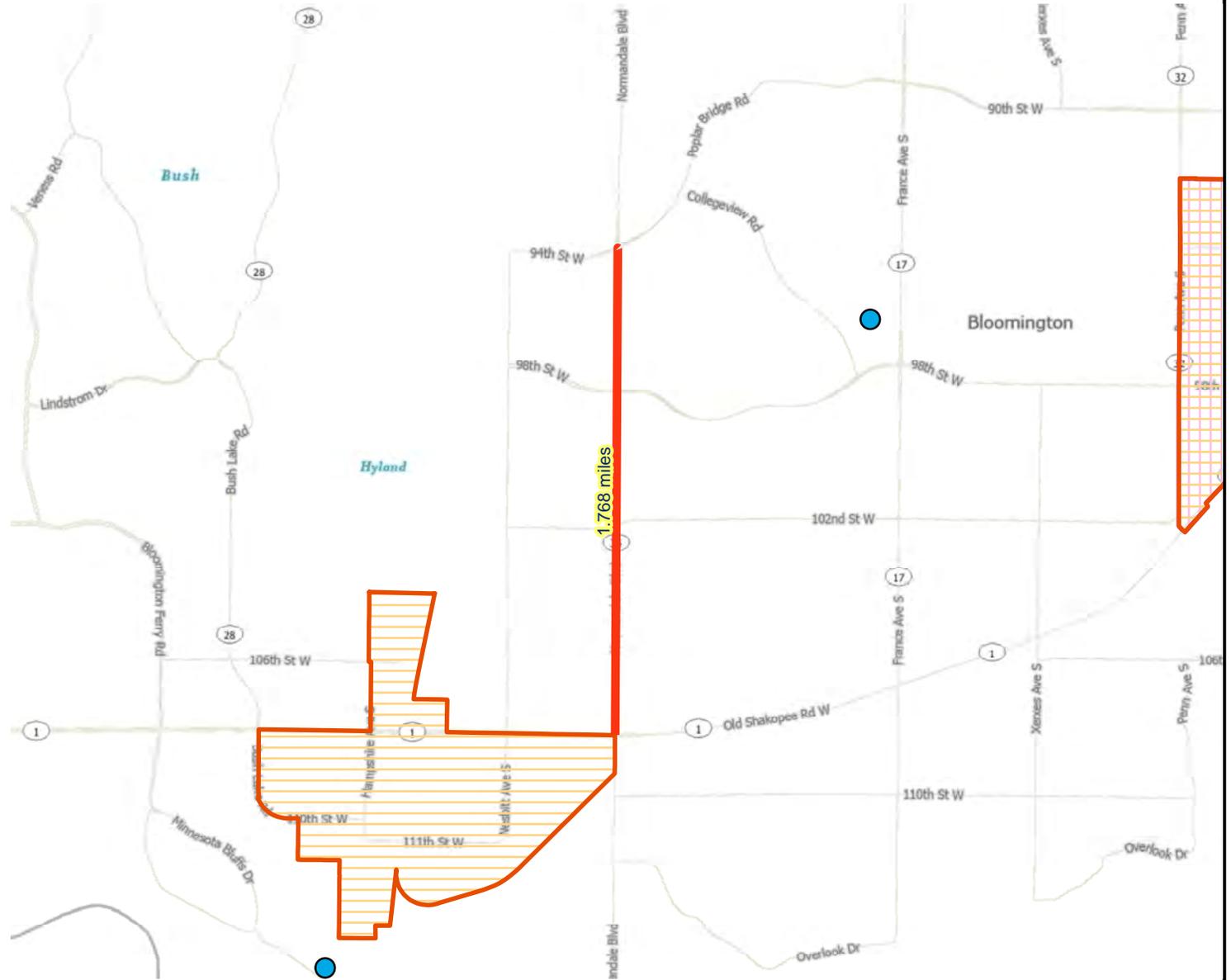
Regional Economy

Pedestrian Facilities Project: Normandale Boulevard Sidewalk Project | Map ID: 1701711767620

Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 18738
Total Employment: 10937
Mfg and Dist Employment: 3070



Project

Manufacturing/Distribution Centers

Postsecondary Education Centers

Job Concentration Centers



Created: 12/4/2023
LandscapeRSA5



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

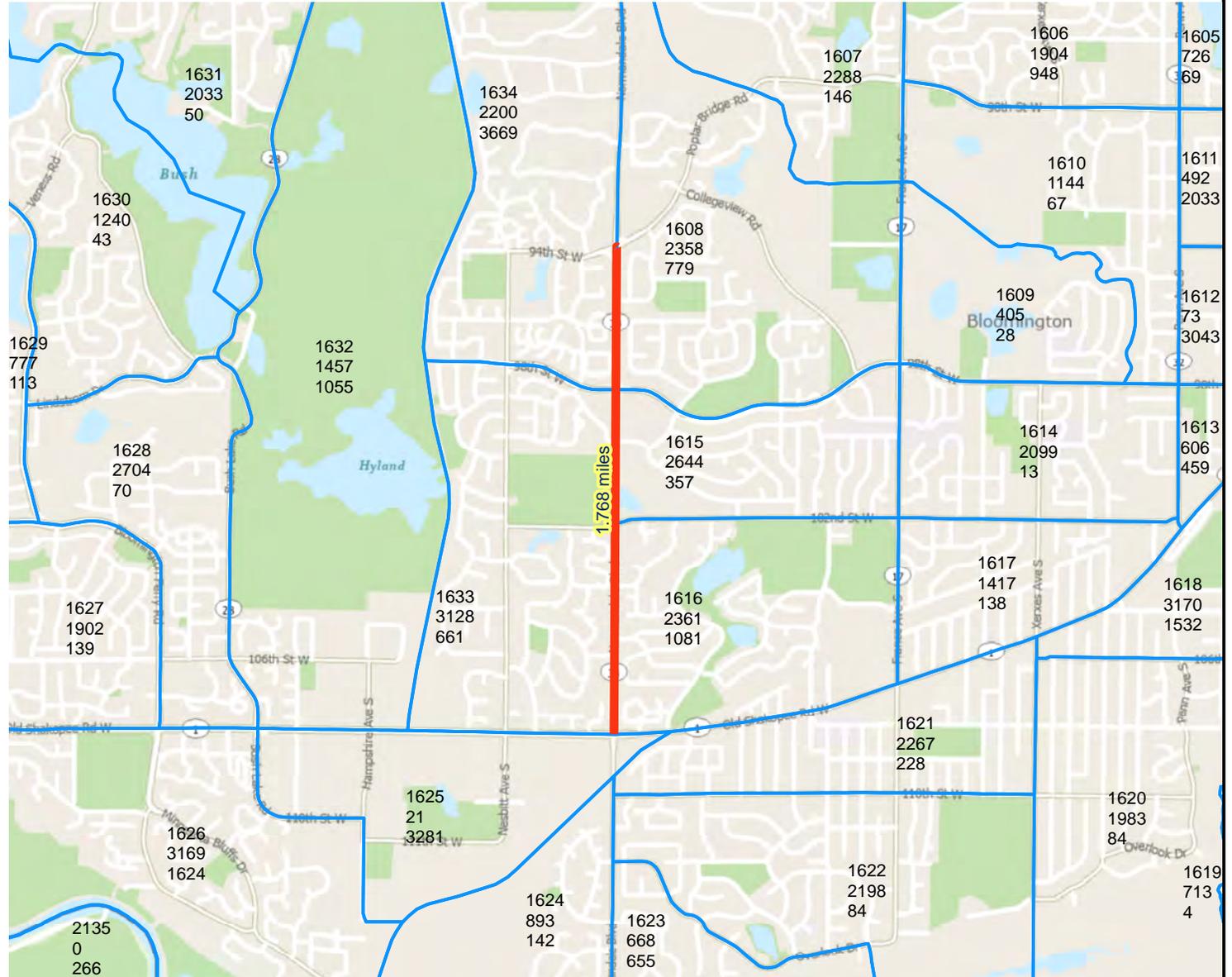


Population/Employment Summary

Pedestrian Facilities Project: Normandale Boulevard Sidewalk Project | Map ID: 1701711767620

Results

Within HALF Mile of project:
Total Population: 18738



-  Project Points
-  Project Area
-  Project
-  2016 TAZ

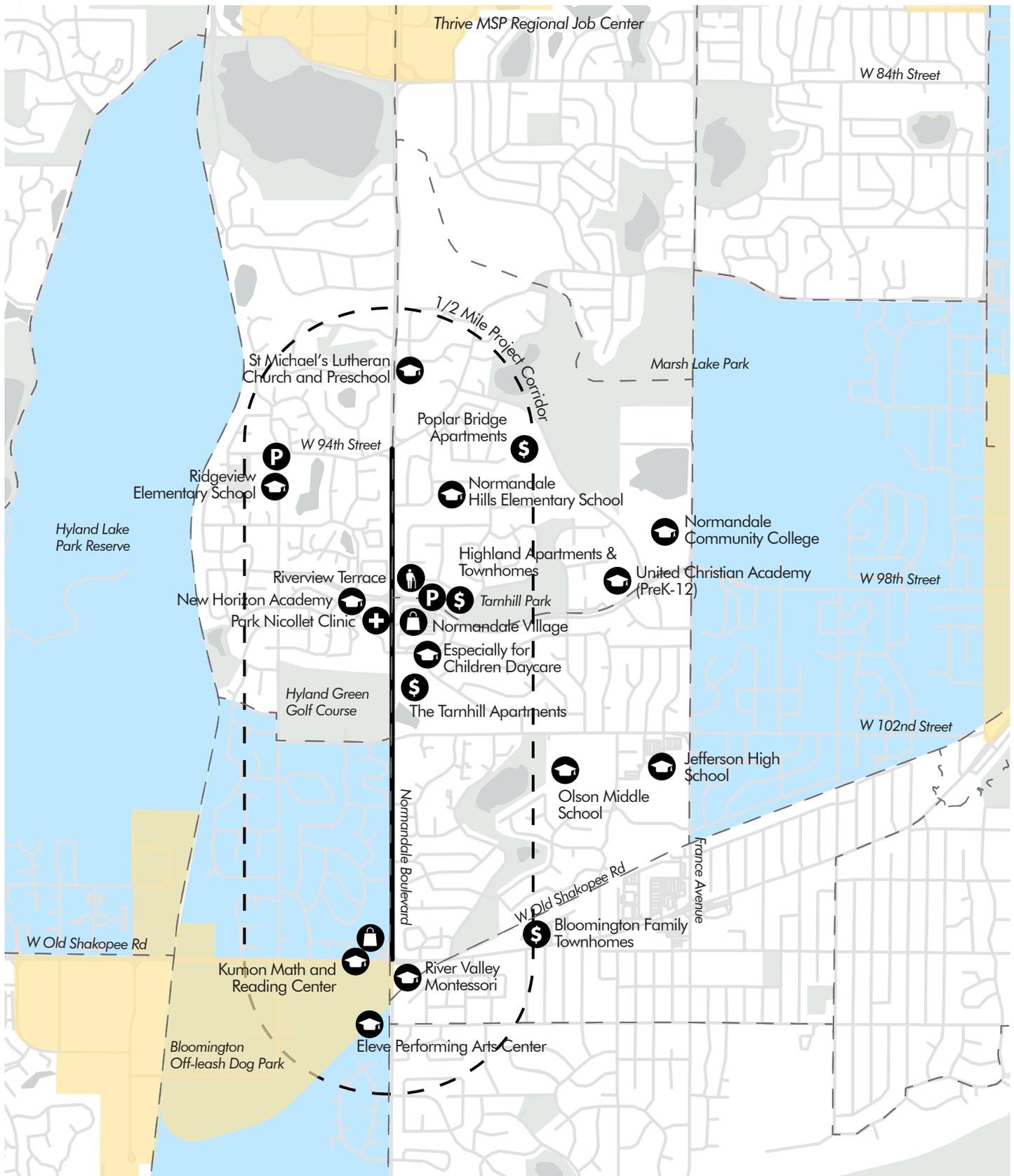


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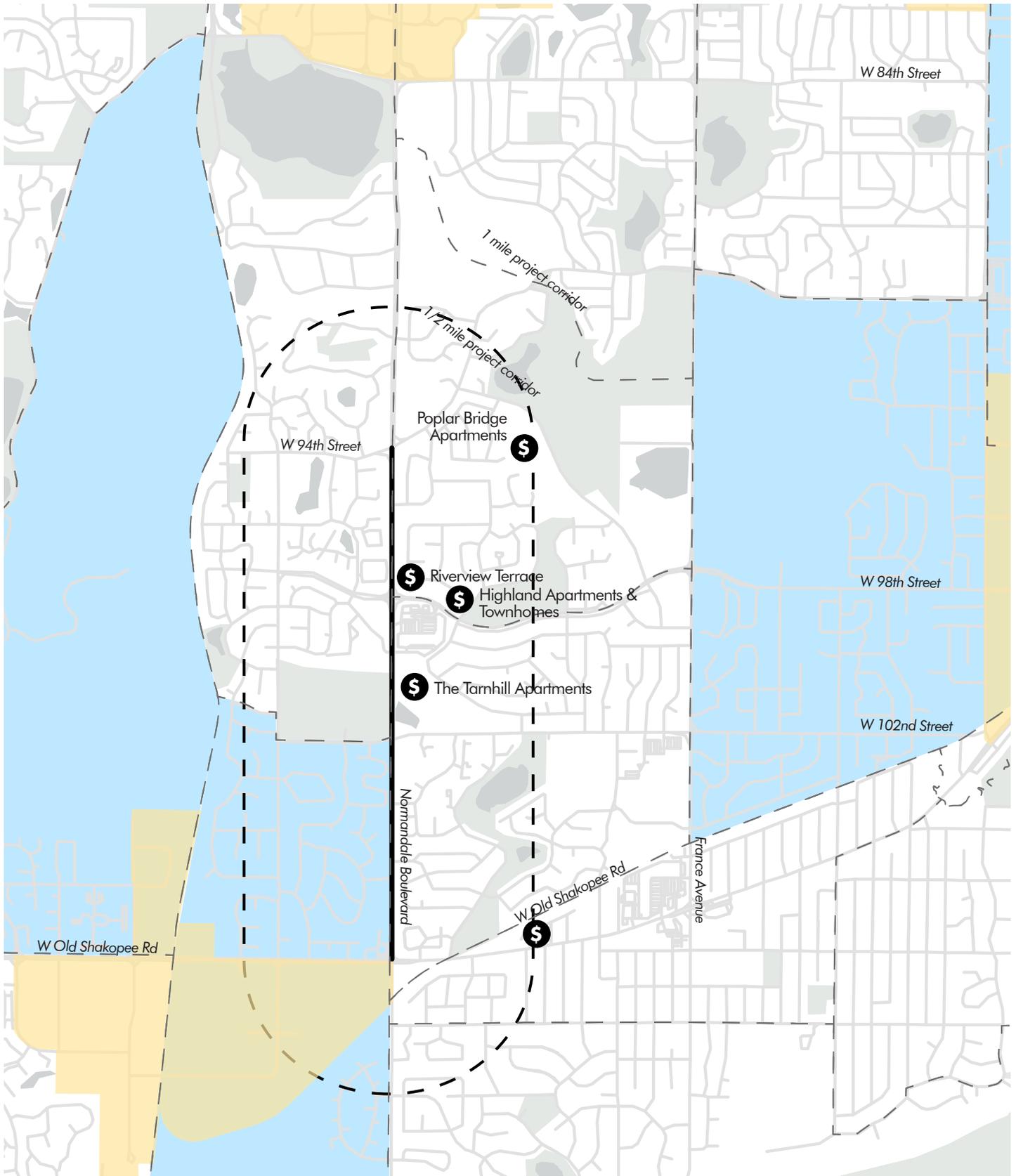
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Normandale Boulevard Sidewalk Project Equity Populations, Affordable Housing, and Destinations

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



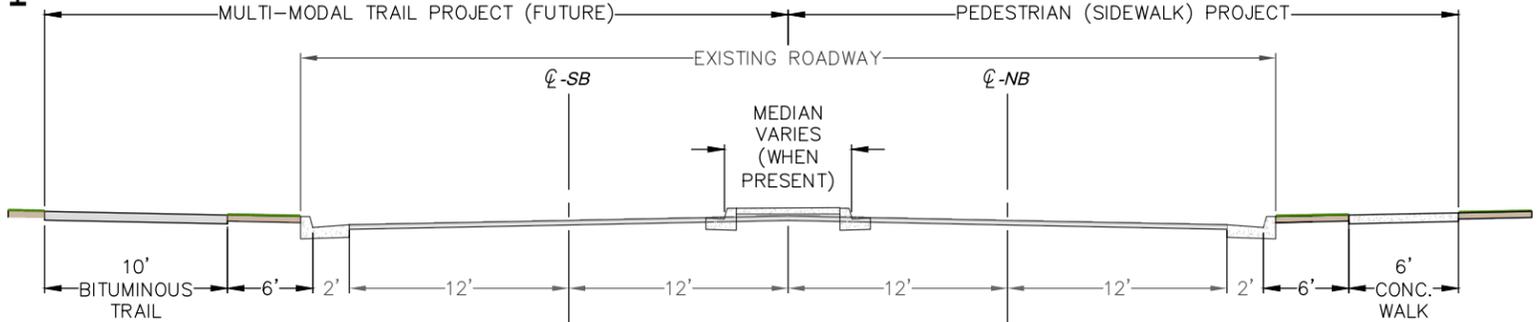
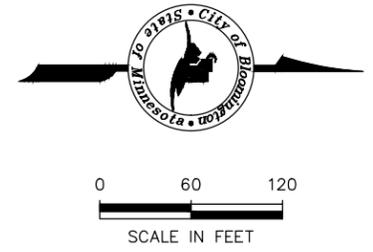
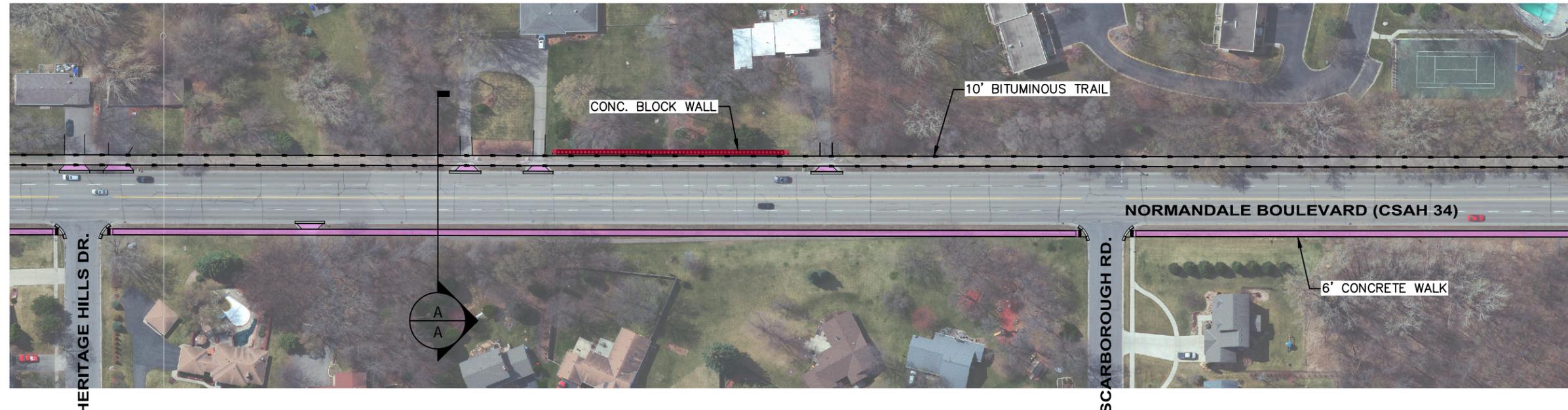
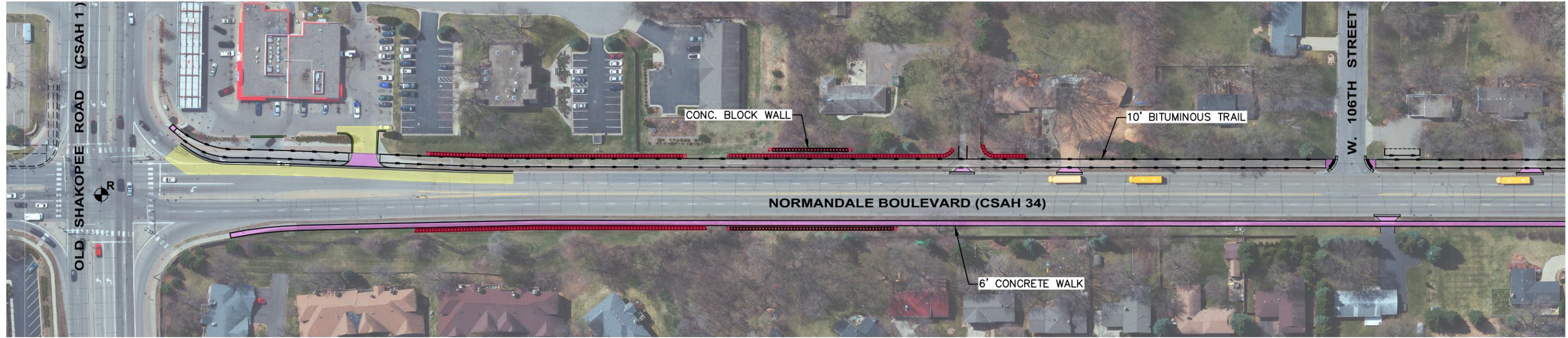
Normandale Boulevard Sidewalk Project

Equity Populations and Affordable Housing

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

NORMANDALE BOULEVARD (CSAH 34)

FROM W. 98TH STREET TO W. 94TH STREET



SECTION A - A NORMANDALE BOULEVARD (CSAH 34)

LEGEND	
	BITUMINOUS RDWY
	CONCRETE WALK
	CONC. BLOCK WALL
	MULTI MODAL TRAIL
	PROPOSED TURF
	PROPOSED CURB AND GUTTER
	TRAFFIC SIGNAL REVISION
	TRAFFIC SIGNAL REPLACEMENT

Drawing name: H:\PROJECTS\2024\110 Normandale Trail-Walk\Code Files\Presentation Layout.dwg --- Printed: Dec 14, 2023 --- 1:12pm



1700 W 98TH ST.
BLOOMINGTON MN 55431
PHONE (952) 563-8700



ENGINEERING DIVISION
PUBLIC WORKS DEPARTMENT

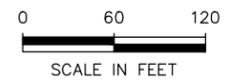
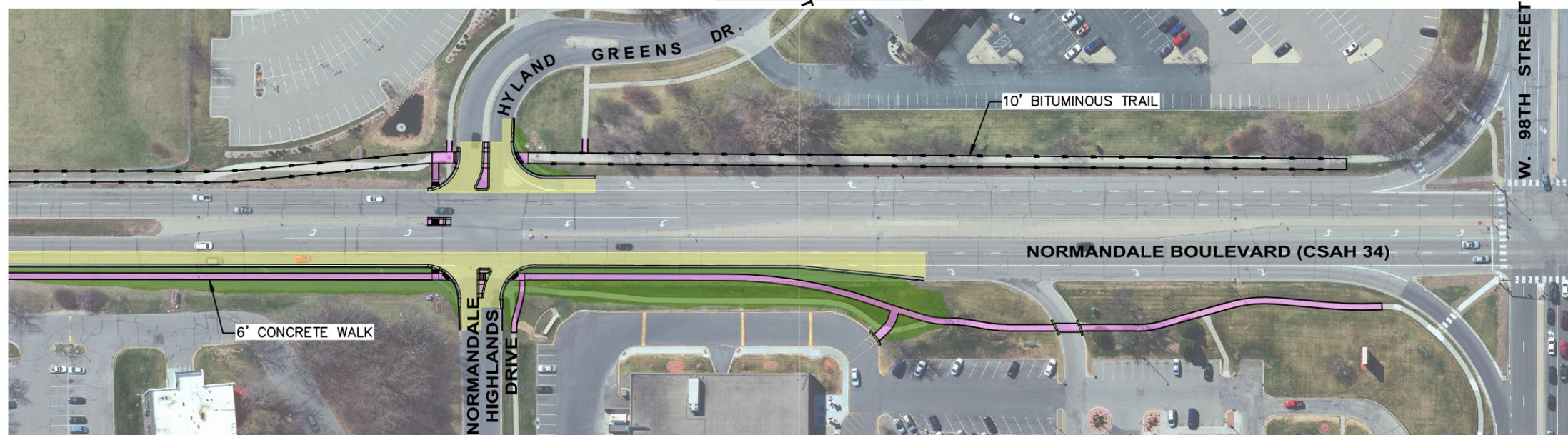
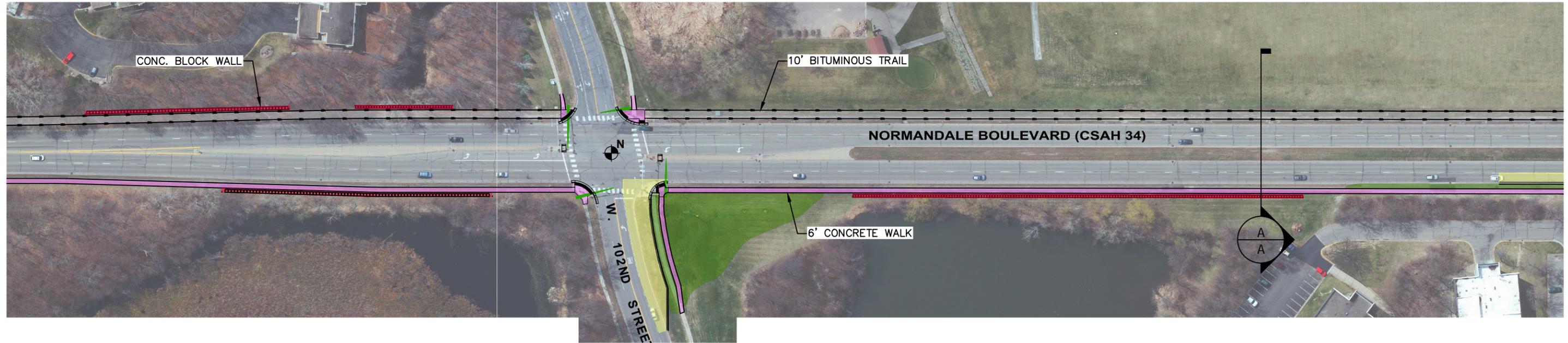
NORMANDALE BOULEVARD (CSAH 34)

CITY PROJECT: 2024-110

PROJECT OVERVIEW

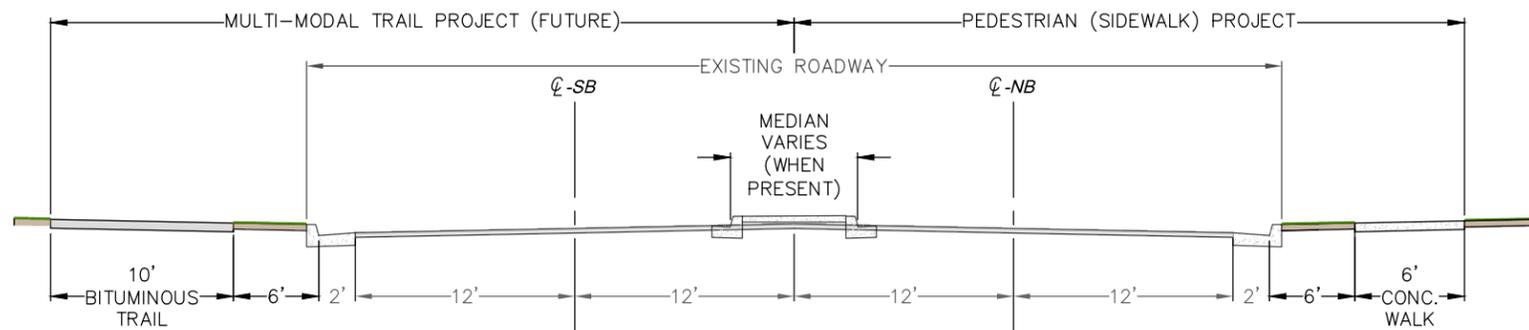
NORMANDALE BOULEVARD (CSAH 34)

FROM W. 98TH STREET TO W. 94TH STREET



LEGEND

-  BITUMINOUS RDWY
-  CONCRETE WALK
-  CONC. BLOCK WALL
-  MULTI MODAL TRAIL
-  PROPOSED TURF
-  PROPOSED CURB AND GUTTER
-  TRAFFIC SIGNAL REVISION
-  TRAFFIC SIGNAL REPLACEMENT



SECTION A - A NORMANDALE BOULEVARD (CSAH 34)



1700 W 98TH ST.
BLOOMINGTON MN 55431
PHONE (952) 563-8700



ENGINEERING DIVISION
PUBLIC WORKS DEPARTMENT

NORMANDALE BOULEVARD (CSAH 34)

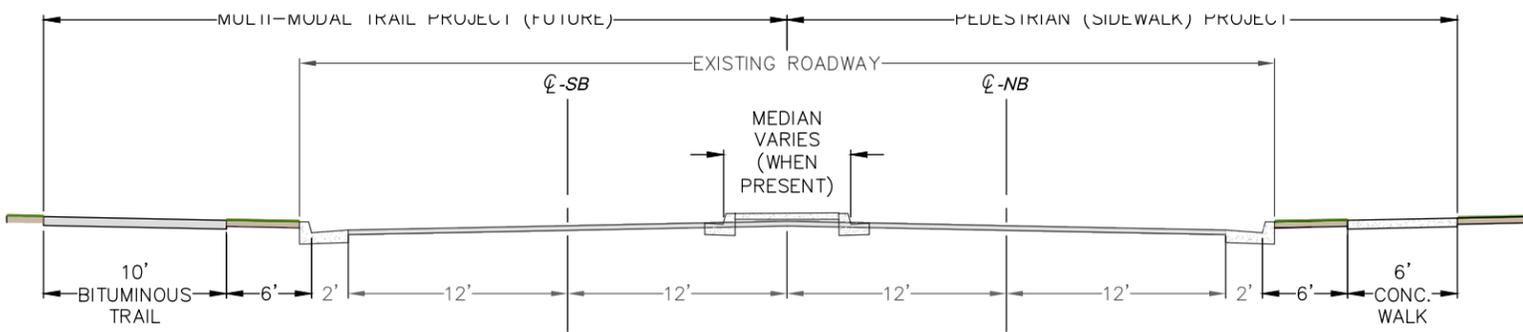
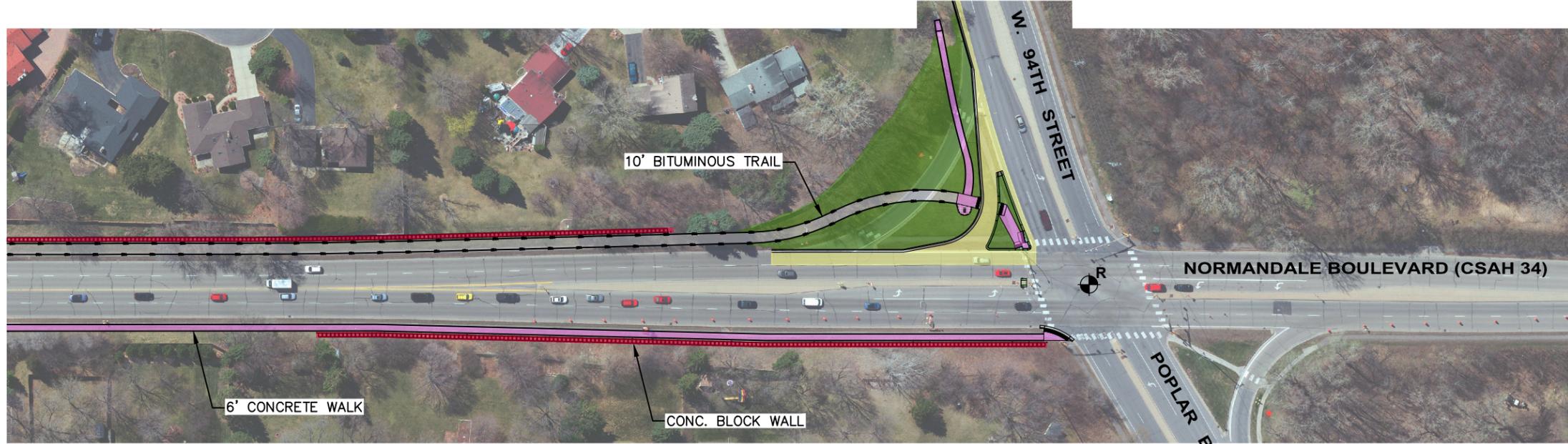
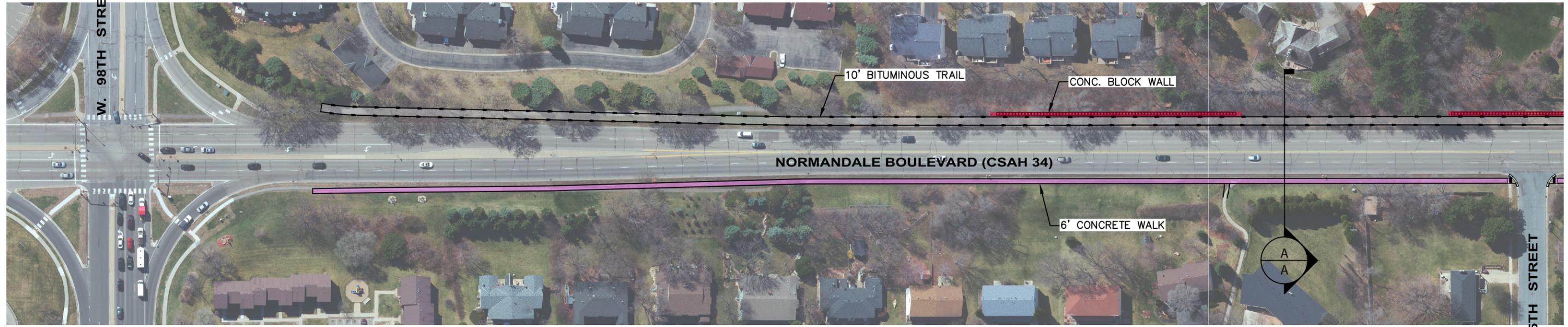
CITY PROJECT: 2024-110

PROJECT OVERVIEW

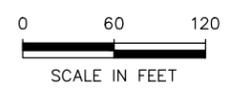
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NORMANDALE BOULEVARD (CSAH 34)

FROM W. 98TH STREET TO W. 94TH STREET



SECTION A - A NORMANDALE BOULEVARD (CSAH 34)



LEGEND	
	BITUMINOUS RDWY (FUTURE)
	CONCRETE WALK (FUTURE)
	CONC. BLOCK WALL
	MULTI MODAL TRAIL (2024)
	PROPOSED TURF
	PROPOSED CURB AND GUTTER
	TRAFFIC SIGNAL REVISION
	TRAFFIC SIGNAL REPLACEMENT

Drawing name: H:\PROJECTS\2024-110 Normandale Trail-Walk\Code Files\Presentation Layout.dwg --- Printed: Dec 14, 2023 --- 1:13pm



1700 W 98TH ST.
BLOOMINGTON MN 55431
PHONE (952) 563-8700



ENGINEERING DIVISION
PUBLIC WORKS DEPARTMENT

NORMANDALE BOULEVARD (CSAH 34)

CITY PROJECT: 2024-110

PROJECT OVERVIEW

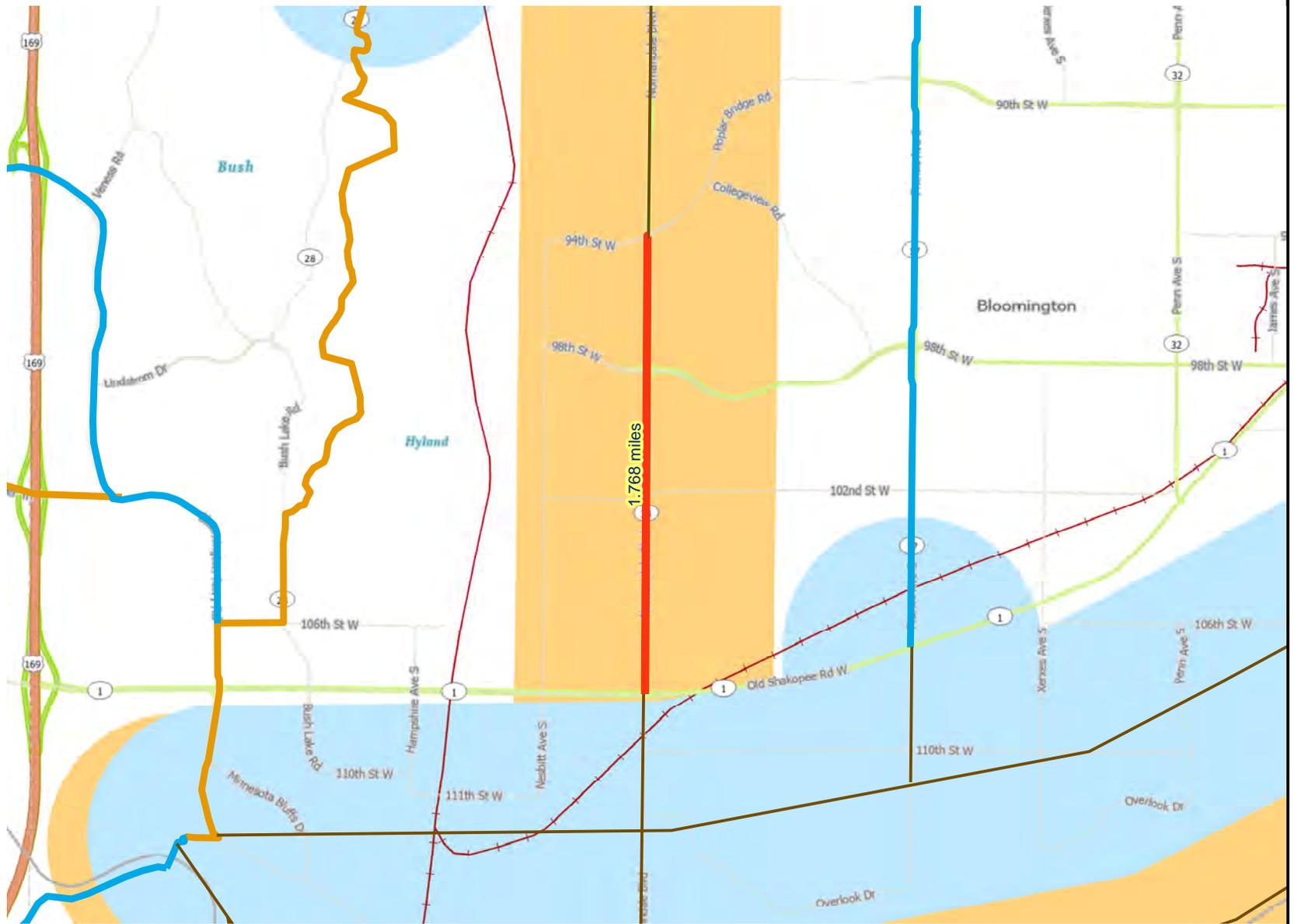


Normandale Boulevard Sidewalk Project Project Layout

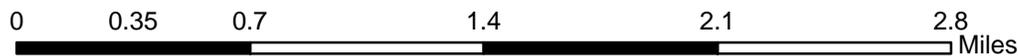


Project to RBTN Orientation

Pedestrian Facilities Project: Normandale Boulevard Sidewalk Project | Map ID: 1701711767620



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



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LandscapeRSA6



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RESOLUTION NO. 2023-217

RESOLUTION OF SUPPORT OF A PEDESTRIAN FACILITY PROJECT,
NORMANDALE BOULEVARD SIDEWALK AND MULTI-MODAL TRAIL
BETWEEN OLD SHAKOPEE ROAD AND W 94TH STREET
FY 2028-29 METROPOLITAN COUNCIL REGIONAL SOLICITATION APPLICATION
BLOOMINGTON, MINNESOTA

WHEREAS, the City Council of the City of Bloomington is the official governing body of the City of Bloomington, Minnesota (“City”); and

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

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

WHEREAS, the Project would include a 6’ concrete walk along the east side and a 10’ bituminous trail on the west which has been determined via public engagement, evaluation of existing conditions, and consideration of future needs, to best serve the users; and

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

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

WHEREAS, the City of Bloomington has identified this corridor as a Proposed Off-Street Trail in its Alternative Transportation Plan dated November 21, 2016 and this corridor remains consistent in the 2023 Draft Active Transportation Action Plan; and

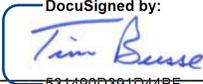
WHEREAS, Hennepin County has identified this corridor as an Off-Street Bikeway in the Hennepin County 2040 Bikeway System Plan; and

WHEREAS, the City of Bloomington accepts responsibility for an amount equal to or greater than 20% of the eligible Project construction costs, in addition to the design, administration, rights-of-way, and peripheral Project costs.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Bloomington in regular meeting assembled to adopt this Resolution in support of the request for federal funds under the Pedestrian Facility category of the 2024 Regional Solicitation for Transportation Funding for 2028 or 2029 Fiscal Year funds.

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

Passed and adopted this 4th day of December 2023.

DocuSigned by:

531490D391D44BF...

Mayor

ATTEST
DocuSigned by:

65CDF6B2A77B45A...

Secretary to the Council

HENNEPIN COUNTY
MINNESOTA

December 1, 2023

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

Re: Support for 2024 Regional Solicitation Application
CSAH 34 (Normandale Boulevard) Pedestrian Project

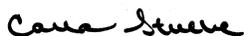
Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Bloomington is submitting a funding application as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed project: CSAH 34 (Normandale Boulevard) Pedestrian Project is anticipated to construct multimodal improvements along CSAH 34 (Normandale Boulevard) from CSAH 1 (Old Shakopee Road) to 94th Street. In addition, this project is anticipated to redesign the 102nd Street intersection to improve accessibility, safety, and mobility.

As proposed, it is anticipated that the project will impact CSAH 34 (Normandale Boulevard) which is currently under county jurisdiction. Hennepin County supports this funding application and agrees to operate and maintain the impacted county roadway facilities for the useful life of the improvements.

Based on the results of the county's 2023 Cost Participation & Partnerships Request Process, it's anticipated that \$500,000 will be reserved within the county's 2024-2028 Transportation Capital Improvement Program (CIP) for this CSAH 34 (Normandale Boulevard) Pedestrian Project. If the city is successful in receiving an award through the 2024 Regional Solicitation, we ask that you notify the County Engineer in a timely manner to discuss the utilization of federal funds on the project. Additionally, we kindly request that the city includes county staff in the project development process to ensure projects success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking along CSAH 34 (Normandale Boulevard).

Sincerely,



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

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

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



Normandale Boulevard – Existing Pedestrian Facilities (Photos)



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



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

Normandale Boulevard – Existing Pedestrian Facilities (Photos)



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



Normandale Boulevard – Existing Pedestrian Facilities (Photos)

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



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



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

Normandale Boulevard Sidewalk Project Project Summary



Applicant: City of Bloomington
Project Location: Normandale Boulevard between Old Shakopee Road and 94th Street
Total Project Cost: \$2,704,628
Requested Federal Dollars: \$2,000,000

Project Description:

The Normandale Boulevard Pedestrian Improvements project includes the construction of six-foot sidewalks on the east side of the corridor between Old Shakopee Road (CSAH 1) and W. 94th Street. The project will replace the ADA non-compliant sidewalks with a six-foot pedestrian facility to provide safer conditions for walking along the corridor. By closing a gap in the local sidewalk network, the project will provide direct, continuous pedestrian access to amenities in the City of Bloomington and neighboring communities, improving safety for all modes of travel.

Proposed project elements include:

- A six-foot wide sidewalk on the east side
- Curb reconstruction with ADA pedestrian ramps
- Improved crosswalks and Accessible Pedestrian Signals (APS) at signalized intersections

Project benefits include:

- Reconstruct existing pedestrian infrastructure that is not ADA-compliant to remedy safety hazards
- Strengthen Bloomington’s alternative transportation network, support active living, enhance Safe Routes to School facilities, and expand transportation options
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, and families with strollers
- Implement safer pedestrian crossings at intersections with the addition of APS and ADA-compliant curb ramps
- Provide a continuous north-south link to regional job centers and a last-mile pedestrian facility to a park-and-ride, enabling residents of low-income housing to access regional job centers in areas with higher housing costs
- Link to regional trails and parks, closing gaps between existing recreation amenities and improving the pedestrian network
- Connect to the planned Normandale Boulevard bike trail and amenities (future project)

Project Location:



Normandale Boulevard Sidewalk Project
Project Layout

Existing conditions:

