



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10896 - North Creek Greenway - Lakeville & Farmington Gaps

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 07/13/2018 11:51 AM

---

## Primary Contact

**Name:\*** John Mertens  
Salutation First Name Middle Name Last Name

**Title:** Senior Planner

**Department:**

**Email:** john.mertens@co.dakota.mn.us

**Address:** 14955 Galaxie Ave

**\*** Apple Valley Minnesota 55124  
City State/Province Postal Code/Zip

**Phone:\*** 952-891-7036  
Phone Ext.

**Fax:**

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

---

## Organization Information

**Name:** DAKOTA COUNTY

**Jurisdictional Agency (if different):**

**Organization Type:** County Government  
**Organization Website:**  
**Address:** TRANSPORTATION DEPT  
14955 GALAXIE AVE  
  
\* APPLE VALLEY Minnesota 55124  
City State/Province Postal Code/Zip  
**County:** Dakota  
**Phone:\*** 952-891-7100  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 000002621A15

---

## Project Information

**Project Name** North Creek Greenway Trail - Lakeville and Farmington Gaps  
**Primary County where the Project is Located** Dakota  
**Cities or Townships where the Project is Located:** Farmington and Lakeville  
**Jurisdictional Agency (If Different than the Applicant):**

A tributary of the Vermillion River, North Creek is in the midst of a rural to suburban transformation - one that parallels the regional growth of the Twin Cities. As the landscape around North Creek develops, the corridor assumes heightened importance as a defining natural feature. The North Creek Greenway Master Plan portrays a vision to establish a greenway from Eagan to Empire Township, generally following the North Creek for much of the way. Like other greenways being planned in Dakota County, the North Creek Greenway is envisioned to provide multiple benefits to water quality, habitat, recreation and nonmotorized transportation. The corridor is part of the Regional Bicycle Transportation Network (RBTN).

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

As part of the North Creek Master Plan, a 2.1 mile trail has been identified as a top priority for implementation in the City of Lakeville and Farmington. The proposed funds being requested as part of this application will be used to construct the 2.1 mile trail. The project will use greenway design best practices and include two water crossings. This Tier 2 RBTN generally follows North Creek west of Highway 3 (A Minor Arterial) between 173rd Street and 180th Street. The proposed trail will cross a planned east-west extension of 179th Street, which is recognized by the Met Council as a future A-Minor Arterial.

The proposed project has a regional significance. For example, The North Creek Greenway's 14-mile route travels through the communities of Eagan, Apple Valley, Lakeville, Farmington and Empire Township in central Dakota County. The greenway will interconnect important regional destinations including Lebanon Hills Regional Park, the Minnesota Zoo, the Vermillion River (unique in its status as a trout stream so near a major

metropolitan area), and the new regional park in Empire Township as well as numerous local attractions.

The proposed project will also provide a wealth of local benefits by closing the gap on a Tier 2 RBTN Corridor, as well as better connectivity and access to the RBTN. Other local benefits include improved pedestrian and bicycle mobility for neighborhoods accessing downtown Farmington, Orchard Place, a future employment center (the former Fischer Sand and Gravel Mining Site in Apple Valley), and over 15 community parks.

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

**TIP Description Guidance** (will be used in TIP if the project is selected for funding)

North Creek Greenway Trail from Lakeville to Farmington

**Project Length (Miles)**

2.1

*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**

\$480,000.00

**Match Amount**

\$120,000.00

*Minimum of 20% of project total*

**Project Total**

\$600,000.00

**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:**

2022

*Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.*

**Additional Program Years:**

2019, 2020, 2021

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



The proposed project is consistent with the 2040 Transportation Policy Plan's (TPP) goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies:

- Goal B: Safety and Security (page 2.20) - Objective A, Strategy B6

- Goal C: Access to Destinations (page 2.24) - Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C16, Strategy C17

- Goal D: Competitive Economy (page 2.38) - Objective A, Objective B, Strategy D3

- Goal E: Healthy Environment (page 2.42) - Objective A, Objective C, Objective D, Strategy E3

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.48) - Objective A, Objective C, Strategy F6, Strategy F7

**List the goals, objectives, strategies, and associated pages:**

*(Limit 2500 characters; approximately 750 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.*

- The North Creek Greenway Master Plan ? pages 70-72

- Farmington 2030 Comprehensive Plan ? page 6

**List the applicable documents and pages:**

- The Dakota County 2030 Park System Plan ? pages 2.15 and 4.7

- Vermillion River Corridor Plan 2010 ? pages 40 & 58

- 2040 Regional Parks Policy Plan

(Limit 2500 characters; approximately 750 words)

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

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

5. Applicants that are not 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.

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

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$1,000,000

**Safe Routes to School:** \$150,000 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, or be substantially working towards, completing 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 applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.**

Date plan adopted by governing body

**The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.** Yes

01/01/2016

12/31/2019

Date process started

Date of anticipated plan completion/adoption

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

Date self-evaluation completed

**The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.**

Date process started

Date of anticipated plan completion/adoption

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

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

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

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

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

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

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

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

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

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

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

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

---

## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

### Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

### Safe Routes to School projects only:

3. 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.**

4. 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)	\$30,000.00
Removals (approx. 5% of total cost)	\$30,000.00
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	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$55,000.00
Bridge	\$275,000.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$390,000.00</b>

---

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$165,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$1,500.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00

Wayfinding	\$13,500.00
Bicycle and Pedestrian Contingencies	\$20,000.00
Other Bicycle and Pedestrian Elements	\$10,000.00
<b>Totals</b>	<b>\$210,000.00</b>

## Specific Transit and TDM Elements

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

## Transit Operating Costs

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

## Totals

Total Cost	\$600,000.00
Construction Cost Total	\$600,000.00
Transit Operating Cost Total	\$0.00

## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map

1531417479546\_Map\_Projec to RBTN  
Orientation\_062718.pdf

*Please upload attachment in PDF form.*

---

## Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

21776

Existing Employment Within One Mile (Integer Only)

2769

Upload the "Population Summary" map

1531417603109\_Map\_Population Employment  
Summary\_062718.pdf

*Please upload attachment in PDF form.*

---

## Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use: Yes

*(50 Points)*

Response: If yes, please include a link to and/or description of maintenance plan.

The Greenway Master Plan has been adopted by the County and approved by the Met Council: pg. 59 references "winter trail clearing" as a maintenance practice.

<https://www.co.dakota.mn.us/parks/Planning/Greenways/Documents/NorthCreekMasterPlan.pdf>

Upload Maintenance Plan (if no link is available)

*Please upload attachment in PDF form.*

---

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

Select one:

**Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):**

*(up to 100% of maximum score)*

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

*(up to 80% of maximum score )*

**Projects census tracts are above the regional average for population in poverty or population of color:**

Yes

*(up to 60% of maximum score )*

**Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:**

*(up to 40% of maximum score )*

*1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.*

*Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

This project was highlighted as a priority for gap-filling of the regional trail system by a number of plans, each with their own community input. The Dakota County Greenway Guidebook, and the subsequent North Creek Greenway Master Plan engaged residents of Dakota County, and involving the input of schools and other trail users. More recent engagement activities have been associated with the 2040 Comprehensive Plan Update for the Cities of Farmington and Lakeville, which included discussions on the community's pedestrian and bicycle network. A large part of these discussions focused on better connections between employment and retail destinations, such as downtown Farmington, the Cobblestone area of Lakeville, and the future employment center of Orchard Place in Apple Valley. Public engagement activities have included online comment tools, open houses and various workshops. Dakota County, Farmington and Lakeville will continue to engage all members of the community as this project progresses through the planning, engineering and construction phases.

**Response:**

*(Limit 1,400 characters; approximately 200 words)*

*2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.*

The North Creek Greenway project is in proximity to neighborhoods that are above the regional average in terms of low-income populations and/or concentrations of people of color. In that respect, the proposed trail will fill an important gap in the regional trail network, connecting various populations to the amenities of downtown Farmington, the commercial center of Cobblestone in Lakeville, as well as the future employment center of "Orchard Place" in Apple Valley.

**Response:**

Underserved populations, such as low-income households, children, the elderly, and disabled populations will also have greater access to the civic facilities of downtown Farmington, including the Farmington Dakota County Library; high, middle, and elementary schools; and the services and general retail found in the Cobblestone area. In addition to serving as a transportation route, this trail will provide a free and convenient recreational amenity for low-income populations in Lakeville and adjacent communities. The paved trail and all access points are located and planned for universal accessibility to provide all visitors, including people with disabilities, with a safe and enjoyable experience.

This trail addresses a local and regional gap along the North Creek Greenway and addresses water crossing concerns at two points along North Creek, particularly for children, elderly, and the disabled. Currently, there are limited options for those who want to travel north-south between Farmington and Lakeville. For example, the only north-south route connecting the two cities is Pilot Knob Road (A Minor Arterial), which experiences heavy traffic volumes (12,400 AADT). Continuous east-west local streets are also limited given the physical and natural barriers in the area (e.g., wetlands, North

Creek, and a railroad. These types of barriers have hampered pedestrian and bicycle movement for various populations in the area. The proposed project will overcome these barriers, while filling a gap in the RBTN and providing better access to all members of the community.

Examples of populations that will directly benefit from this project include:

- A community growing in diversity: Since 2010, Lakeville's Hispanic population has increased from 2.2 percent to 3.5 percent, and the percentage of people of color has increased from 9.7 percent to 10.7 percent.

- An aging demographic: Since 2010, Lakeville's population over the age of 65 has increased from 5.1 percent to 8.1 percent, while Farmington's has increased from 5.5 percent to 6.6 percent. Two senior housing complexes are also located within proximity to the proposed project.

- A large student population is located in the area and will have better access to East Lake Elementary, North Trail Elementary, and Akin Road Elementary School.

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

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

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

Increased noise.

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

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

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

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

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

No permanent negative externalities are anticipated to be created by this project.

During construction, typical temporary negative impacts of construction can be anticipated. These include construction noise, dust, blocking of existing transportation routes, etc. The Dakota County, Lakeville and Farmington will work to minimize these temporary negative impacts, meeting ordinances that address issues of noise, runoff, and dust, as these in particular can have negative impact on vulnerable populations and sensitive natural habitats.

**Response:**

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

**Upload Map**

1531418032109\_Map\_Socio-Economic  
Conditions\_062718.pdf

## Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Farmington	0.5	0.24	66.0	15.714
Lakeville	1.6	0.76	80.0	60.952

---

## Total Project Length

Total Project Length (as entered in the "Project Information" form) 2.1

---

## Affordable Housing Scoring

Total Project Length (Miles) or Population 4.2

Total Housing Score 73.0

---

## Affordable Housing Scoring

---

### Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

*Gap improvements can be on or off the RBTN and may include the following:*

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

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

- *Providing a safer, more protected on-street facility;*

- *Improving crossings at busy intersections (signals, signage, pavement markings); OR*

- *Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.*

*Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).*

**Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier** Yes

*Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)*

**Improves Continuity and/or Connections Between Jurisdictions** Yes

The proposed project bridges a gap in both regional and local trail networks by constructing nearly 2 miles of trails and installing two water crossings, while replacing a small portion of an existing trail in Farmington. Locally, the project will eliminate the need for residents in Lakeville and Farmington from having to travel indirect routes along long roads and Pilot Knob Road (A Minor Arterial) to access completed segments of the North Creek Greenway. The transportation network within the project area currently has facilities that expose travelers to countless intersection crossings, as well as an annual average daily traffic of 12,400 along Pilot Knob Road. Thus, the current infrastructure exposes pedestrian and cyclists to multiple safety hazards and does not provide a safe and accessible bicycle and pedestrian route between completed segments of the North Creek Greenway.

**Response:**

In contrast, the proposed segment eliminates all vehicular and intersection conflicts and will directly connect to downtown Farmington, the Vermillion River, and over 15 community parks. Elimination of the gap will enable residents in both Farmington and Lakeville to travel between the communities without being impeded by the barrier of the creeks. As part of the 14-mile North Creek Greenway, the Farmington Segment will create continuity between important regional destinations including the Minnesota Zoo, Downtown Apple Valley, and Lebanon Hills Regional Park. Elimination of the 1.8-mile Farmington Segment gap will bring the greenway to more than 75% completion.

Closing this gap is also critical in helping achieve the Regional Bicycle Transportation Network (RBTN). As seen in the "Project to RBTN Orientation" map, the project is part of the RBTN Tier 2 Corridor. This project creates a north-south pedestrian and bicycle connection between

commercial and employment destinations, as well as provides a safe crossing of the physical barrier of North Creek. The proposed project will provide an opportunity for an increasing number of residents to travel safely to their places of work, play, and residence.

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

---

## **Measure B: Project Improvements**

Completing this segment of the North Creek Greenway will correct existing deficiencies in the regional and local trail system by eliminating a two-mile gap, replacing a small portion of trail in Farmington, and removing pedestrian and bicycle traffic from the roadways. Additionally, it offers a safer and more direct local route for Farmington's and Lakeville's pedestrians and bicyclists than existing options. The project also includes the construction of two bridges over North Creek, creating a safe, accessible and scenic route for bicyclists and pedestrians to cross existing water barriers.

**Response:**

Currently, there are limited options for those who want to travel north-south between Farmington and Lakeville. For example, the only north-south route connecting the two cities is Pilot Knob Road (A Minor Arterial), which experiences heavy traffic volumes (12,400 AADT). Continuous east-west streets are also limited given the physical and natural barriers in the area (e.g., wetlands, North Creek, and a railroad). As a result, more pedestrians and bicyclists are traveling on the road in this area and taking greater chances to access the complemented segments of the North Creek Greenway. These safety issues are clearly presented in recent crash data provided by MnDOT. This data has reported five bicycle and vehicle crashes between 2013 and 2015:

- Pilot Knob Road from 170th Street to 195th Street: One incapacity injury, two non-incapacity injuries and one possible injury.

- 170th Street (200 feet east and west of intersections with Pilot Knob Road): One possible injury

Overall, the primary goal of the proposed project is to complete a gap in the North Creek Greenway, while addressing the safety issues noted above. The proposed project will help reduce the number of bicycle and pedestrian conflicts with vehicles and allows users of all ages and abilities to feel confident as they navigate the trail. Other project goals include the reduction in pedestrian/bicycle exposure, improve pedestrian/bicycle access and mobility, eliminate circuitous routes, and encourage walking/biking.

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

---

## **Measure A: Multimodal Elements**

The proposed project provides a needed solution that will safely provide multimodal transportation between Lakeville and Farmington. The proposed project will establish a 10 foot wide, ADA-compliant trail running north-south along North Creek, with crossings across the natural water barrier at key points. The proposed trail will provide enough room for pedestrians and bicyclists to move comfortably. These features will increase the safety of pedestrians and bicyclist since they will no longer be forced to travel along the busy Pilot Knob Road through circuitous paths. More importantly, the proposed improvements will help channel pedestrians and bicyclists between regional destinations (e.g., downtown Farmington, the Metro Transit Park & Ride at 153rd Street, the future employment center of "Orchard Place", and the commercial center of Cobblestone, while overcoming physical barriers (e.g., North Creek).

**Response:**

Closing this gap is also critical in helping achieve the Regional Bicycle Transportation Network (RBTN). As seen in the "Project to RBTN Orientation" map, the project is part of the RBTN Tier 2 Corridor. This project creates a north-south pedestrian and bicycle connection between commercial and employment destinations, as well as provides a safe crossing of the physical barrier of North Creek. The proposed project will provide an opportunity for an increasing number of residents to travel safely to their places of work, play, and residence.

The proposed project will achieve the following multimodal goals:

- Provide an off-street trail for pedestrians and bicyclists to safely travel between destinations in the area.

- Reduce pedestrian and bicycle exposure, while improving pedestrian and bicycle access and mobility.
- Support and enhance the RBTN network.
- Promote and encourage walking and biking.
- Address a 0.9 mile gap in the North Creek Greenway.
- Enhance transit ridership of Routes 477 and 479

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

## Transit Projects Not Requiring Construction

*If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**

## Measure A: Risk Assessment - Construction Projects

### 1)Layout (30 Percent of Points)

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

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

100%

#### Attach Layout

*Please upload attachment in PDF form.*

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

50%

#### Attach Layout

*Please upload attachment in PDF form.*

Layout has not been started

0%

Anticipated date or date of completion

**2)Review of Section 106 Historic Resources (20 Percent of Points)**

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

**3)Right-of-Way (30 Percent of Points)**

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

100%

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

50%

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

25%

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

0%

Anticipated date or date of acquisition

**4)Railroad Involvement (20 Percent of Points)**

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

100%

**Signature Page**

*Please upload attachment in PDF form.*

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

50%

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

0%

Anticipated date or date of executed Agreement

---

### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$600,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$600,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

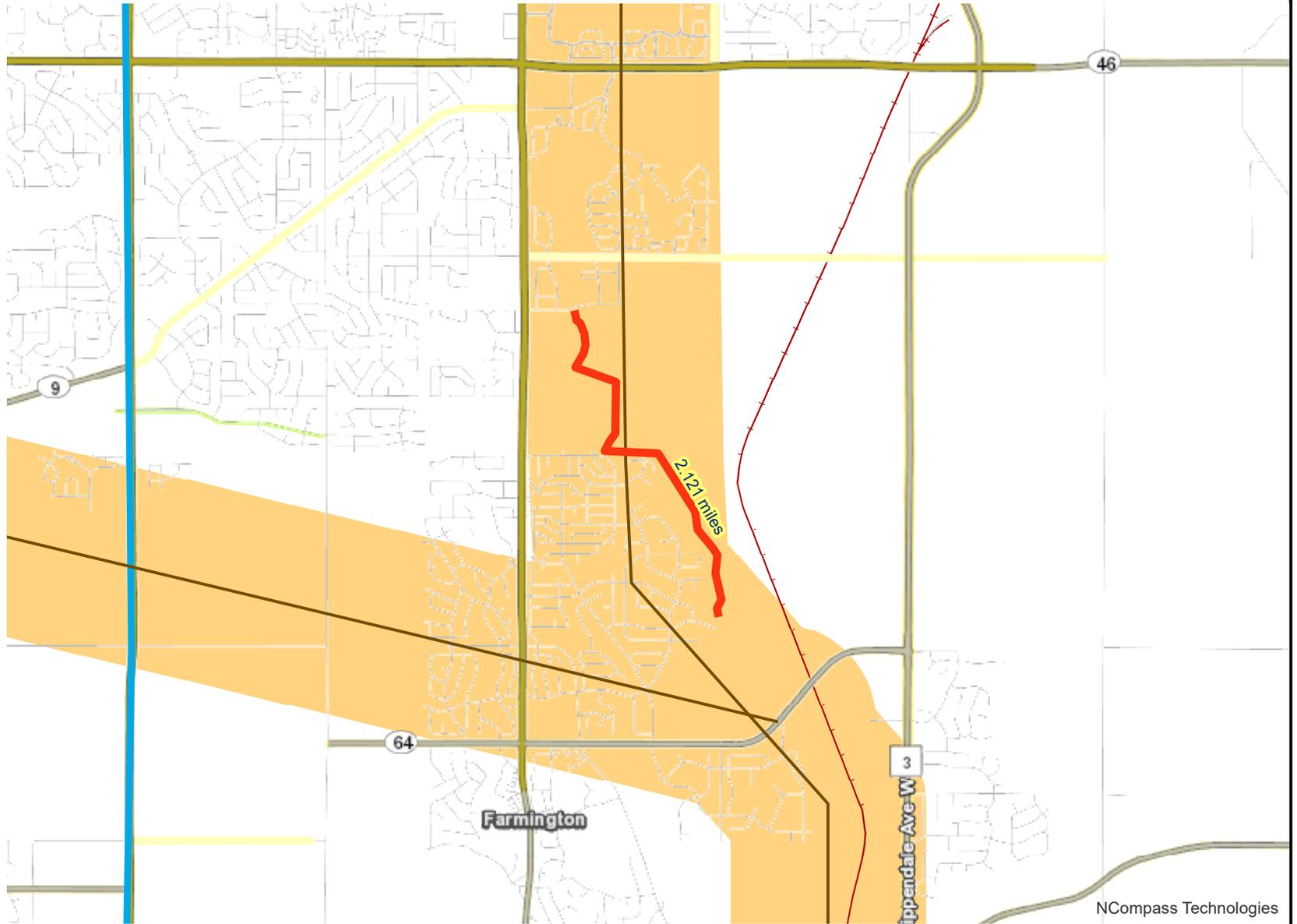
---

### Other Attachments

File Name	Description	File Size
Attachments.pdf	The required attachments are included in this PDF.	11.5 MB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: North Creek Greenway Trail | Map ID: 1530119228579



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



Created: 6/27/2018  
LandscapeRSA6



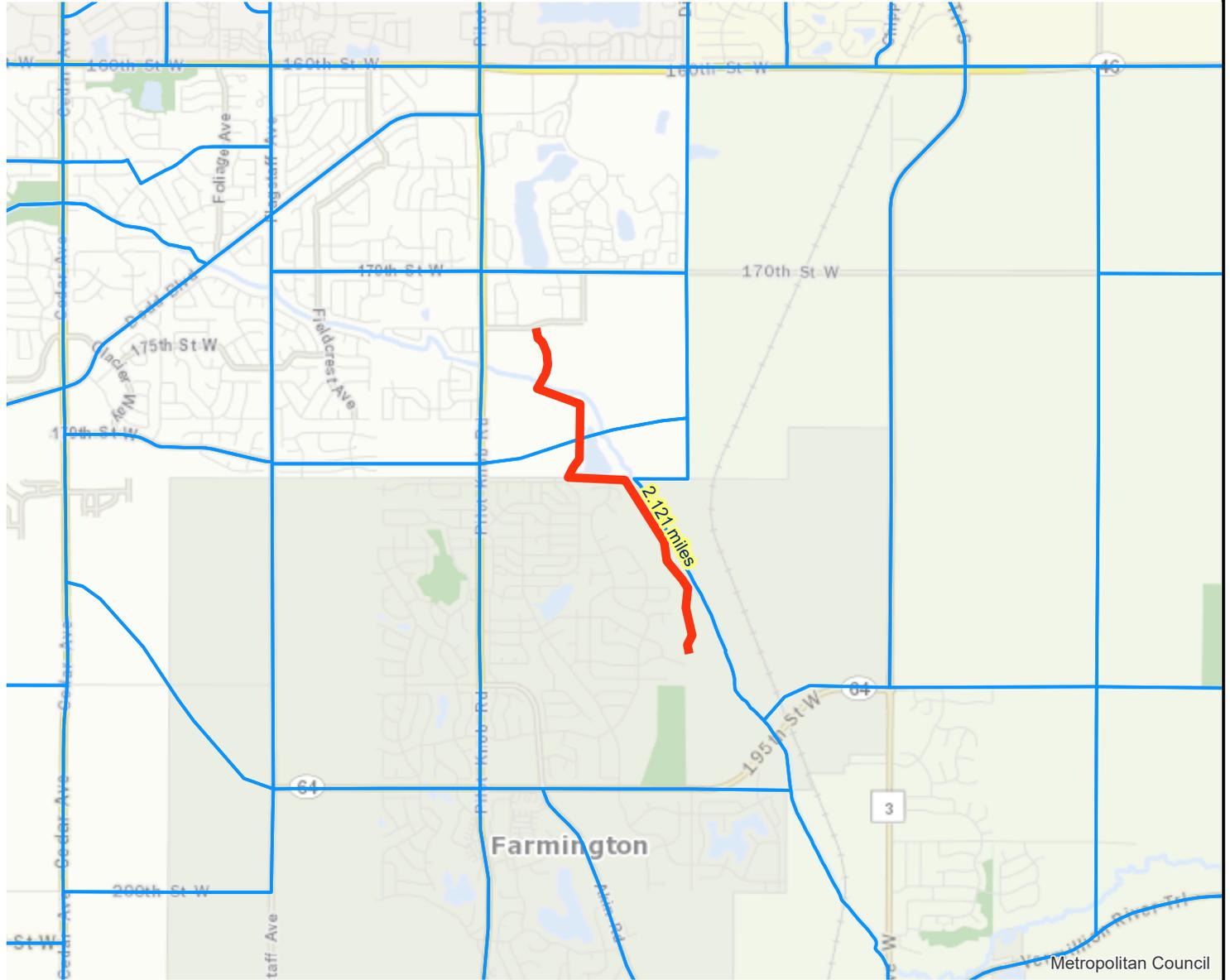
For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies



# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: North Creek Greenway Trail | Map ID: 1530119228579



## Results

Within ONE Mile of project:  
Total Population: 21776  
Total Employment: 2769

-  Project
-  2010 TAZ



Created: 6/27/2018  
LandscapeRSA4



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

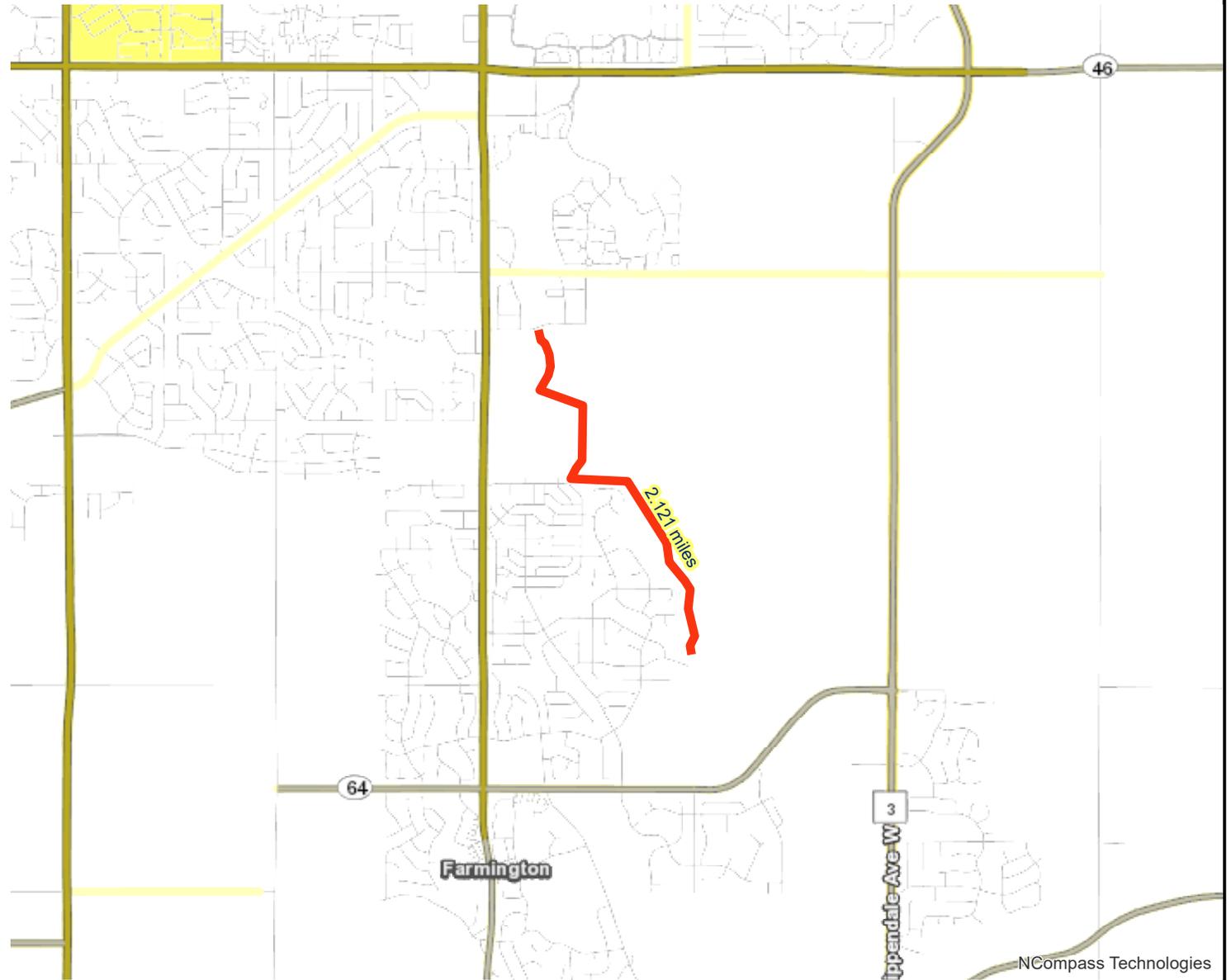


# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: North Creek Greenway Trail | Map ID: 1530119228579

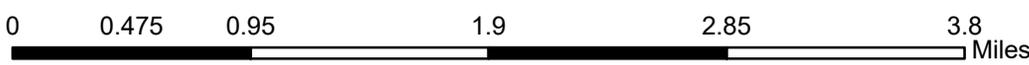
## Results

Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:  
(0 to 12 Points)



NCompass Technologies

-  Project
-  Area of Concentrated Poverty > 50% residents of color
-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 6/27/2018  
LandscapeRSA2

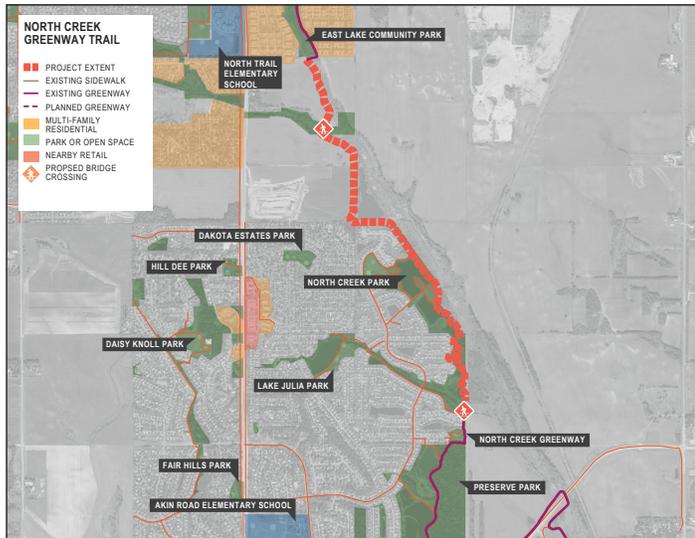


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# North Creek Greenway Trail

## DAKOTA COUNTY



Proposed trail route

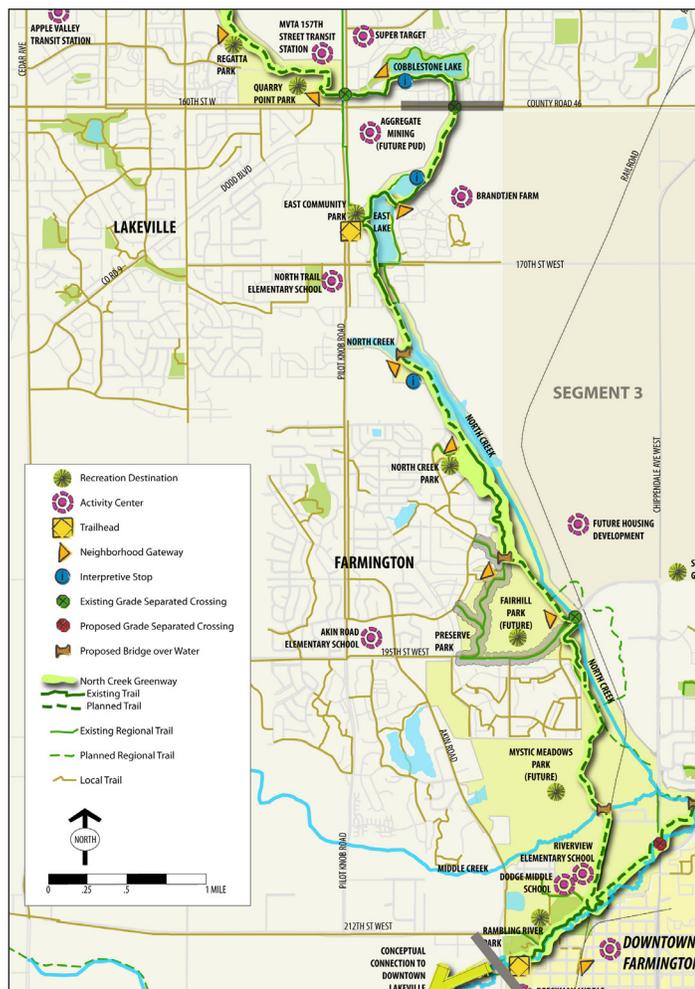
Project Location:	Lakeville and Farmington
Requested Award Amount:	\$480,000
Total Project Cost:	\$600,000

### PROJECT DESCRIPTION

The North Creek Greenway Trail project will complete a priority gap in the 14-mile North Creek Greenway Regional Trail, an important regional trail that will provide a transportation and recreational natural environment corridor between several suburban Twin Cities communities.

### PROJECT BENEFITS

- » Connects two already-completed sections of the North Creek Greenway Regional Trail
- » Provides connections to local trail systems of Lakeville and Farmington, connecting to neighborhoods, parks, and other regional destinations
- » Fills a priority gap identified in the North Creek Greenway Master Plan
- » Connects regional destinations such as Downtown Farmington, the Cobblestone commercial center, and the future employment center of "Orchard Place" in Apple Valley
- » Provides crossings across the physical barrier of North Creek, while preserving the natural greenway of the creek
- » Provides new opportunities for underserved populations in surrounding communities to access the outstanding natural resources of the North Creek corridor, while connecting to employment centers, educational opportunities, and services in the region



North Creek Greenway Segment 3 Concept Plan

# NORTH CREEK GREENWAY TRAIL

- PROJECT EXTENT
- EXISTING SIDEWALK
- EXISTING GREENWAY
- PLANNED GREENWAY
- MULTI-FAMILY RESIDENTIAL
- PARK OR OPEN SPACE
- NEARBY RETAIL
- PROPOSED BRIDGE CROSSING

EAST LAKE COMMUNITY PARK

NORTH TRAIL ELEMENTARY SCHOOL

DAKOTA ESTATES PARK

HILL DEE PARK

NORTH CREEK PARK

DAISY KNOLL PARK

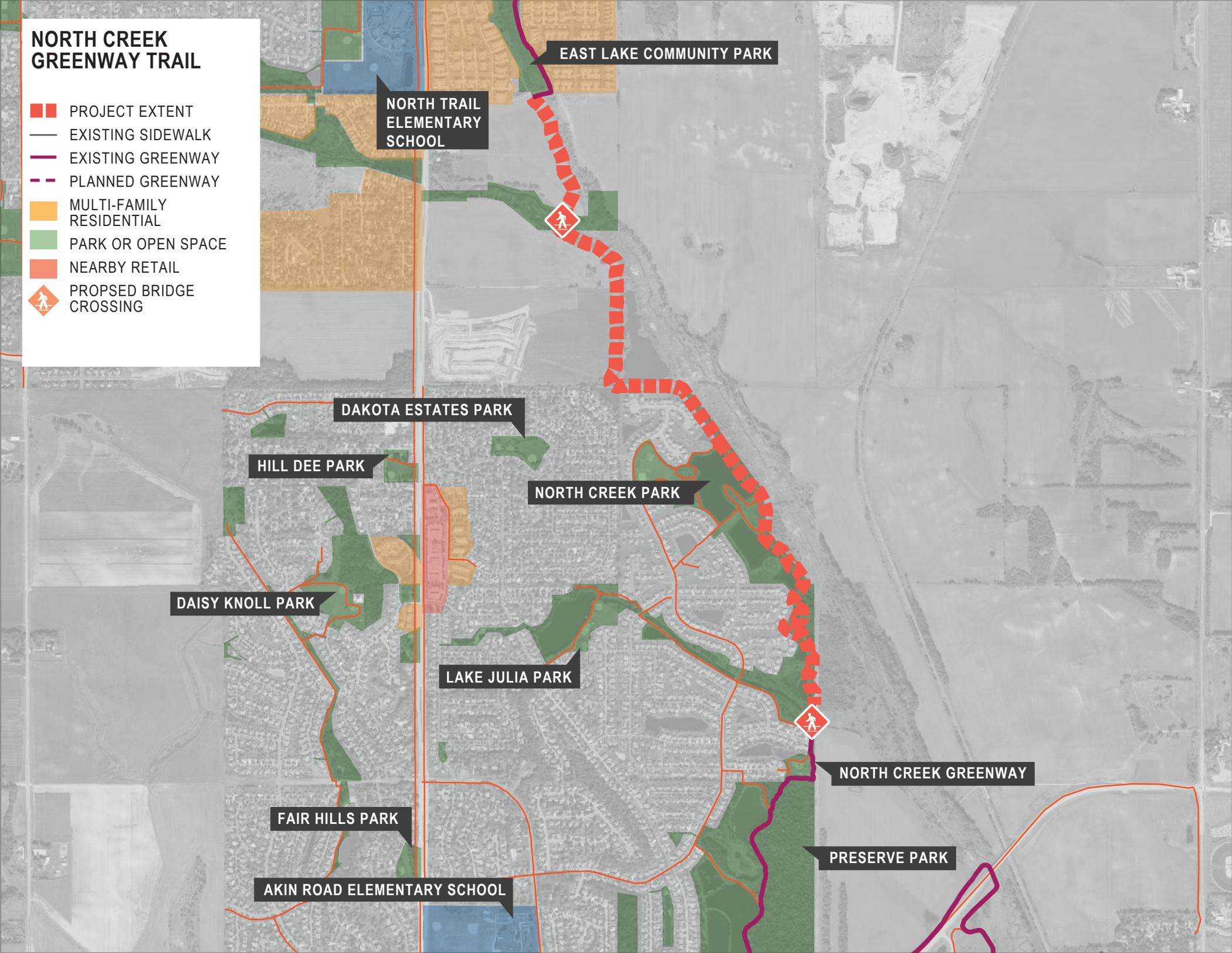
LAKE JULIA PARK

NORTH CREEK GREENWAY

FAIR HILLS PARK

PRESERVE PARK

AKIN ROAD ELEMENTARY SCHOOL



North Creek Greenway Trail Improvements – Farmington to Lakeville  
(End of Current North Creek Farmington Trail Segment)



**BOARD OF COUNTY COMMISSIONERS  
DAKOTA COUNTY, MINNESOTA**

June 19, 2018  
Motion by Commissioner Egan

Resolution No. 18-326  
Second by Commissioner Slavik

---

**Approval Of Grant Application Submittals For Transportation Advisory Board 2018 Federal Funding Solicitation Process**

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, these federal programs fund up to 80 percent of project construction costs; and

WHEREAS, federal funding of projects reduces the burden local taxpayers for regional improvements; and

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, project submittals are due on July 13, 2018; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County Comprehensive Plan; and

WHEREAS, subject to federal funding award, the Dakota County Board of Commissioners would be asked to consider authorization to execute a grant agreement at a future meeting.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the following County led projects for submittal to the TAB for federal funding:

1. County State Aid Highway (CSAH) 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 55 to west of TH 3 (Robert Street) in Egan and Inver Grove Heights
2. CSAH 32 (Cliff Road) at its intersection with CSAH 31 (Pilot Knob Road) in Egan
3. CSAH 70 (215th Street) from Kensington Boulevard to CSAH 23 (Cedar Avenue) in Lakeville
4. Advanced Traffic Management System along CSAH 5 and CSAH 38 (McAndrews Road) in Burnsville and Apple Valley
5. CSAH 23 (Cedar Avenue) Grade Separated Trail north of 140th Street in Apple Valley
6. River to River Greenway – Valley Park & TH 149 Underpass in Mendota Heights
7. Minnesota River Greenway – Fort Snelling segment in Egan
8. CSAH 42 Trail & Grade Separation between Flagstaff Avenue and CSAH 31 (Pilot Knob Road) in Apple Valley
9. North Creek Greenway – Lakeville/Farmington gaps

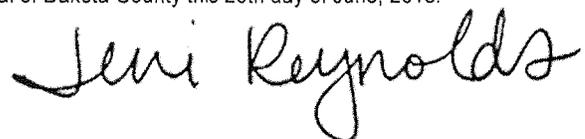
; and

**STATE OF MINNESOTA  
County of Dakota**

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Atkins	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 19th day of June, 2018, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 20th day of June, 2018.



Clerk to the Board

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

- 10. Cliff Road (CSAH 32) & I-35W West Ramp Intersection Improvements – Lead Agency: Burnsville
- 11. TH 13 Grade Separated Trail at Nicollet Avenue – Lead Agency: Burnsville
- 12. CSAH 38 (McAndrews Road) Trail from Gardenview Drive to Galaxie Avenue – Lead Agency: Apple Valley
- 13. CSAH 23 (Cedar Avenue) Pedestrian Overpass at 147th Street Station – Lead Agency: Apple Valley (support is contingent upon agreement by the City and Metro Transit in addressing operations costs)
- 14. CSAH 73 Trail between I-494 and 55th Street – Lead Agency: Inver Grove Heights
- 15. North Creek Greenway (Johnny Cake Ridge Road) – Lead Agency: Apple Valley
- 16. Rosemount Greenway (Downtown Rosemount to Lebanon Hills) – Lead Agency: Rosemount
- 17. CSAH 8 (Wentworth Avenue) Trail from Robert Street to CSAH 73 (Oakdale Avenue) – Lead Agency: West St Paul

; and

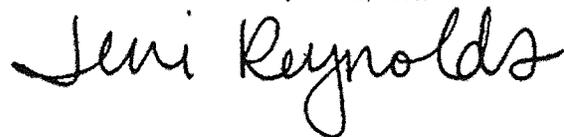
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city-led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County's share of the matching funds consistent with Dakota County transportation cost share policies.

STATE OF MINNESOTA  
County of Dakota

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Atkins	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 19th day of June, 2018, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

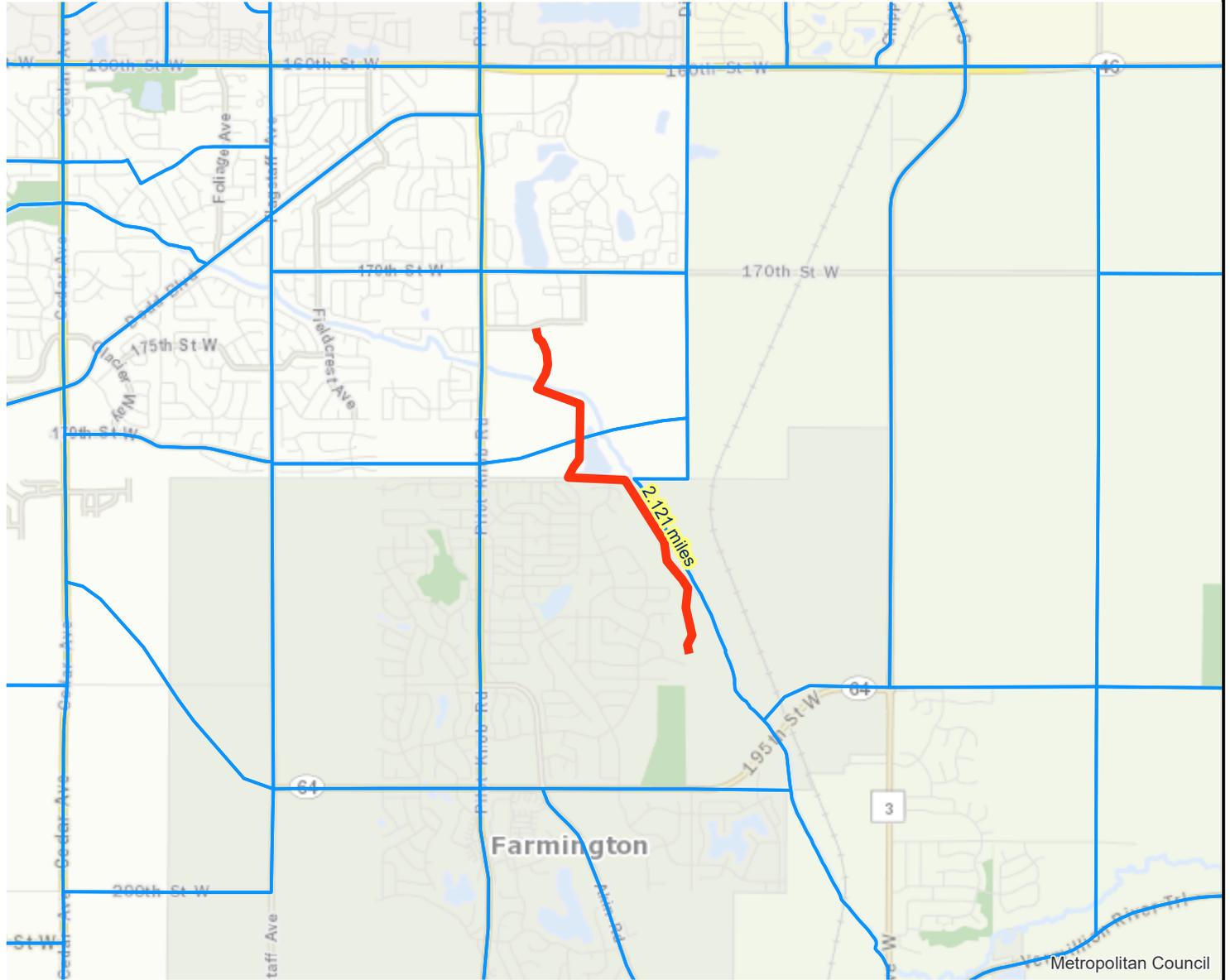
Witness my hand and official seal of Dakota County this 20th day of June, 2018.



Clerk to the Board

# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: North Creek Greenway Trail | Map ID: 1530119228579



## Results

Within ONE Mile of project:  
Total Population: 21776  
Total Employment: 2769

-  Project
-  2010 TAZ



Created: 6/27/2018  
LandscapeRSA4



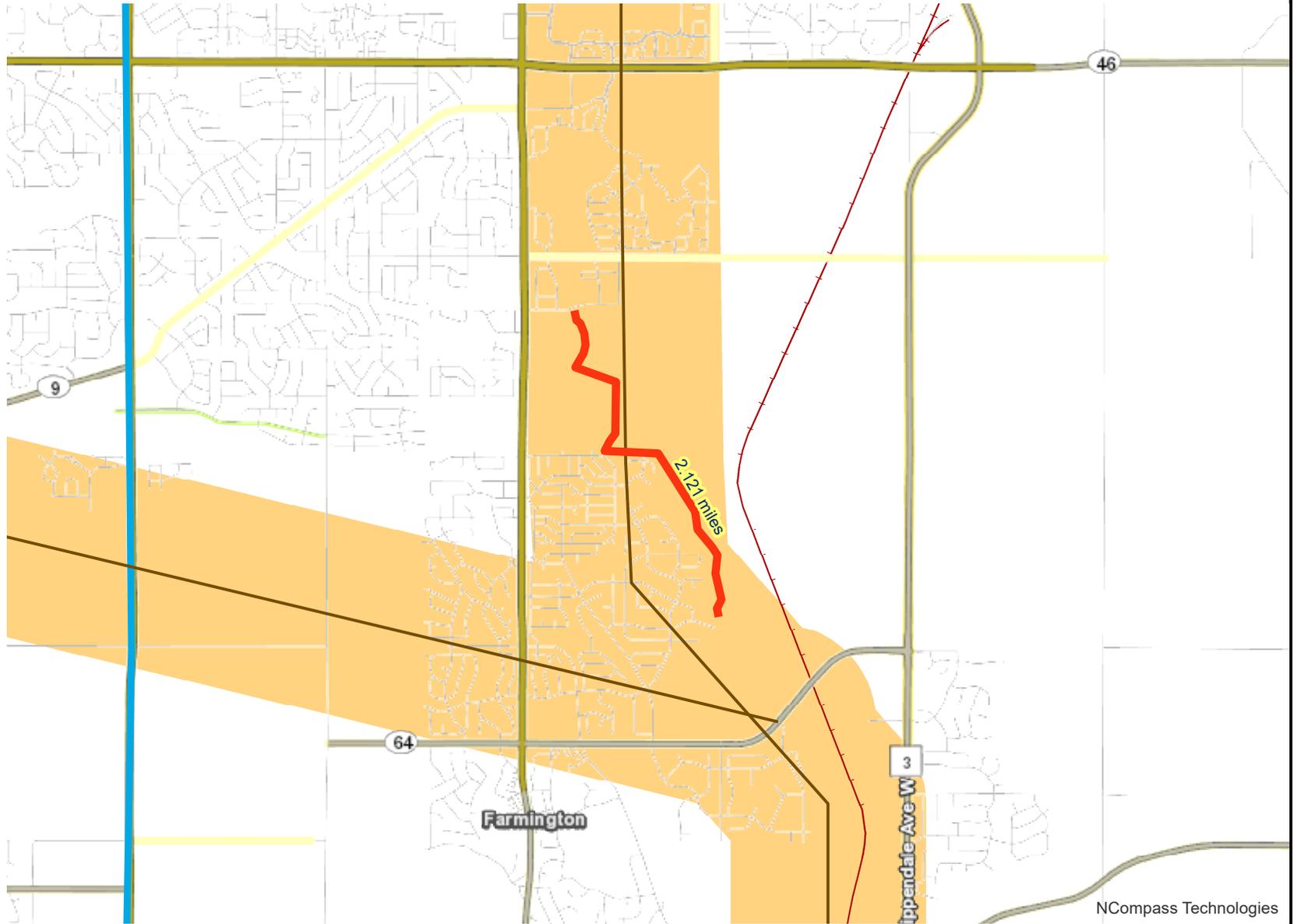
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Metropolitan Council

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: North Creek Greenway Trail | Map ID: 1530119228579



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



Created: 6/27/2018  
LandscapeRSA6



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

NCompass Technologies

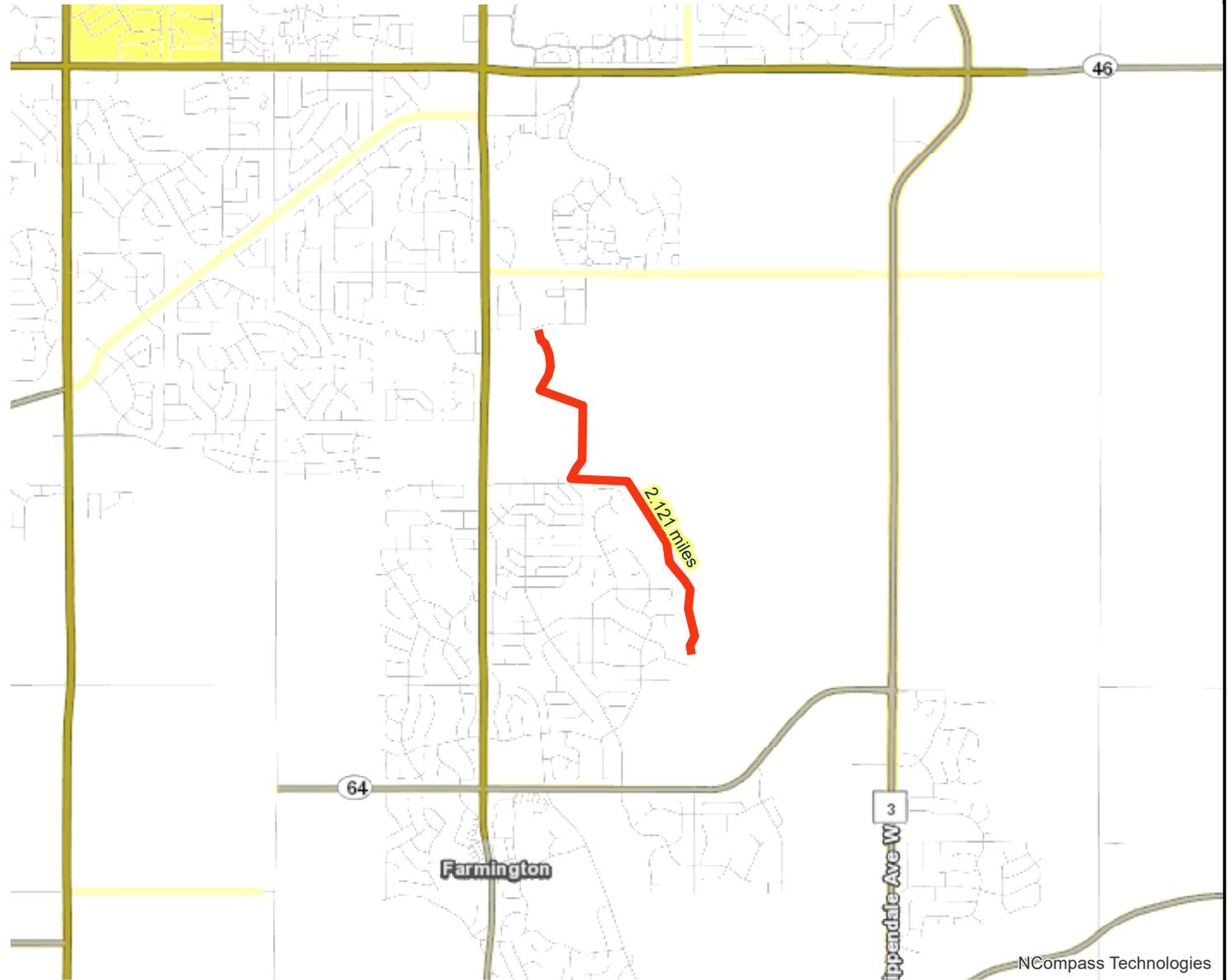


# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: North Creek Greenway Trail | Map ID: 1530119228579

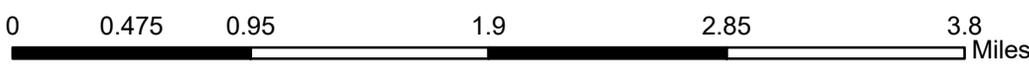
## Results

Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:  
(0 to 12 Points)



NCompass Technologies

- Project
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty



Created: 6/27/2018  
LandscapeRSA2



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

