



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14097 - Burnsville: New Multi-Use Trail on Nicollet Avenue from TH-13 to CSAH 32 (Cliff Road)

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

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Primary Contact

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

Organization Information

Name: BURNSVILLE, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

100 CIVIC CTR PKY

*

BURNSVILLE

Minnesota

55337

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:*

952-895-4400

Ext.

Fax:

PeopleSoft Vendor Number

0000020927A1

Project Information

Project Name

Multiuse Trail Along Nicollet Avenue Between Trunk Highway
13 and CSAH 32 (Cliff Road)

Primary County where the Project is Located

Dakota

Cities or Townships where the Project is Located:

Burnsville, MN

Jurisdictional Agency (If Different than the Applicant):

The City of Burnsville is proposing to construct a 0.8 mile multiuse trail on the east side of Nicollet Avenue between TH 13 and Cliff Road, along with improved crossings of these roads. The bike/ped crossing at TH 13 would include median refuges. At Cliff Road, the trail would be extended approximately 800 feet to the west, and a new crossing with median refuge would be constructed.

Nicollet Avenue is an A-Minor Arterial road that carries 3,250 vehicles per day (vpd). TH 13, an east-west four-lane expressway and Principal Arterial, carries up to 37,500 vpd. Cliff Road is a four-lane undivided A-Minor Arterial roadway with 16,100 vpd.

Nicollet Avenue is a Tier 1 Regional Bicycle Transportation Network (RBTN) Corridor that connects to the regional bikeway system and a Tier 2 RBTN alignment along Cliff Road, and the Black Dog Trail along the Minnesota River. Sidewalks are located on the west side of Nicollet Avenue. Multiuse trails along the north side of TH 13 (east of Nicollet Avenue) and Cliff Road are part of the regional bikeway system.

The Burnsville Transit Station and 1,400+ spot Park and Ride are located in the northeast quadrant of the TH 13/Nicollet Avenue intersection. Several bus routes use the station, including local and express services and Jefferson Lines which provides nation-wide service.

A future Orange Line BRT station would be built in the southwest quadrant of the TH 13/Nicollet Avenue intersection. The Heart of the City, Burnsville's downtown area centered on Nicollet Avenue, is also located just to the south of the intersection. The downtown includes stores, restaurants, residences, Nicollet Commons Park (a

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

"town square" with an amphitheater, greenspace and a water feature), and the Ames Center. Cliff Fen Park is located on the north side of Cliff Road, just east of the Nicollet Avenue. The park includes a playground and splash pad and access to the Minnesota Valley Wildlife Refuge.

This project would close a gap in the regional bikeway system. Mobility of non-motorized travelers would be improved with an additional option for those travelling in the area and a "First-Last Mile" connection for transit riders. Safety of non-motorized travelers would be improved by providing separate space for bicyclists, pedestrian facilities on both sides of Nicollet Avenue, and improved crossings of Cliff Road and TH 13.

The project is supported by Dakota County, MnDOT, Metro Transit, and MVTA.

(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.](#)

Nicollet Ave From TH 13 to Cliff Road (CSAH 32) in Burnsville-construct multiuse trail

Project Length (Miles)

0.8

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 \$760,000.00

Match Amount \$190,000.00

Minimum of 20% of project total

Project Total \$950,000.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds

Local Funding (City of Burnsville)

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:** 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:

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

Project Information**County, City, or Lead Agency** City of Burnsville**Zip Code where Majority of Work is Being Performed** 55337**(Approximate) Begin Construction Date** 05/09/2024**(Approximate) End Construction Date** 03/07/2025**Name of Trail/Ped Facility:** Nicollet Avenue Trail

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)**From:** Trunk Highway (TH) 13
(Intersection or Address)**To:** CSAH 32 (Cliff Road)
(Intersection or Address)

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

Or At:**Miles of trail (nearest 0.1 miles):** 0.8**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 0.8**Is this a new trail?** Yes**Primary Types of Work**GRADE, AGG BASE, BIT BASE, BIT SURF, BIKE PATH, PED
RAMPS, LIGHTING, SIGN INSTALLMENT

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**Old Bridge/Culvert No.:** N/A**New Bridge/Culvert No.:** N/A**Structure is Over/Under**
(Bridge or culvert name): N/A

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.

1. Goal B: The regional transportation system is safe and secure for all users

a. Objective: A, Strategy B1 (Page 2.5); Strategy B6 (Page 2.8)

2. Goal C: A reliable, affordable, and efficient multimodal transportation system supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.

a. Objective: A, D, and E (Page 2.10)

b. Strategy: C2 (page 2.11); C15 (page 2.22); C16 (page 2.23); C17 (page 2.24)

3. Goal E: The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

a. Objectives: A, B, C, D Page 2.30

b. Strategy: E3 (page 2.31); E5 (page 2.33); E7 (page 2.34)

Briefly list the goals, objectives, strategies, and associated pages:

(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.

1. City of Burnsville 2040 Comprehensive Plan,
Page 2-100, 4-208, 7-317, 7-322, 7-323, 7-324, 7-
325, 7-326, 7- 7-356; 7-357; 7-362; 7-380; 7-386;
7-404; 8-438

Link to Burnsville 2040 Comprehensive Plan:
<http://www.burnsville.org/DocumentCenter/View/12364/2040-Comprehensive-Plan-Full-Report?bidId=>

2. Dakota County 2040 Comprehensive Plan:
Pages 46-47

List the applicable documents and pages:

Link to Dakota County 2040 Comprehensive Plan:
<https://www.co.dakota.mn.us/Government/Planning/CompPlan/Documents/DakotaCounty2040ComprehensivePlan.pdf>

3. City of Burnsville 2020-2024 Capital
Improvement Plan Regional Trail Improvement:
Page 17 and Page 34

<http://burnsvillemn.gov/DocumentCenter/View/567/2020-2024-Capital-Improvements-Plan?bidId=>

(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.

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

5. 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.

Multituse 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: \$250,000 to \$1,000,000

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

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

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 03/30/2020

Link to plan: <http://burnsvillemn.gov/1848/ADA>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

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

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$45,000.00
Removals (approx. 5% of total cost)	\$25,000.00
Roadway (grading, borrow, etc.)	\$77,000.00
Roadway (aggregates and paving)	\$26,500.00
Subgrade Correction (muck)	\$0.00

Storm Sewer	\$50,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$5,500.00
Traffic Control	\$45,000.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$60,000.00
Turf - Erosion & Landscaping	\$50,000.00
Bridge	\$0.00
Retaining Walls	\$138,000.00
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
Totals	\$522,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$138,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$19,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$53,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$218,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$428,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	\$950,000.00
Construction Cost Total	\$950,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

- Tier 1, Priority RBTN Corridor Yes
- Tier 1, RBTN Alignment
- Tier 2, RBTN Corridor
- 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

1585077899973_RBTN Project.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 17238

Existing Employment Within One Mile (Integer Only) 14839

Upload the "Population Summary" map

1585254631768_Pop_Employment Project.pdf

Please upload attachment in PDF form.

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

*1. **Sub-measure: Equity Population Engagement:** A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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.*

Nicollet Avenue is located in a regional employment cluster. The area is predominated by businesses, retailers, offices, industrial businesses, and mixed land uses. The Minnesota Valley National Wildlife Refuge is located just north of the project area.

Residential homes within ½ mile of the project are located at the south end of TH 13 and west of I-35W. One census tract, just north of TH 13, is an area of concentrated poverty. There are also tracts with higher than the regional average concentration of race/poverty, both north of TH 13 and west of I-35W. 2013-2017 data from the American Community Survey(ACS)'s 5-year estimates reflect that 29 percent of the population within half mile of the project area are minorities. This ACS report is attached.

Response:

The City had planned to hold a public meeting for this project, however, it was canceled due to COVID-19. Instead, the City sent out mailers and posted information on their website. Specific populations were engaged on this project by sending out mailers and posting information on the City's website. Comment forms were mailed with the informational flyers for people to provide comments. People were also able to provide comments online through the project website.

(Limit 2,800 characters; approximately 400 words)

2.Sub-measure: Equity Population Benefits and Impacts: *A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. 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. Note that this is not an exhaustive list.

The new multiuse trail, with improved crossings of TH 13 and Cliff Road would benefit the overall public including people in these populations: low-income, people of color, children, people with disabilities and the elderly.

The trail project would improve safety by providing an off-street multiuse trail facility along the east side of Cliff Road and improved crossings: including pedestrian refuges - at TH 13 and Cliff Road. All trail elements would be ADA compliant.

From a public health perspective, the trail would create an environment that is more comfortable for non-motorized travelers with a wide range of physical abilities. These improvements may encourage some who would not travel by non-motorized means under existing conditions to travel as a pedestrian or by bicycle.

Response:

The trail would improve access to the Burnsville Transit Station and the future Orange Line BRT station, both of which are regionally significant. Those using transit services that utilize either the Burnsville Transit Station or the future Orange Line BRT station would be able to access either the stations, or travel to their local destination more easily on foot or bicycle. The trail would provide transit users an option for completing a "First-Last-mile" connection to a place of employment.

Overall, the trail would improve non-motorized traveler access to jobs, businesses, and services. Closure of the trail gap would better accommodate non-motorized trips to recreational areas, including multiple city parks, the Minnesota Valley National Wildlife Refuge, and safer access to the Black Dog Trail segment of the Minnesota River Greenway north of the project area as shown in Figure 1.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

There are no residences directly adjacent to Nicollet Avenue. The area immediately adjacent to Nicollet Avenue is characterized by businesses and the Burnsville Transit Station. The project is not expected to result in any negative externalities on disadvantaged populations or the general public. The proposed trail would close a gap in the regional bikeway network and improve local and regional connectivity, expand options, and improve safety for non-motorized users. The project on Cliff Road includes crossing improvements at the TH 13 and Cliff Road intersection. These improvements, including refuges, would improve safety at these at-grade crossings.

Response:

Project construction is expected to require additional right of way (strip takings) from adjacent properties. However, no businesses or residences would be displaced. The project would be designed to minimize property impacts as much as possible by installing a curb to keep a trail closer to the roadway. The City would work directly with property owners whose properties may potentially be impacted by the project. Owners would be compensated consistent with federal requirements. Property impacts would not disproportionately affect disadvantaged populations. During construction, pedestrians would be able to travel along Nicollet Avenue using the existing sidewalk on the west side of the road.

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points *Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

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

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)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map 1585255198705_Socio-Economic Project.pdf

Measure B: Part 1: Housing Performance Score

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
Burnsville	0.8	1.0	100.0	100.0

Total Project Length

Total Project Length 0.8

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0.8

Total Housing Score 100.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

One affordable housing property for seniors is located within ½ mile of the project. The property, Park Ridge Place, is located south of the Nicollet Avenue and TH 13 intersection, on Burnsville Parkway (shown on Figure 1). It includes 66 affordable housing units of either one or two bedrooms, with rents ranging between \$411 and \$932 depending on the resident's income. The affordability limit for these subsidized senior housing units is 80 percent of the area median income. There are no other existing or planned affordable housing developments within a half mile of the project.

Response:

Nicollet Avenue south of TH 13 has sidewalks along the west side and a multiuse trail on the east side of the roadway. The only segment of Nicollet Avenue without a bicycle path on the east side is between TH 13 and Cliff Road. Completing the regional bikeway gap would enhance safety for bicyclists traveling along Nicollet Avenue between TH 13 and Cliff Road. Pedestrians and bicyclists using the multiuse trail along the east side of Nicollet Avenue south of TH 13 would be able to safely cross TH 13 and continue on with their trip. This would expand mobility choices. The proposed trail would improve the public's (including residents of Park Ridge Place) accessibility to businesses, the Burnsville Transit Station, the future Orange Line BRT station, the Ames Center, local parks and trails along with other local and regional destinations.

Park Ridge Place residents, along with the general public would have an improved, safer way to cross TH 13 (by providing multiple refuges) and access the Burnsville Transit Station. Because Park Ridge Place is targeted to low-income seniors, this improved mobility is important because these groups may be less likely to own a private vehicle and therefore depend on other modes of

transportation.

(Limit 2,100 characters; approximately 300 words)

Upload map:

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*
 - *Improving bikeability to better serve all ability and experience levels by:*
 - *Providing a safer, more protected on-street facility or off-road trail;*
 - *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*
 - *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*
- Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).*
- Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.*

Both TH 13 and Cliff Road are multi-lane, high speed roads that act as a physical barrier to pedestrians and bicyclists by not being conducive or safe to cross. As noted in Dakota County's 2040 Comprehensive Plan, high speed roads conflict with and create a barrier to pedestrian and bicyclists that need to cross these busy roadways (pgs. 46-47). MnDOT is currently conducting a study on TH 13 between Nicollet Avenue and US 169. The study would help determine the best long-term vision for the crossing at TH 13. The proposed multiuse trail would support the goals of the corridor such as improving safety.

Response:

South of the TH 13/Nicollet Avenue intersection, Nicollet Avenue is a Tier 1 RBTN Corridor. The TH 13/Nicollet intersection was identified as a Tier 2 Regional Bicycle Barrier in the Regional Bicycle Barriers Study. Existing bikeway facilities extend to McAndrews Road, an east-west Tier 2 RBTN Alignment. Bikeway facilities along Nicollet Avenue south of TH 13 provide access to the City of Burnsville's Heart of the City downtown district (that includes a mix of land uses) as well as Civic Center Park and several residential neighborhoods.

The proposed multiuse trail along the east side of Nicollet Avenue between TH 13 (in the north) and Cliff Road (CSAH 32) in the south would close a gap in the regional bikeway system. Nicollet Avenue between TH 13 and McAndrews Road has sidewalks along the west side and a multiuse trail along the east side of the roadway; Nicollet Avenue south of McAndrews Road has sidewalks along both sides of the corridor. The proposed project location is the only segment of Nicollet Avenue without a sidewalk or a multiuse trail on the east side of the roadway.

The trail project includes at grade crossing improvements at both TH 13 and Cliff Road, including upgrading intersection sidewalks, curb ramps, and refuges, all of which would comply with current ADA standards. These intersection crossing improvements would improve safety conditions for pedestrians and bicyclists at locations.

The City of Burnsville has identified the need for a grade separated crossing of TH 13 and Nicollet Avenue in its CIP and Comprehensive Plan. The need for this improvement may become clearer when the Orange Line BRT station opens in the southwest quadrant of the intersection.

Closing this gap in the trail network would enhance connectivity, including regional connectivity between Dakota County and Hennepin County. The Tier 1 corridor would connect to the planned I-35W river crossing pedestrian bridge and the Black Dog Trail segment of the Minnesota River Greenway. Closure of the trail gap would better accommodate non-motorized trips to recreational areas, including multiple city parks, and the Minnesota Valley National Wildlife Refuge.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Yes

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

Nicollet Avenue between TH 13 and Cliff Road is an A-Minor Arterial that serves numerous local businesses and employment centers, educational centers, the Burnsville Transit Station, and an apartment complex. Safety, accessibility, and regional connectivity for non-motorized users are top priorities.

TH 13 is a four-lane divided roadway with turn lanes with a posted speed limit of 55 mph while the segment of Cliff Road intersecting with Nicollet Avenue is a four-lane undivided roadway with a posted speed limit of 50 mph. There are parts of Cliff Road with a posted speed limit of 30 mph west of Nicollet Avenue. High-speed traffic and high traffic volumes on TH 13 and Cliff Road often compromise the safety of pedestrians and bicyclists while crossing these busy roadways.

Response:

Review of ten years of safety data (2010-2019) showed that there were three pedestrian or bicyclist related crashes within the Nicollet Avenue trail project area. The two pedestrian crashes occurred at the intersection of TH 13 and Nicollet Avenue. These resulted in one minor and one serious injury (involving a motor vehicle). The one bicycle-related crash occurred on Nicollet Avenue, where a bicyclist was crossing Nicollet Avenue at an unmarked location just south of River Ridge Lane and was struck by a vehicle traveling northbound. The bicyclist related crash resulted in a minor injury.

Review of the safety data showed that there were a total of 222 reported crashes over the past 10 years; 150 were reported at the intersection of TH 13 and Nicollet Avenue. Upgrading the pedestrian median refuge on TH 13 and installing a median refuge island on Cliff Road would enhance safety for non-motorized users. The "Median Treatment

for Ped/Bike Safety" Clearinghouse Crash Modification Factor indicates that the median treatment could be expected to reduce all crashes at the intersection by 14 percent. These improvements would help address the deficiency along the network by completing a gap in the network and providing a safer environment for bicyclists and pedestrians.

To enhance safety for pedestrians and bicyclists crossing TH 13, the median refuge would be widened. Sufficient median refuge space on a busy roadway with high-speed traffic benefits bicyclists and pedestrians by providing adequate space to wait for the appropriate gap in traffic to cross the road. Median refuges also decrease the overall crossing distance for bicyclists and pedestrians, reducing their exposure to traffic. A median refuge on Cliff Road would serve as a safe area for bicyclists and pedestrians to wait when crossing the four-lane undivided roadway with vehicles travelling up to 50 mph.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Enhanced pedestrian and bicyclist connectivity provided by the proposed trail would provide improved access to the existing and planned transit services in the project area.

The Burnsville Transit Station is a major hub for both local and express bus services in the south metro connecting to the rest of the regional system. Six routes access the Burnsville Transit Station to provide connections between Shakopee, Savage, Burnsville, Eagan, Bloomington, and Minneapolis.

A planned Orange Line BRT station will be located in the southwest corner of the TH 13/Nicollet Avenue intersection. This service will provide high-frequency service along I-35W between Burnsville and Minneapolis. The planned BRT station will be a "Kiss-and-Ride", meaning parking facilities will not be provided. However, there is sufficient parking available close to the station. Without a connected Park and Ride to the station, the ability to access the BRT station via walking or biking is key for its service. The proposed multiuse trail would provide better access and ensure safety to future Orange Line BRT users and improve the multimodal system and "First-Last mile" connections.

Response:

Nicollet Avenue currently has sidewalks along the west side of the road from County Road 42 to Cliff Road. The multiuse trail along the east side of Nicollet Avenue ends once it reaches the TH 13/Nicollet Avenue intersection. The existing network of sidewalks allows for pedestrians to access the Burnsville Transit Station. However, the lack of bicycle/pedestrian facilities on the east side of Nicollet Avenue between TH 13 and Cliff Road limits direct access to destinations on the east side of the corridor.

Without a multiuse trail on the east side of Nicollet

Avenue, pedestrians will continue to be restricted to directly accessing destinations on the east side of the roadway. With only one marked crossing along Nicollet Avenue between TH 13 and Cliff Road, pedestrians have limited locations where they can cross Nicollet Avenue from the sidewalk on the west side to get to destinations on the east side of the corridor.

The proposed multiuse trail would be on the same side of Nicollet Avenue as the Burnsville Transit Station, allowing improved access to the transit station for pedestrians and bicyclists. The trail would also link residential uses on the south side of TH 13 (in the mixed use Heart of the City district) with the Transit Station to the north.

(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 (25 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.

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.

Yes

50%

Attach Layout

1589401376836_Nicollet Ave Trail Preliminary
Concept_11x8.5.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

03/13/2023

2)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

3)Right-of-Way (25 Percent of Points)

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

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

Yes

25%

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

0%

Anticipated date or date of acquisition

01/01/2024

4)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%

Anticipated date or date of executed Agreement

5) 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. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public:

Meeting with partner agencies:

Targeted online/mail outreach: 03/23/2020

Number of respondents: 4

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

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

50%

At least one meeting specific to this project with key partner agencies 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%

A public meeting for the multiuse trail along Nicollet Avenue was scheduled for March 23rd, 2020. However, due to circumstances surrounding COVID 19, the meeting was canceled. The City has sent out mailers related to the project and made information available on the City website. Comment forms were also mailed out with the project flyers for occupants and owners to return to the City to help identify needs and address concerns; community members were also invited to provide comments online. Four comments were received through the online comment forms.

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

Overall, community members expressed the need for the trail and acknowledged that the proposed multiuse trail would enhance network connectivity for non-motorized users and eliminate gaps in the existing bicycle network. The online comment form also provided community members with the opportunity to share other future trail and safety needs for non-motorized users. One respondent mentioned that the current crossing at TH 13, is not safe without a trail. An element of the proposed multiuse trail is to improve the existing crossing at TH 13 and enhance safety. The proposed trail would also connect to the existing multiuse trail on the east side of Nicollet Avenue -south of TH 13- to provide a more continuous north-south trail route along the corridor.

The City also met with Dakota County, a partnering agency, to discuss the proposed project. Dakota County's letter of support can be found as one of the attachments. Conversations with other stakeholders that may be affected by the project have also taken place and their letters of support can be found as attachments.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$950,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$950,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

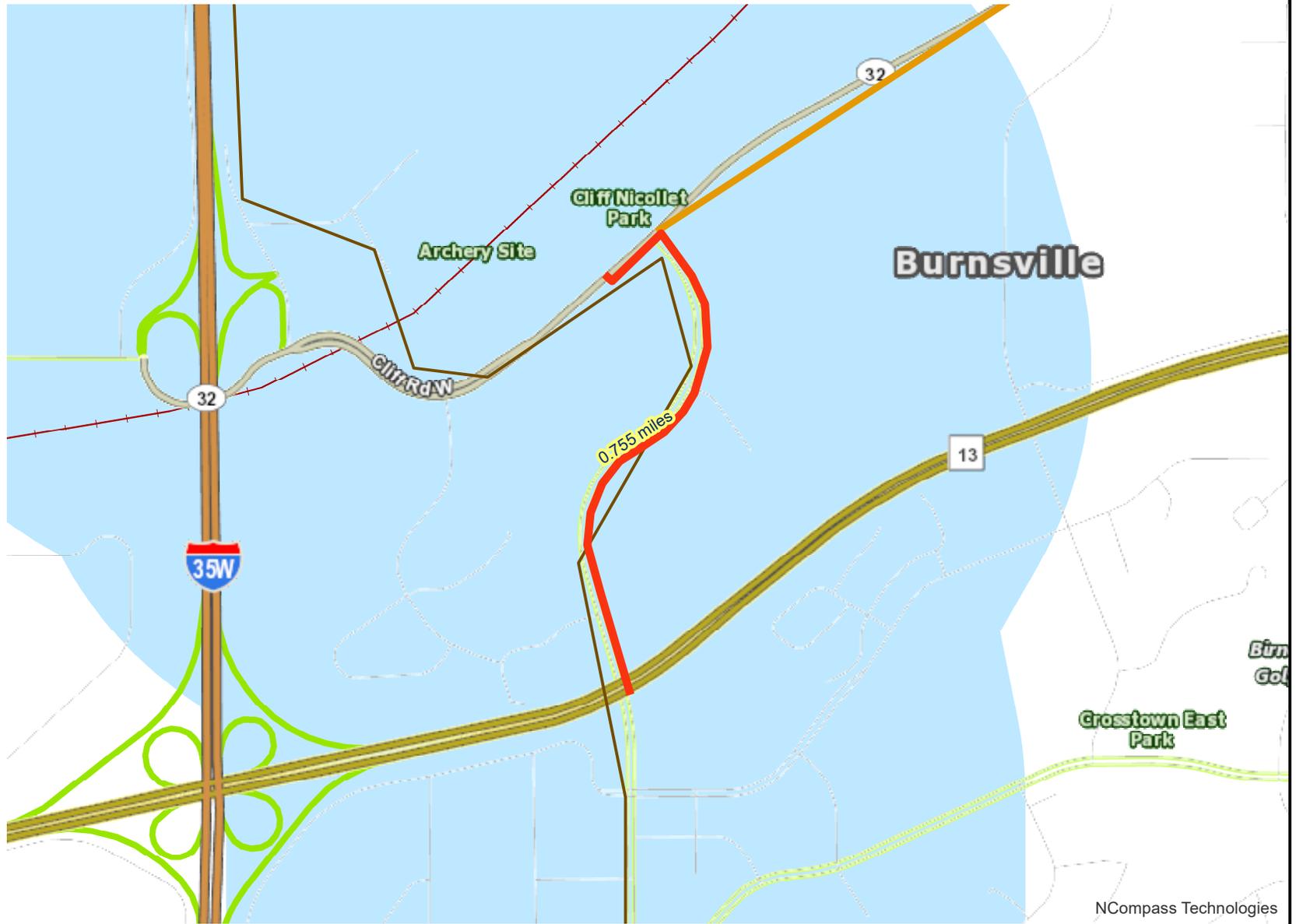
File Name	Description	File Size
Attachment A - One-page Summary.pdf	Attachment A - One-page Summary	548 KB
Attachment B-Existing Conditions Photos.pdf	Attachment B-Existing Conditions Photos	494 KB
Attachment C-ProjectLocation.pdf	Attachment C - Figure 1: Project Location	3.5 MB
Attachment D-Aerial Map.pdf	Attachment D- Figure 2: Aerial Map	1.6 MB
Attachment E-Demographic Report.pdf	Attachment E-Demographic Report	1.2 MB
Attachment F-Burnsville Resolution.pdf	Attachment F-Burnsville Resolution	1.2 MB
Attachment G-Snow Removal of Proposed Nicollet Ave Trail.pdf	Attachment G-Snow Removal of Proposed Nicollet Ave Trail	141 KB
Attachment H-Online Comment Form and Comments Received.pdf	Attachment H-Online Comment Form and Comments Received	485 KB
Attachment I- Letters of Support.pdf	Attachment I- Letters of Support (MVTA, Metro Transit, Dakota County, and MnDOT)	508 KB

Project to RBTN Orientation

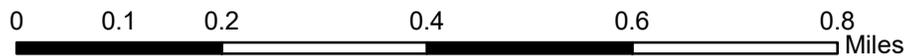
Multiuse Trails and Bicycle Facilities Project: Nicollet Avenue RBTN Corridor | Map ID: 1583529518285

Results

Project IN TIER 1 Bicycle Transport Corridor.



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



Created: 3/6/2020
LandscapeRSA6



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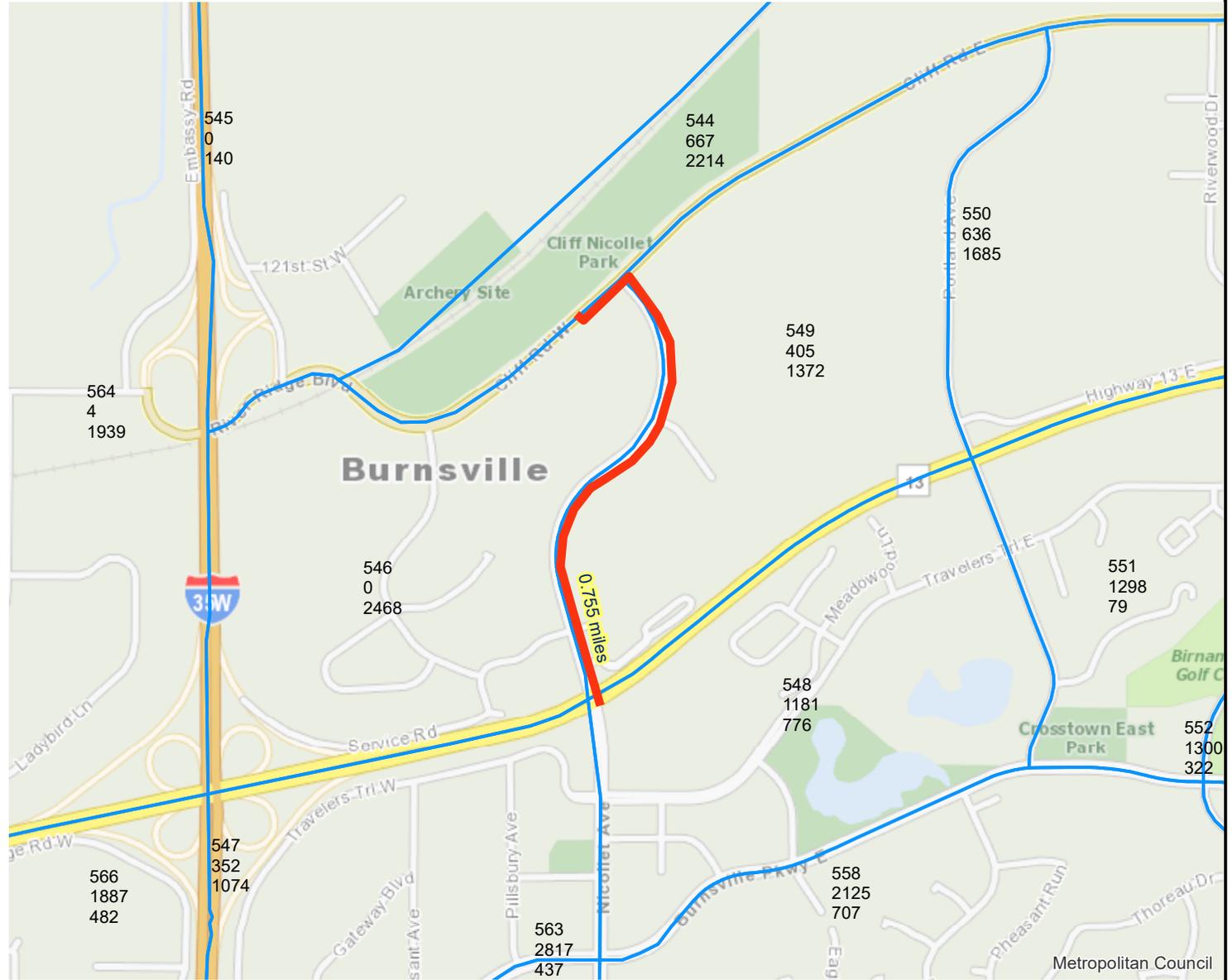
NCompass Technologies

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Nicollet Avenue RBTN Corridor | Map ID: 1583529518285

Results

Within ONE Mile of project:
 Total Population: 17238
 Total Employment: 14839



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/6/2020
 LandscapeRSA4



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



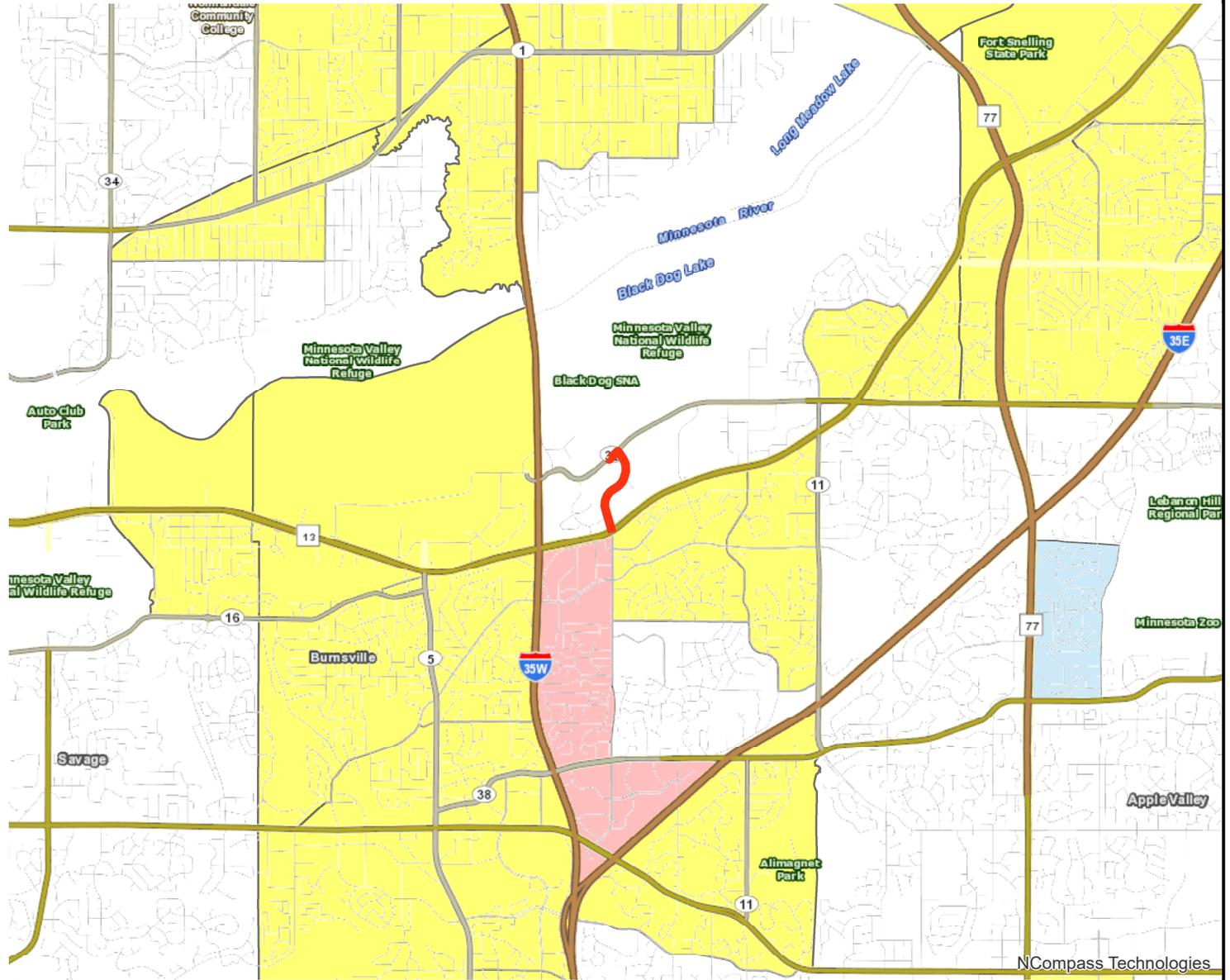
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Nicollet Avenue RBTN Corridor | Map ID: 1583529518285

Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)

Tracts within half-mile:
60710 60711 60737
60748



— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

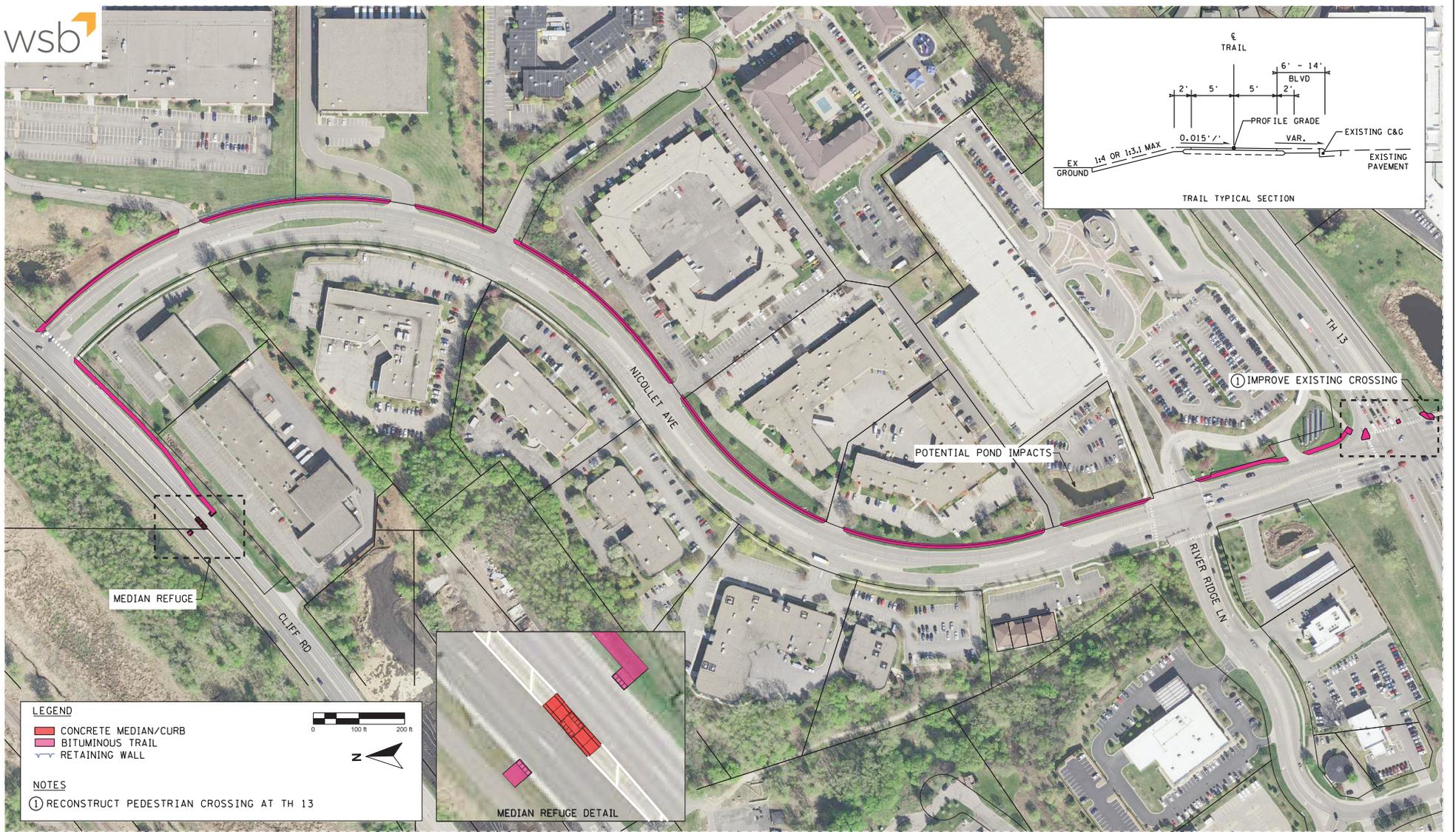


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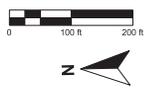


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<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>

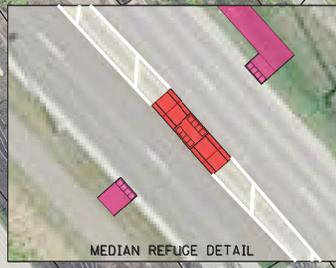




- LEGEND**
- █ CONCRETE MEDIAN/CURB
 - █ BITUMINOUS TRAIL
 - █ RETAINING WALL



- NOTES**
- ① RECONSTRUCT PEDESTRIAN CROSSING AT TH 13



Nicollet Avenue RBTN Corridor
City of Burnsville, Minnesota

Figure 1
2020 Regional Solicitation Application - Multiuse Trails and Bicycle Facilities Grant

Date Plotted: 3/20/2020
User: jmm
Plot File Name: C:\GIS\2020\GIS\Projects\Burnsville\2020_RBTN.dwg

Project Name: Multiuse Trail Along Nicollet Avenue Between Trunk Highway 13 and Cliff Road



Applicant: City of Burnsville

Project Location: Nicollet Avenue from Trunk Highway (TH) 13 to Cliff Road (CSAH 32)

Total Project Cost: \$ 950,000

Requested Federal Amount: \$760,000

Local Match: \$190,000 (20% of total)

Project Description:

The City of Burnsville is proposing a multiuse trail along the east side of Nicollet Avenue between TH 13 and Cliff Road. Nicollet Avenue is a Regional Bicycle Transportation Network (RBTN) Tier 1 corridor. A proposed multiuse trail on the east side of Nicollet Avenue would complete a gap in the regional bikeway network and improve regional connectivity. The project will enhance safety and mobility for non-motorized users while improving access to local and regional destinations including the Heart of the City District, Burnsville Transit Station, the planned Orange Line BRT station, Black Dog Trail, and the new I-35W regional bikeway crossing over the Minnesota River.

Project Benefits:

- Complete a gap in regional bikeway network
- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Improve access to a mix of land uses and existing and planned transit services

Key Connections:

- RBTN (Tier 1 & Tier 2 access)
- Burnsville Transit Station & Park and Ride Lot

Key Connections (cont'd):

- Planned Orange Line BRT Station
- Heart of the City District
- Cliff Fen & Nicollet Commons Parks
- MN Valley Wildlife Refuge
- Black Dog Trail
- Future I-35W Regional Bikeway over the Minnesota River

Project Area:



Existing Conditions



Nicollet Avenue Between TH 13 and Cliff Road (CSAH 32) – facing North



Existing crossing at Nicollet Avenue and TH 13

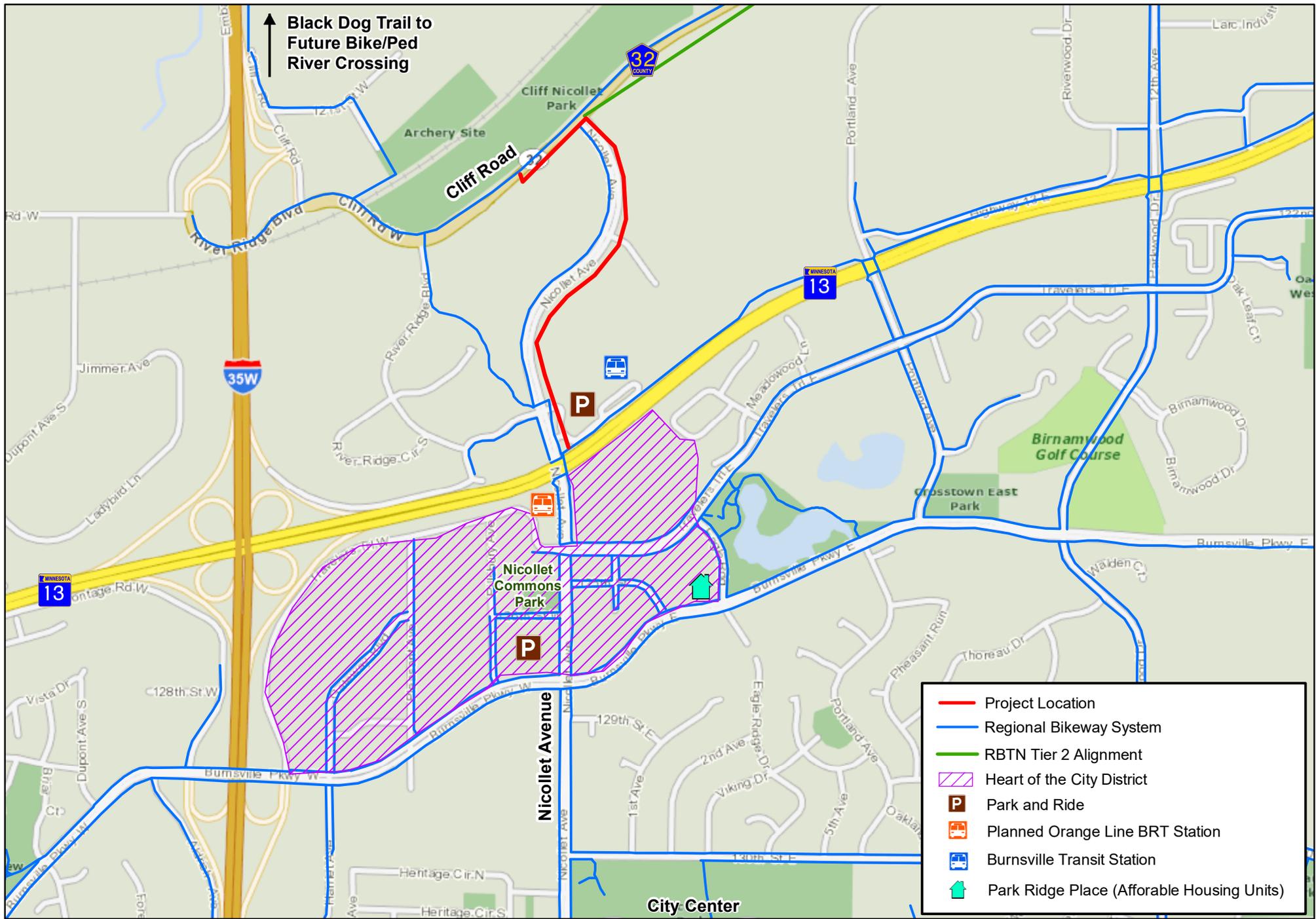


Figure 1: Project Location
 Multiuse Trail Along Nicollet Avenue Between Highway 13 and Cliff Road
 City of Burnsville



- Project Location
-  Planned Orange Line BRT Station
-  Burnsville Transit Station
-  Park Ridge Place (Affordable Housing Units)

Figure 2: Aerial Map
 Multiuse Trail Along Nicollet Avenue Between Highway 13 and Cliff Road
 City of Burnsville



EJSCREEN Report (Version 2019)



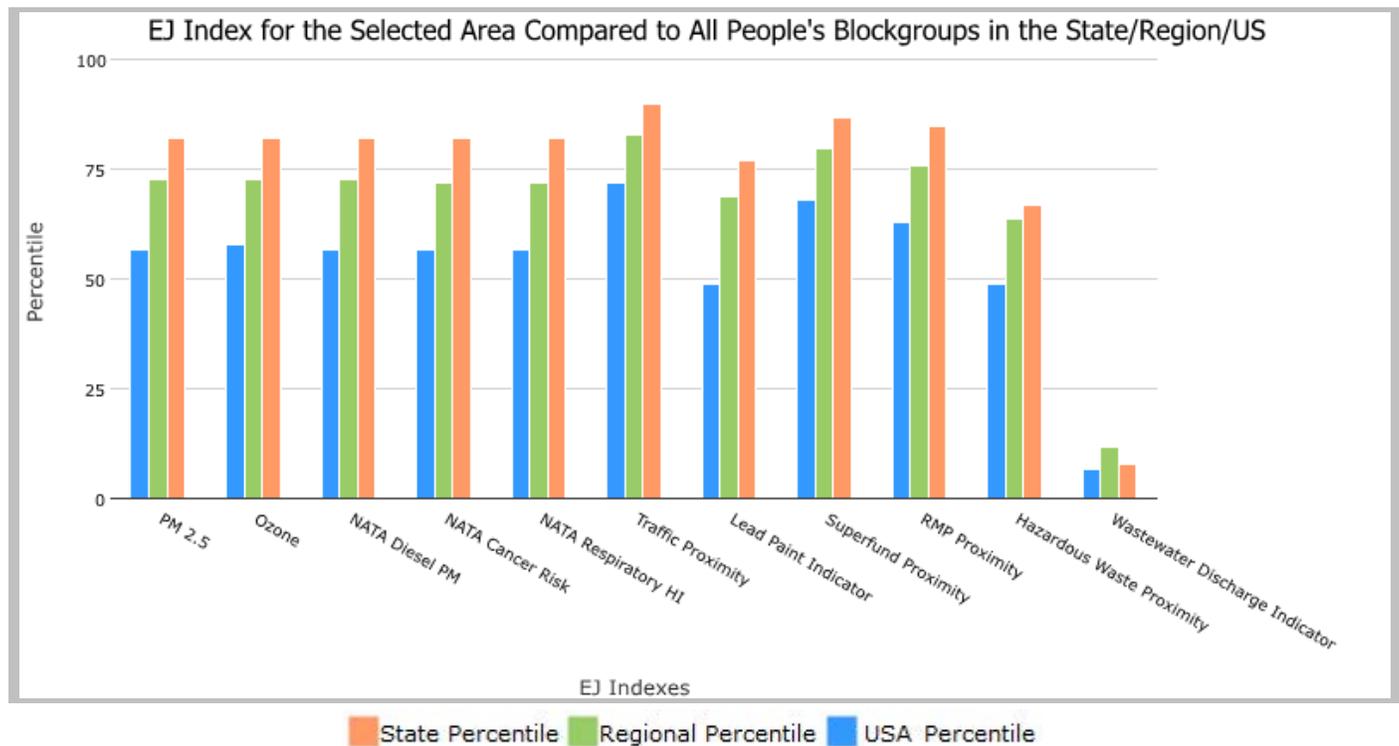
0.5 miles Ring around the Corridor, MINNESOTA, EPA Region 5

Approximate Population: 2,968

Input Area (sq. miles): 1.45

Nicollet Avenue Multiuse Trail

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
EJ Indexes			
EJ Index for PM2.5	82	73	57
EJ Index for Ozone	82	73	58
EJ Index for NATA* Diesel PM	82	73	57
EJ Index for NATA* Air Toxics Cancer Risk	82	72	57
EJ Index for NATA* Respiratory Hazard Index	82	72	57
EJ Index for Traffic Proximity and Volume	90	83	72
EJ Index for Lead Paint Indicator	77	69	49
EJ Index for Superfund Proximity	87	80	68
EJ Index for RMP Proximity	85	76	63
EJ Index for Hazardous Waste Proximity	67	64	49
EJ Index for Wastewater Discharge Indicator	8	12	7



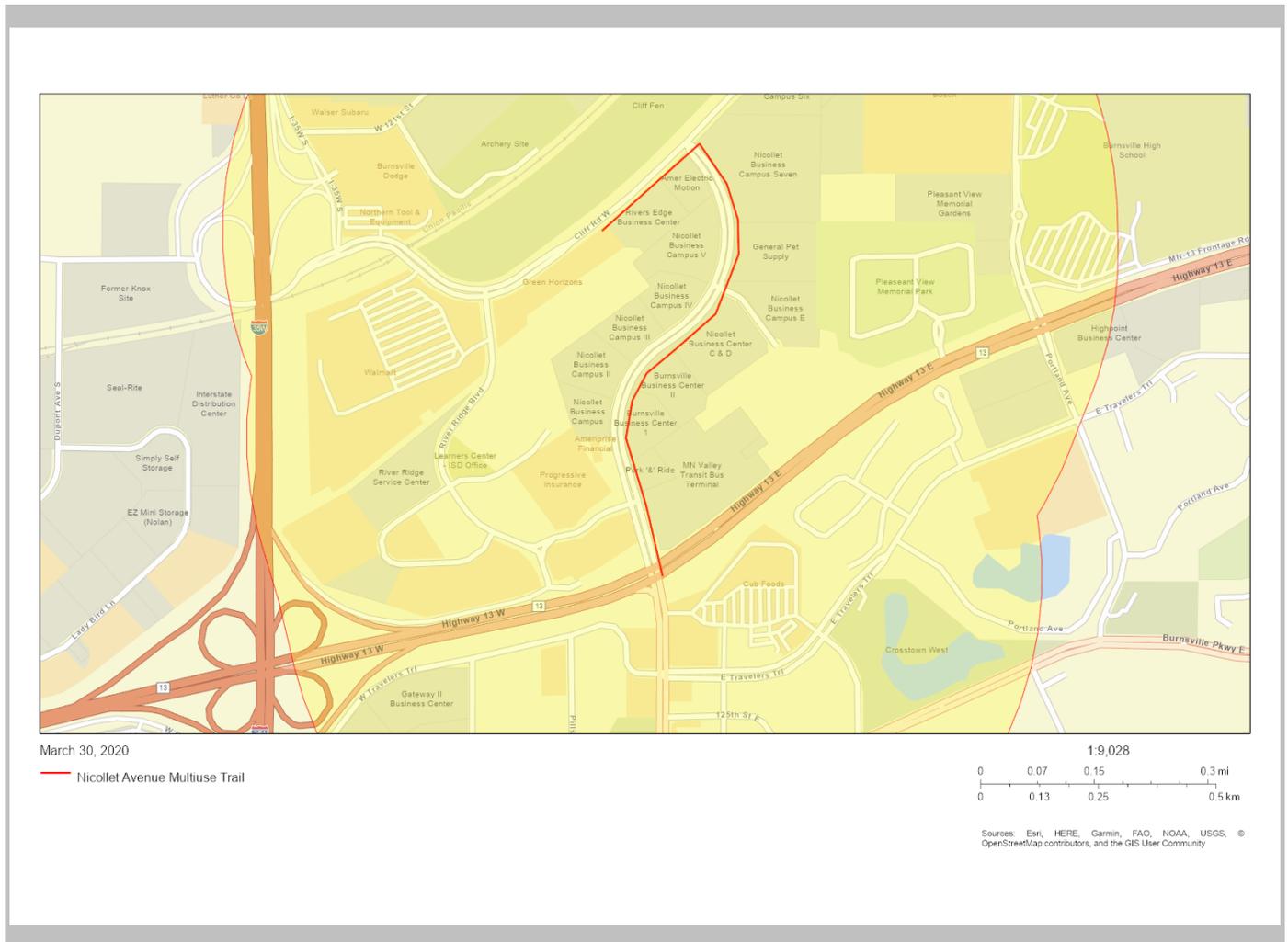
This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

0.5 miles Ring around the Corridor, MINNESOTA, EPA Region 5

Approximate Population: 2,968

Input Area (sq. miles): 1.45

Nicollet Avenue Multiuse Trail



Sites reporting to EPA	
Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

EJSCREEN Report (Version 2019)



0.5 miles Ring around the Corridor, MINNESOTA, EPA Region 5

Approximate Population: 2,968

Input Area (sq. miles): 1.45

Niccollet Avenue Multiuse Trail

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Environmental Indicators							
Particulate Matter (PM 2.5 in $\mu\text{g}/\text{m}^3$)	7.03	6.68	55	8.63	10	8.3	19
Ozone (ppb)	36.8	36.2	68	43.4	8	43	17
NATA* Diesel PM ($\mu\text{g}/\text{m}^3$)	0.466	0.333	74	0.446	60-70th	0.479	60-70th
NATA* Cancer Risk (lifetime risk per million)	27	24	64	26	60-70th	32	<50th
NATA* Respiratory Hazard Index	0.37	0.31	68	0.34	70-80th	0.44	<50th
Traffic Proximity and Volume (daily traffic count/distance to road)	470	440	80	530	72	750	67
Lead Paint Indicator (% Pre-1960 Housing)	0.05	0.31	20	0.38	13	0.28	27
Superfund Proximity (site count/km distance)	0.32	0.18	87	0.13	92	0.13	92
RMP Proximity (facility count/km distance)	1.1	0.76	73	0.82	74	0.74	78
Hazardous Waste Proximity (facility count/km distance)	0.27	1.2	46	1.5	36	4	42
Wastewater Discharge Indicator (toxicity-weighted concentration/m distance)	0.023	0.27	88	0.82	78	14	84
Demographic Indicators							
Demographic Index	33%	22%	81	28%	71	36%	55
Minority Population	29%	19%	78	25%	70	39%	49
Low Income Population	37%	25%	79	31%	67	33%	62
Linguistically Isolated Population	4%	2%	80	2%	80	4%	66
Population With Less Than High School Education	5%	7%	50	10%	36	13%	31
Population Under 5 years of age	7%	6%	56	6%	60	6%	58
Population over 64 years of age	19%	15%	74	15%	73	15%	74

* The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: <https://www.epa.gov/national-air-toxics-assessment>.

For additional information, see: www.epa.gov/environmentaljustice

EJSCREEN is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJSCREEN outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

RESOLUTION NO. 20-6718

CITY OF BURNSVILLE, MINNESOTA

**RESOLUTION IN SUPPORT OF CONSTRUCTION OF AN OFF-STREET
MULTI-USE TRAIL ON THE EAST SIDE OF NICOLLET AVENUE FROM
SOUTH OF TRUNK HIGHWAY 13 TO NORTH OF CLIFF ROAD FOR THE
METROPOLITAN COUNCIL TRANSPORTATION ADVISORY BOARD
2020 FEDERAL FUNDING SOLICITATION APPLICATION**

WHEREAS, this route is included as a Tier 1 Corridor and Alignment in the Metropolitan Council's Regional Bicycle Transportation Network (RBTN); and

WHEREAS, there is one current and one planned transit station in the immediate vicinity of this proposed trail alignment; and

WHEREAS, there are many job opportunities and multi-family housing complexes in the vicinity of this trail alignment; and

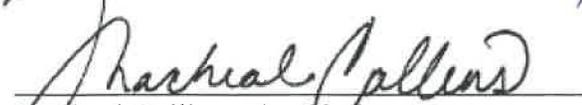
WHEREAS, this proposed trail segment will fill a gap on the trail that leads from the Heart of the City to the Black Dog Trail and future trail on the new Interstate 35W bridge over the Minnesota River;

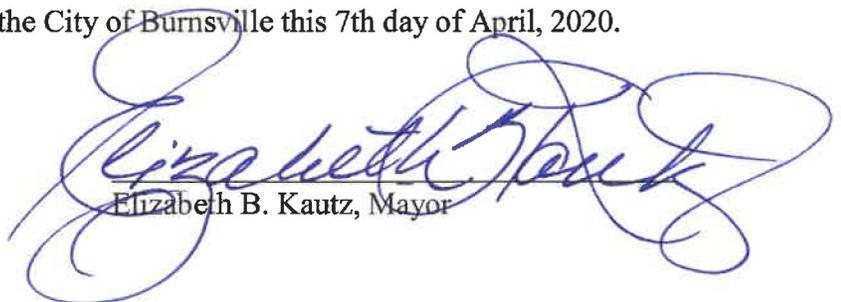
NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Burnsville that:

1. The City of Burnsville act as the legal sponsor supporting a project to construct an off-street multi-use trail on Nicollet Avenue from South of Trunk Highway 13 to north of Cliff Road and is committed to the required local match.
2. The City of Burnsville has the legal authority to apply for financial assistance, and the institutional, managerial, and financial capacity to ensure matching funds and adequate construction of the proposed project.
3. Upon approval of its application by the Metropolitan Council, the City of Burnsville may enter into an agreement for the above referenced project and will comply with all applicable laws and regulations as stated in all contract agreements.
4. The City Council hereby supports submittal of the application to Metropolitan Council Transportation Advisory Board federal solicitation funding application for the project described above.

Passed and duly adopted by the Council of the City of Burnsville this 7th day of April, 2020.

ATTEST:


Macheal Collins, City Clerk


Elizabeth B. Kautz, Mayor



May 4, 2020

Elaine Koutsoukos
Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

**RE: 2020 Regional Solicitation Multiuse Trails and Bicycle Facilities Application
Year-Round Maintenance Commitment for Proposed Multi-Use Trail on Nicollet Avenue**

Ms. Koutsoukos,

The City of Burnsville is submitting this 2020 Regional Solicitation grant application for a multiuse trail along Nicollet Avenue between Highway 13 and CSAH 32 (Cliff Road). If the City is awarded federal funding through the Multiuse Trails and Bicycle Facilities category, the City commits to providing snow and ice removal along the proposed Nicollet Avenue trail to support year-round bicycle and pedestrian use.

Winter maintenance is a high priority for the City of Burnsville to ensure the safe and accessible facilities for users. Beyond this letter of commitment, the City has a detailed Street and Sidewalk Snowplowing and Ice Control Policy (No. 5.150). This policy can be viewed online at:

[http://www.ci.burnsville.mn.us/DocumentCenter/View/3046/Policy-No-5150?bidId=.](http://www.ci.burnsville.mn.us/DocumentCenter/View/3046/Policy-No-5150?bidId=)

Sincerely,

Ryan Peterson, PE
Burnsville Public Works Director
952-895-4459
ryan.peterson@burnsvillemn.gov

Lake Marion Trail Project

On-Street Bike Lanes

Cliff Road Trail

I-35W Bridge Crossing Multi-use Trail

Nicollet Avenue Multi-Use Trail Addition

County Road 11/Burnsville Parkway Roundabout

NICOLLET AVENUE MULTI-USE TRAIL ADDITION

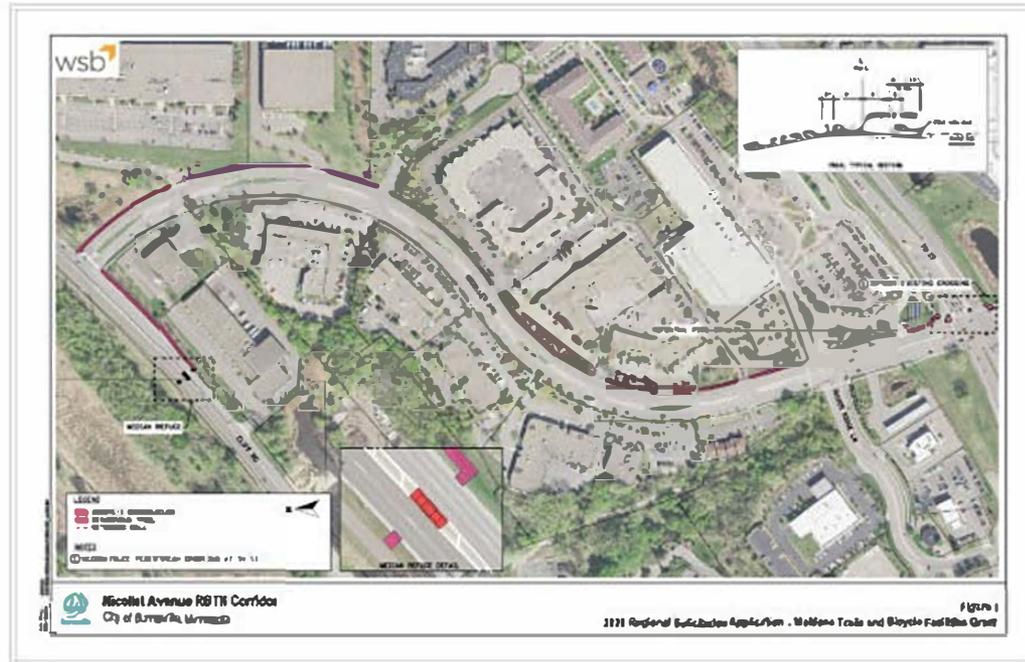
Online Comment Opportunity

The City of Burnsville hopes to make an addition to our multi-use trail system. We are proposing to provide a ten foot wide asphalt off-street trail on the east side of Nicollet Avenue from Trunk Highway 13 to Cliff Road. Please see the graphic below to see the proposed concept.

There would be modifications to the crossings of Trunk Highway 13 and a new Cliff Road crossing east of Nicollet Avenue. The Trunk Highway 13 crossing would be improved with this application, but would remain at grade (no bridge or tunnel). This intersection is currently being studied by MnDOT and a vision is being generated which will allow for future funding opportunities to make major improvements to this crossing.

The Cliff Road crossing would include a median refuge in Cliff Road (a County Highway) west of Nicollet Avenue; a new traffic signal system for the crossing would not be allowed and traffic signals generally do not increase safety. Bikers and pedestrians would need to yield to vehicular traffic. When a gap opened in traffic from one way, the biker/pedestrian would travel to the median. When a traffic gap opened the other direction, then the biker/pedestrian would could complete the highway crossing. Dakota County has successfully completed these types of crossings already within Dakota County.

[Comment Form available here.](#)



Comments Received

Submission Date		Please share any comments you have on the Nicollet Avenue multi-use trail addition project.
4/23/2020 17:11		Excellent idea... even better if you could bring the trail or bike lanes further south along Nicollet Ave down to the city hall and park area.
4/24/2020 11:11		While I like the idea of the multi-use trail addition, I wonder how much use it would actually get along Nicollet Ave. There is already a sidewalk on Nicollet Ave and I have used it many times. But I cannot remember ever encountering anyone else either walking or biking there. I wonder if the addition would be better placed along River Ridge Ln and River Ridge Blvd, from the transit depot to Cliff Rd. This is a more direct route from the Heart of the City to the Walmart area, which is a destination in itself, and still filling the gap. And, there is currently no sidewalk on River Ridge Blvd at all, so we have to walk or bike on the street. Thanks for considering our input.
4/28/2020 16:19		Without a safe way to cross hwy 13 and a bike designated path all the way down Nicollet Ave. I see little need for this project. Crossing on foot or bike at 13 and Nicollet Ave has been and will always be a fatality waiting to happen. I have crossed it to many times not to understand this. I know, no one wants to spend the money but without a trail, bridge and or tunnel it is a waste of time and a life. There are going to be to many young people moving into this neighborhood with the new apartments that will need a safe way to cross 13. Not only for the trail but to catch a bus on the other side. With Black Dog Park and in the future Bloomington we need to give people safety. With the advent of electric bikes Burnsville needs to prepare for the future. More people are going to be riding whenever possible.
5/4/2020 12:36		This would be a great addition to the bike/walking trail system in Burnsville. The more we can use dedicated bike/walking trail the better safety will be utilized.



100 East Highway 13
Burnsville, Minnesota 55337

T: (952) 882-7500
W: mvta.com

March 18, 2020

Ryan Peterson
Public Works Director
City of Burnsville
100 Civic Center Parkway
Burnsville, MN 55337

Re: 2020 Regional Solicitation - Nicollet Avenue Trail

Dear Ryan,

Thank you for reaching out and seeking Minnesota Valley Transit Authority's support in the City of Burnsville's request for 2020 Regional Solicitation – Nicollet Avenue Trail funding.

Since this trail creates connections to transit, both MVTA and Metropolitan Transit services, we are in a position to support the City's request. The project appears favorable since it's on the Tier I Regional Bike Network and connects to the 35W Trail – that will connect to the bridge traveling over the river.

MVTA appreciates your efforts to secure funding for the Nicollet Avenue Trail and is supportive of the City of Burnsville moving forward with this project.

Sincerely,

A handwritten signature in black ink that reads "Luther Wynder". The signature is written in a cursive, flowing style.

Luther Wynder
Chief Executive Office





May 1, 2020

Sent via email

Ryan Peterson, PE
Public Works Director
City of Burnsville
100 Civic Center Pkwy
Burnsville, MN 55337

RE: Letter of Support for 2020 Regional Solicitation Application - Multiuse Trail Along Nicollet Avenue Between Highway 13 and Cliff Road 2020

Dear Mr. Peterson,

Metro Transit extends its support for the Regional Solicitation federal funding application for a multiuse trail along Nicollet Avenue between Highway 13 and Cliff Road. The proposed multiuse trail is located within a Regional Bicycle Transportation Network (RBTN) Tier 1 corridor and will improve connectivity by completing a gap in the regional bikeway network.

The proposed multiuse trail will improve current transportation opportunities for pedestrians, bicyclists, and bus riders to cross Highway 13 and connect between the Orange Line BRT Heart of the City station and the Burnsville Transit Station.

Metro Transit appreciates your efforts to secure funding for the multiuse trail along Nicollet Avenue to improve access to the Orange Line BRT Heart of the City station for pedestrians and bicyclists. Metro Transit supports the City of Burnsville moving forward with this project.

Sincerely,

A handwritten signature in black ink that reads 'Charles Carlson'.

Charles Carlson
Director, BRT Projects
Metro Transit

CC: Christina Morrison, Project Manager METRO Orange Line

A service of the Metropolitan Council



Physical Development Division
Steven C. Mielke, Director

Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, Mn 55124-8579

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

Environmental Resources
Land Conservation
Groundwater Protection
Surface Water
Waste Regulation
Environmental Initiatives

Office of Planning

Operations Management
Facilities Management
Fleet Management
Parks

Transportation
Highways
Surveyor's Office
Transit Office

May 1, 2020

Elaine Koutsoukos, Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: TAB Regional Solicitation Letter of Support for a new Trail on
Nicollet Avenue in Burnsville

Dear Ms. Koutsoukos:

Dakota County is aware of and understands that the City of Burnsville is submitting a proposed project to construct a multiuse trail on Nicollet Avenue from Trunk Highway 13 to CSAH 32 (Cliff Road) for federal funding through the Transportation Advisory Board (TAB) Regional Solicitation. This project will improve on existing crossing on Trunk Highway 13 as well. The County Board of Commissioners has committed to contribute to the local share of the proposed project, consistent with the County's cost participation policy.

Dakota County appreciates efforts to secure funding for trail construction and is supportive of the City of Burnsville moving forward with this project. The County approves the attached layout of the project.

We will be happy to answer any questions you may have regarding this project.

Sincerely,

A handwritten signature in black ink that reads "Mark J. Krebsbach". The signature is fluid and cursive.

Mark J. Krebsbach, P.E.
Transportation Director/County Engineer



**MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113**

May 12, 2020

Ryan Peterson
Public Works Director
City of Burnsville
100 Civic Center Parkway
Burnsville, MN 55337

**Re: MnDOT Letter for Burnsville
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding
Request for trail along TH 13**

Dear Ryan Peterson,

This letter documents MnDOT Metro District's recognition for Burnsville to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for the construction of trail along TH 13.

As proposed, this project impacts MnDOT right-of-way on TH 13. As the agency with jurisdiction over highway 13, MnDOT will allow Burnsville to seek improvements proposed in the application for the trail construction project. If funded, details of any future maintenance agreement with Burnsville will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

There is no funding from MnDOT currently planned or programmed for this project. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT does not anticipate partnering on local projects beyond current agreements.

In addition, the Metro District currently does not anticipate any significant discretionary funding in state fiscal years 2024 or 2025 that could fund project construction, nor do we have the resources to assist with MnDOT services such as the design or construction engineering of the project. If your project receives funding, continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Burnsville as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to Mark Lindeberg, South Area Manager, at mark.lindeberg@state.mn.us or 651-234-7729.

Sincerely,

Michael Barnes Digitally signed by
Michael Barnes
Date: 2020.05.12
16:49:25 -05'00'

Michael Barnes, PE
Metro District Engineer

CC: Mark Lindeberg, Metro District South Area Manager
Molly McCartney, Metro Program Director
Dan Erickson, Metro State Aid Engineer