

REQUEST FOR PROPOSAL



Grandview District Transportation Study

Project Overview

The City of Edina is issuing this Request for Proposal (RFP) for the transportation planning and preliminary engineering services for the Grandview area (see study area map).

The selected firm will work with City of Edina staff and decision makers to identify challenges and opportunities, and will evaluate previously-recommended transportation changes and offer additional recommendations. An analysis of motorized and non-motorized transportation networks will be conducted, with a focus on connecting adjacent neighborhoods to and through the Grandview area. The selected firm will also develop preliminary designs for facilities that require coordination with other agencies (i.e. Vernon Avenue and Highway 100 ramps). Meetings with the public, City elected and appointed officials and the business community are expected.

Project Area Background

Edina's 2008 Comprehensive Plan identifies the Grandview area as a potential area of change (Page 4-33). In addition to potential land use changes, re-alignment of roadways and better coordination of multimodal facilities is necessary so that users can more easily and safely access and traverse this busy mixed use area as well as crossing Highway 100. Currently, the Grandview area provides few facilities for pedestrians and bicyclists, and the 2007 Comprehensive Bicycle Transportation Plan identifies primary and secondary bicycle routes in the Grandview area. Additionally, there are few pedestrian connections between the commercial businesses and the Grandview, Melody Lake, Todd Park Sunnyslope, and Golf Terrace Heights residential neighborhoods immediately adjacent to the Grandview area. The Study will address such improvements, which can reduce the need for local neighbors to drive.

The 2012 Grandview Development Framework outlines many suggested changes to improve the walkability and desirability of the area. The proposed Transportation Study will evaluate different alignments and identify the preferred routes, and will include the current preferred redevelopment

concept for the former public works site. The Study will better guide new public and private investments in the area. Preliminary design documents will be needed so that the City can coordinate with other agencies having jurisdiction over Vernon Avenue (Hennepin County), Highway 100 (MnDOT) and the freight rail tracks (Canadian Pacific Railway).

The Grandview Transportation Study will be a comprehensive transportation plan for the long-term redevelopment of the Grandview District. The document will provide recommended improvements (with associated cost estimates) that can be installed on a prioritized basis tied to potential future redevelopment catalysts and funding opportunities. Relatedly, it is important that the Study recommendations remain flexible enough to accommodate unknown future events and externalities.



Grandview District Guiding Principles

In 2010, the City initiated a community-based small area guide plan process for the Grandview District, led by residents, business and property owners, including a volunteer team of architects, landscape architects, and urban planners (all Edina residents). . The innovative, collaborative and intensive process (10 meetings in 20 days) resulted in the unanimous approval of seven Guiding Principles for redevelopment of the Grandview District:

- I. 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 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.

Grandview District Development Framework

Following the completion of the Guiding Principles, a team of over 50 community stakeholders convened from 2011-2012 to discuss long-term improvements to the District. The group focused on topics including land use, transportation, public realm and real estate finance. With the help of professionals at Cuningham Group and other consultants, a Development Framework to guide public and private investments in the area was unanimously approved by the City Council on April 5, 2012.

This document identifies the desire for the Grandview District to include high quality destinations for community members and recognizes that many people travel through the District to arrive at other locations. The importance of a highly functional multi-modal transportation network and creation of lively and inviting public realm spaces is confirmed by the numerous recommendations for infrastructure improvements throughout the Grandview District. Recommendations address roadways under the jurisdiction of the City, County and State. They can be found on pages 15-17, 26-43 and 60-66 of the document

District Street Framework (from the Grandview Development Framework, 2012)



Existing

Proposed

The successful consultant must be well-versed in the content and recommendations contained in the Development Framework.

Former Public Works Site

The City of Edina owns a 3.3 acre parcel at 5146 Eden Avenue that is currently vacant. The City is in the preliminary stage of redevelopment planning for the site. At this time, the preferred scenario is a combination of public and private uses including: 60,000 SF multi-generational multi-purpose community building with a new shared street on the northern edge of the property, 170 unit apartment building, 100-150 stall Metro Transit park-and-ride, shared public parking structure, and connection point for future transitway. The right-of-way along Arcadia Ave is anticipated to be increased to better accommodate traffic movement as part of the site redevelopment. The City Council is anticipated to provide additional direction on the redevelopment of the site during the preparation of this Transportation Study.

Edina's Living Streets

In August of 2013, the Edina City Council approved a Living Streets Policy, which defines the City's vision for Living Streets and the principles and plans that will guide implementation. Living Streets balance the needs of motorists, bicyclists, pedestrians and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

In May of 2015, the Living Streets Plan was approved by Council. The Living Streets Plan addresses how the Policy will be implemented by providing more detailed information on street design, traffic calming, pedestrian and bicycle facilities, stormwater management, as well as best practices for community engagement during the design process. The selected firm will refer to the guidelines set forth in the Living Streets Plan and will incorporate its principles into the recommendations of the Transportation Study.

Transportation

The Grandview area street and movement network is primarily composed of Vernon Avenue/W 50th Street (a reliever/augmenter arterial), Eden Avenue (a local street and state-aid facility) and the multiple ingress/egress ramp system of Highway 100 (designated a principal arterial). There are other local streets, but most provide limited service (such as Summit Avenue) or access that dead-ends (such as Brookside Avenue off of Eden Ave). An active freight rail corridor – owned by Canadian Pacific Railway (CP Rail) – runs in a north-south direction in the western third of the project area. This rail corridor is grade-separated from Vernon Ave to the north (where it runs below the roadway) and Eden Ave to the south (where it bridges above).

The highway interchange has several on and off ramps that, according to MnDOT, are redundant and/or unsafe. Vernon Ave is a Hennepin County facility that, south of Interlachen Boulevard, has seen a reduction of average daily traffic over the past decade. Eden Ave provides a secondary connection within the District east and west over Highway 100. Eden Ave is designated the primary bike route through the District; Vernon Ave and Interlachen Blvd are designated as secondary bike routes. While there are sidewalks located around the perimeter of the project area on Vernon

Ave/50th Street and Eden Avenue, there is a lack of adequate pedestrian facilities internal to the District.

Statement of Project Goals

The primary purpose of this project is to prepare a comprehensive transportation study for the long-term redevelopment of the Grandview District that guides public and private investments in the area.

The Grandview Transportation Study will:

- Identify needs, challenges and opportunities based on existing conditions and future “build-out” with lower-density and high-density scenarios;
- Review, evaluate and affirm the recommended changes to the transportation network contained in the Grandview District Development Framework (2012);
- Offer specific recommendations but remain flexible enough to take into account future unknown challenges and opportunities;
- Recommend prioritized, phased improvements tied to key redevelopment events;
- Recommend improved connections to adjacent neighborhoods, with a focus on bicycle and pedestrian connections;
- Analyze motorized travel to guide intersection and roadway modifications that were identified in the Development Framework;
- Follow the Living Streets Policy and Implementation Plan guidelines.

Summary of Work Tasks

The City of Edina anticipates that the selected firm will design and lead a six-part process detailed in this summary of work tasks. City staff and stakeholders will play a prominent role throughout the duration of the project.

Overall description of six-part process:

1. Coordination meetings with City Staff and Officials
2. Public Engagement Process
3. Prior Study and Planning Document Review
4. Transportation Network Modal Review
5. Develop Study Recommendations
6. Prepare Final Study Report

Coordination Meetings with City Staff and Officials

The selected firm will conduct regular (at least monthly) meetings to update the Project Management Team made up staff from several City departments. Attendance at two Edina Transportation Commission (ETC) meetings and two City Council meetings (one work session and one final presentation) are also anticipated.

Public Engagement Process

The selected firm will design a public engagement process that identifies and involves stakeholders at key moments throughout the study. At minimum, the following shall be included in the public engagement process:

- A *Project Kick-off Meeting* with members of the general public (targeted to residents from adjacent neighborhoods), past Grandview Committee Advisory Team members and members of the ETC. This is envisioned to both inform the general public of the Study and to listen to comments, concerns and suggestions.
- *Business Owner Meetings* with businesses in and near the Grandview District. These meetings may consist of focus group meetings, individual interviews, or a combination of both. Similar to the Kick-Off Meeting, these sessions will inform the business owners and provide an opportunity to listen to comments and concerns.
- A *Final Public Meeting*, where the selected consultant will present the findings and recommendations of the draft study to the general public. Comments and suggestions can be taken into consideration before submitting the final draft for City review.

Prior Study and Planning Document Review

Several previous studies and planning efforts have focused on the Grandview District. The selected consultant will review these documents and relevant elements of other citywide plans and documents. These documents include (but may not be limited to) the following, and will be provided by the City of Edina:

- Grandview District Development Framework (2012)
http://www.edinamn.gov/edinfiles/files/City_Offices/Community_Development/Planning/Grandview_District_Update/Grandview-Development-Framework-FINAL%20April%202012.pdf
- Grandview Former Public Works Site Traffic Study (pending 2015)
- Grandview Former Public Works Site Redevelopment Planning (pending 2015)
- Grandview Transportation Summary prepared by consultant (March 6, 2014)
- Highway 100 Lid Preliminary Concept (July 2014)
http://edinamn.gov/edinfiles/files/City_Offices/Community_Development/Planning/Grandview_District_Update/NovemberUpdate/2014_07_25_%20Lid%20at%20Grand%20View%20.pdf
- Edina Comprehensive Plan (2008)
http://edinamn.gov/comprehensive_plan
- Living Streets Plan (2015)
<http://edinamn.gov/LivingStreets>
- City of Edina Comprehensive Bicycle Transportation Plan (2007)
http://edinamn.gov/edinfiles/files/City_Offices/Community_Development/Planning/Comprehensive_Plan/ComprehensivePlanCh7Bike.pdf
- Northeast Edina Transportation Study (2006)

- Metropolitan Council 2040 Transportation Policy Plan (2015, see Chapter 6 for transit investments, including Figure 6-5 for Express Bus/Park-and-Rides and Chapter 7 for bicycle and pedestrian investments, including Figure 7-2 for regional bicycle trails)
[http://www.metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\)/The-Adopted-2040-TTP-\(1\).aspx](http://www.metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TTP-(1).aspx)
- Hennepin County Pedestrian Plan (2013)
<http://www.hennepin.us/pedestrianplan>
- Hennepin County 2040 Bicycle Transportation Plan (2015)
<http://www.hennepin.us/bikeplan>
- City of Edina 2015-2019 Capital Improvement Plan (2014)
http://www.edinamn.gov/edinafiles/files/City_Offices/Finance/2015-2019CIP/Final%202015%20CIP%20for%20website.pdf

Transportation Network Modal Review

The selected firm will conduct a review of the transportation network in the Grandview study area, which will include all motorized and non-motorized modes. It is important that each mode be considered not just in isolation but as part of an overlapping transportation network that serves users of all ages and abilities.

Both existing and future conditions will be reviewed. Future conditions will consider the transportation network as proposed in the 2012 Development Framework and Comprehensive Plan, as well as redevelopment densities similar to those recently approved in the Southdale area. Additionally, the effects of a “Lid” over TH-100 should also be analyzed, in terms of how increased densities associated with the Lid may affect traffic and mitigation efforts. The future use of the railroad corridor should also be considered.

- *Data collection:* This task will consist of data collection such as the location, condition and level of service of existing facilities, including roads, bicycle and pedestrian facilities and transit routes.
- *Modal Review:* The review and analysis task will use the collected data to assess the multimodal level of service and need for existing and future modal networks.
 - *Roadway:* Review existing capacity and future needs for motor vehicles on the roadway network, including levels of service at key intersections.
 - *Bicycle:* This will focus on existing and planned bicycle facilities and amenities and their levels of service, particularly as they interface with major trip generators in and around the Grandview area.
 - *Pedestrian:* This will focus on existing and planned pedestrian facilities and amenities and their level of service in and through the Grandview area.
 - *Transit:* Existing transit routes that service the Grandview area will be reviewed. Potential transit improvements (e.g. light rail in the CP Rail corridor or bus rapid transit on Highway 100, new park-and-ride, route changes/improvements coincident with implementation of the Southwest LRT line) will also be addressed.

Develop Study Recommendations

Information from the previous tasks will be utilized to generate recommendations based on three density scenarios regarding future roadway, intersection, bicycle and pedestrian infrastructure improvements in the Grandview area. Phasing and estimated costs for these recommended improvements will be included, as well as prioritization and potential funding sources.

- *Roadway and Intersection Improvements:* This includes not only recommendations pertaining to roadways in the Grandview area, but also access to and from nearby residential neighborhoods to the north, west and south.
- *Bicycle and Pedestrian Improvements:* Recommendations should include improvements to non-motorized infrastructure within the Grandview area as well as connections to adjacent neighborhoods and nearby bicycle and pedestrian facilities.
- *Preliminary Designs for Hennepin County/MnDOT Roadways:* For improvements requiring coordination with county and state agencies, 30% preliminary designs will be provided (i.e. Vernon Avenue and TH-100 Ramps).
- *Phasing of Improvements:* Proposed improvements will need to be implemented on an as-needed basis in the future, depending on factors both foreseen and unforeseen. Recommendations for the prioritization and phasing of these improvements will be required.
- *Cost Estimates:* An estimate of costs and potential funding sources for the recommended transportation improvements will be provided.

Prepare Final Study Report

The selected firm will prepare a study report that documents the entire study effort. A draft of the study report will be submitted to the City for review and comment prior to its presentation at the final public meeting. The final report shall be submitted to the City in written and electronic formats, and will be presented to the City Council for their approval.

Desired Project Schedule

The following table demonstrates the key milestones in the project process.

1. Request for Proposals Advertised	August 5, 2015
2. Pre-Proposal Meeting	August 21, 2015
3. Request for Proposal Due to City of Edina	September 4, 2015
4. Potential Interviews	September 21 - 25, 2015
5. City Council Award Contract to Consultant	October 6, 2015
6. Project Start	November 2, 2015
7. Project Complete	May 2016

Proposal Content

The proposal shall be concise yet thorough and it should consider review time needed in determining the proper length of the proposal. The use of an Appendix for figures and graphics is recommended.

The following will be considered minimum contents of the proposal:

1. A statement of the objectives, goals and tasks to show the firm's understanding of the proposed project.
2. An understanding of Living Streets principles as related to this project.
3. A description of the deliverables to be provided by the firm.
4. An outline of the firm's background and experience with similar projects and a list of personnel (including sub-consultants) who will work on the project. This section will detail staff training, work experience and employee category.
5. The project manager identified in the proposal will remain in place throughout the project as long as he/she is still employed by the firm.
6. A detailed work plan that identifies major tasks to be completed and a timeline for those tasks that will be used as a scheduling and management tool. Please identify any optional work tasks in this area and in the detailed cost breakdown.
7. A detailed cost breakdown of the tasks to be performed with a breakout of the hours for each employee category (e.g., principal, senior engineer, senior planner, technician, etc.) per work task identified. The consultant will indicate any assumptions made (e.g., number of meetings, number of drafts, etc.) and include this information with the cost proposal. Total dollar amounts for each work task shall be shown. Total dollar cost for the entire project should also be included.

Any optional work tasks suggested by the consultant shall be indicated as such and should include the information identified above.

Pre-Proposal Meeting

An optional pre-proposal meeting will be held on August 21, 2015 at 10:00 A.M CDT in the Community Room at the Edina City Hall, located at 4801 W 50th Street, Edina, MN 55424. Minutes from the pre-proposal meeting will be sent out via e-mail to all firms responding to the RFP.

Contact for Questions

Perspective responders who have any questions regarding this request for proposal should submit them in writing to Mark Nolan (contact information below). Since questions and subsequent responses may apply to all proposers, questions and responses will be sent out via e-mail to all firms responding to the RFP. If you wish to contact the City, please contact one of the following individual.

Mark K. Nolan, AICP – Transportation Planner
City of Edina
7450 Metro Boulevard
Edina, MN 55439
mnolan@edinamn.gov
Phone: 952-826-0322

Delivery of Proposals

All proposals should be submitted either via email or hard copy to Mark Nolan at the contact information provided above.

All proposals must be received no later than 1:00 p.m. (central time) on Sep. 4, 2015. Late proposals will not be considered.

All costs incurred in responding to this RFP will be borne by the responder.

Proposal Evaluation

All complete submittals received prior to the deadline will be evaluated by an evaluation team comprised of City staff likely to be engaged in the transportation study process. Submittals will be evaluated on past experience, professional capabilities and ability to collaboratively work in partnership with the City to successfully complete the Transportation Study. The City will determine which responders, if any, will be invited to interview. Interviews – if necessary – will be held the week of September 21, 2015.

Agency Not Obligated to Complete Project

This request for proposal does not obligate the City of Edina to award a contract or complete the project. The City reserves the right to cancel the solicitation or parts of the solicitation if it is considered to be in their best interest.