



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17719 - Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:

Submitted

Submitted Date:

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Primary Contact

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*

Lakeville

Minnesota

55044

City

State/Province

Postal Code/Zip

Phone:*

952-985-4503

Phone

Ext.

Fax:

What Grant Programs are you most interested in?

Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name:

LAKEVILLE, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 20195 HOLYOKE AVE

* LAKEVILLE Minnesota 55044
City State/Province Postal Code/Zip

County: Dakota

Phone:* 952-985-2800
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PeopleSoft Vendor Number 0000020957A1

Project Information

Project Name Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: City of Lakeville

Jurisdictional Agency (If Different than the Applicant):

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

The Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project located in Lakeville, MN on Dodd Blvd (A Minor Arterial) between CSAH 50 and 210th St. W., will construct 1.8 miles of new trail to improve safety and mobility deficiencies and close connectivity gaps in the existing pedestrian and bicycle network. The Project, currently included in the City of Lakeville and Dakota County's Capital Improvement Plan (CIP), will construct new trails along both east and west sides of Dodd Blvd (CSAH 9) between Kenwood Trail (CSAH 50) and 210th St W. The project includes a new direct connection with the Tier 2 Regional Bike and Trail Network (RBTN).

The project's new trail segments occupy land uses designated high, medium, and low density residential, commercial, and park. The new trail construction is entirely within the Tier 2 RBTN alignment/corridor, linking the Cities of Lakeville, Farmington, Apple Valley, and Burnsville to the greater regional Tier 1 RBTN, and helps to complete future connectivity to the Lakeville BRT/Bus stop on Cedar Ave. From a local perspective, this project will link residents to job centers (e.g., Downtown Lakeville), parks (e.g., West Lake Marion, Antlers, and Hershey Park), schools (e.g., Lakeview Elementary, New Horizon Academy, McGuire Middle School and Kennedy Elementary School), and activity centers (e.g., Downtown Lakeville and Lake Marion).

Dodd Boulevard is an A Minor Arterial that carries approximately 12,000 Vehicles Per Day (VPD). The Trail improvements will coincide with road improvements made by the separate Dodd Blvd Road Project. Improvements to the existing multiuse trail on the west side, and construction of new multiuse trail on east side of Dodd Blvd, includes a grade separated tunnel trail crossing at

Dodd Blvd and Lake Marion Greenway (Tier 2 RBTN), and new signalized rail crossings on both the east and west sides of Dodd Blvd. Additionally, just east of the main Dodd Blvd corridor, a secondary trail segment will be constructed connecting the Greenway/Tier 2 RBTN trail network to downtown Lakeville. This segment will also include signalized at-grade non-motorized rail/trail crossing safety enhancements that currently do not exist. The project will remove a significant pedestrian and bicycle crossing barrier in the immediate project area and in the regional trail system, providing improved non-motorized user access to Lakeville Elementary and New Horizon Academy school, affordable housing developments, and many green spaces in Lakeville Lake Marion Greenway and Regional Trail systems.

(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.](#)

Dodd Blvd (CSAH 9), from CSAH 50/Kenwood Trail/202nd St W to 210th St W, Multiuse Trail and Grade Separation Project

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

Project Length (Miles)

1.8

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$2,426,400.00

Match Amount

\$606,600.00

Minimum of 20% of project total

Project Total

\$3,033,000.00

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

Municipal State Aid, County State Aid, Dakota County and City of Lakeville local funds

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

Preferred Program Year

Select one: 2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

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 Lakeville

Zip Code where Majority of Work is Being Performed 55044

(Approximate) Begin Construction Date 04/06/2026

(Approximate) End Construction Date 11/02/2026

Name of Trail/Ped Facility: Dodd Blvd Trail and Lake Marion Greenway

(i.e., CEDAR LAKE TRAIL)

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

From: CSAH 50 / Kenwood Trail
(Intersection or Address)

To: 210th St. W.
(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): 1.8

Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles): 1.8

Is this a new trail? Yes

Primary Types of Work

GRADE, AGG BASE, SIDEWALK, LIGHTING, SIGNING,
STRIPING, GUARDRAIL, BIKE PATH, ADA CURB RAMPS,
MODULAR BLOCK RETAINING WALL, TUNNEL, RUBBER
RR XING

*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.:

New Bridge/Culvert No.:

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

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.

B. Safety and Security (p. 2.5)

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

Objective: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport (p. 2.5)

Strategies: B1 (p. 2.5), B4 (p. 2.7), B6 (p. 2.8)

C. Access to Destinations (p. 2.10)

Goal: 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.

Objectives: A. Increase the availability of multimodal travel options, especially in congested highway corridors; D. Increase the number and share of trips taken using transit, carpools, bicycling, and walking; E. Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations. (p. 2.10)

Strategies: C1, C2, C9, C10, C15, C16, C17 (p. 2.10 - 2.24)

D. Competitive Economy (p. 2.26)

Goal: The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

Objective: A. Improve multimodal access to regional job concentrations identified in Thrive MSP

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

2040. B. Invest in a multimodal transportation system to attract and retain businesses and residents. (p. 2.26) Strategies: D1, D3, D4 (p. 2.26 - 2.28)

E. Healthy and Equitable Communities (p. 2.30)

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

Objective: A. Reduce transportation-related air emissions; C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities using active transportation options; D. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations. (p. 2.30)

Strategies: E1, E3, E5, E6, E7 (p. 2.30 - 2.34)

F. Competitive Economy (p. 2.35)

Goal: Leveraging Transportation Investment to Guide Land Use

Objective: C. Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. (p. 3.35)

Strategies: F1, F2, F5, F6, (p. 2.35 - 2.38)

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.

2022-2026 City of Lakeville Capital Improvement Plan

- o Page 17, Dodd Blvd (210th St - CSAH 50) Programmed for 2026 construction as 2-lane divided highway with trails along both sides
- o Page 15, paragraph 2 - Acquisitions programmed for SRTS Infrastructure.

Lakeville Safe Routes to School Engineering Study 2021

- o Page 1-7, multimodal improvements. Safe infrastructure for children walking, rolling, or bicycling (pp. 24, 35, 37, 43, 47); Dense student population corresponding to dense housing nodes (p. 15)

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

Lakeville Thrive 2040 Comprehensive Land Use Plan

- o Goal (p. 44): Transportation planning shall be addressed for all modes and related facilities as an integrated system. Policies: Develop practices that improve pedestrian and bicycle circulation between neighborhoods and activity nodes, as well as transit locations and regional trail corridors.

City of Lakeville 2040 Transportation Plan Update

- o Page 51, objectives include improved safety, multi-modal connections (close gaps), provide biking/walking alternatives, improving connectivity to regional parks/trails system (e.g., Tier 1 and 2 RBTN), employment clusters, transit facilities.

Lakeville Minnesota 2015 Parks, trails & Open Space Plan

- o Page 1-2, maintain system as community asset. Page 20, 27; use of Greenway Corridors, update City trail-sidewalk policies. Appendix p. B4, ??trails?both sides of Dodd Boulevard with? County improvements of roadway/grade-separations, transportation corridor designation.

Dakota County Comprehensive Plan DC2040

- o Chapter 3, p. 42-51, Pedestrian and Bicycle Travel; Network connectivity/gaps.

Dakota County 2040 Transportation Plan 2021

- o Goal 2 (p 1-7) CIP investment for Pedestrian and Bicycle facilities; Goal 3 (p. 1-8) multi-modal accommodation/CIP investment in bicycle and pedestrian trail gaps/crossings; Pages 2-21, 3-3, 3-12 to 3-13 goals/policy for bike and pedestrian trail gaps/connectedness, user crossing safety, Complete Streets. Page 279, safety for pedestrians and bicyclists, new sidewalks, safer crossings for Dodd Blvd.

Dakota County Pedestrian and Bicycle Study 2018

- o Page 2-24 Pedestrian/bicycling Strategies: facilities, both sides of county highways; Continuity, barrier removal, safety; improve greenway system, county ROW to enhance safety/function; maintenance.

Dakota County Lake Marion Greenway Master Plan 2013

- o Page 5, 24, 58, 78, 83, need for grade separated crossing to improve ped/bike safety/connectivity at Dodd Road and 207th street.

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

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

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

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

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

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

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

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

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

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

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For 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: 08/05/2019

Link to plan: <https://www.lakevillemn.gov/938/ADA-Transition-Plan>

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 1649881940672_ADA Transition Plan.pdf

Upload as PDF

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

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

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

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

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

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

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

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

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

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

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

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)	\$150,000.00
Removals (approx. 5% of total cost)	\$88,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$168,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$262,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$184,000.00
Traffic Control	\$88,000.00
Striping	\$35,000.00
Signing	\$35,000.00
Lighting	\$88,000.00
Turf - Erosion & Landscaping	\$53,000.00
Bridge	\$0.00
Retaining Walls	\$670,000.00
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	\$96,000.00
Roadway Contingencies	\$471,000.00
Other Roadway Elements	\$0.00
Totals	\$2,388,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$240,000.00

Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$51,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$108,000.00
Other Bicycle and Pedestrian Elements	\$246,000.00
Totals	\$645,000.00

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	\$3,033,000.00

Construction Cost Total	\$3,033,000.00
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 1649883215480_Dodd Blvd_Project to RBTN Orientation.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 14582

Existing Employment Within One Mile (Integer Only) 9232

Upload the "Population Summary" map 1649883298352_Dodd Blvd_Population_Summary.pdf

Please upload attachment in PDF form.

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

Lakeville has a population of 71,934 (2020 Census), 13.5% of which is minority, with overall city-wide poverty rate of 3.94%. Compared to Lakeville, the population within a ½ mile radius of the project area has a significantly higher percentage of BIPOC, low-income, seniors, affordable housing, and zero-car households.

US Department of Transportation (DOT) Justice40 Historically Disadvantaged Community (HDC) data was used to quantify the target demographics for the two census tracts containing the project area; tracts 608.20 (west of Dodd) and 608.21 (east of Dodd) include the following HDC indicators (See Supplemental Maps):

Percentile percentage minority estimate:
19% (tract 608.20) / 36% (tract 608.21)

Response:

Percentile percentage of persons aged 65 and older estimate:
8% / 25%

Percentile Percentage of persons below poverty estimate:
0.75% / 30%

Percentile Percentage of civilian (age 16+) unemployed estimate:

35% / 19%

Overall Renter Rate: Percent of Occupied Housing Units that are Renter-Occupied:

12% / 29%

Percentage of non-transit households who have 0 vehicles:

1.8 % / 2.6%

Over the past decade, residents were engaged during multiple planning efforts and studies. Project purpose and needs have been identified by previous studies in response to regional, county and city planning policies and studies (listed in ?Qualifying Requirements,? part 3). Engagement efforts incorporated project needs identification through direct public stakeholder input, mailers, surveys (traditional and online), school/public open houses, and public comment opportunities.

Specifically, key demographics have been engaged via City and County social media ads, flyers, Lakeville Media Center and School district, and Dakota County Community Development Agency (CDA) outreach. The CDA engaged key affordable/senior housing residents in the project area (The CDA manages several affordable housing properties located within a ½ mile of the project vicinity). The CDA assisted with distribution of public engagement materials, e.g., flyers, email, and social media to directly solicit input from target residents.

Standard social media graphics and a two-minute project video were developed to encourage participation in an online survey (Social Pinpoint) at <https://klj.mysocialpinpoint.com/lakeville-dodd-rd/lakeville-dodd-rd-map#/>

Throughout engagements, the public provided feedback to help identify needed project elements during public comment opportunities. The public feedback has reiterated the needs for expanding the pedestrian/bicycle network, to improve safety at key crossings, and improve overall non-motorized community mobility, access, and connectivity to the

regional trail network, local jobs, schools, and other amenities surrounding the project corridor.

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

Measure B: Equity Population Benefits and Impacts

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

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

Equity populations often rely on non-motorized travel for daily needs, employment, and community amenities. Almost 14% of Lakeville's population identifies as non-white. Downtown Lakeville, which is just ½ mile southeast of three affordable housing properties, and includes two senior housing properties, is also an employment and community amenity destination. According to 2020 Census and Justice40 data, the two census tracts in the immediate vicinity of the Dodd Blvd project area, which contain 314 affordable housing units, contain the following mean Percentile Percentages: 27.2% minority; 26.8% unemployment; and 15% poverty level.

Response:

For these residents, the project creates a better community connection and improves pedestrian and bicycle safety via new dedicated ADA trail segments that do not currently exist (e.g., east side of Dodd Blvd). Equity population benefits include safety improvements to a known Regional Bicycle Barrier (RBB) by adding signalized at-grade rail crossing enhancements (both east and west side of Dodd Blvd). Additionally, the Lake Marion Regional Greenway will be reconstructed with a new grade-separated road underpass. Improvements will include the addition of a new ADA trail construction along the east side of Dodd Blvd, and new trail segments connecting the Greenway/RBTN Tier 2 network to downtown Lakeville. Improvements will provide increased safety (public health), reduced travel time, and close gaps increasing trail network connectivity and access to destinations such as downtown Lakeville jobs, area schools, and community amenities such as parks and churches. This project leverages benefits from the separate, but concurrent, Dodd Blvd Road Improvement Project.

The City of Lakeville does not anticipate any negative project impacts to any populations within

the project area. Construction efforts will not impact access to any homes, businesses, or other private properties. This project will also have no negative impacts on the surrounding natural environment. The project does not introduce new barriers to non-motorized users. The separate, but related Dodd Blvd (road) improvement project will construct a median reducing/limiting turning points and auto-oriented curb cuts, improving safety for bike and pedestrian trail users. Surrounding properties will be notified and updated regarding construction activities and timeline. Signage and construction site barriers will be used to ensure the community and commuters know what is currently under construction, and where bicyclists and pedestrians are not allowed until construction completion.

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

Measure C: Affordable Housing Access

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

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

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

There are a total of 314 publicly subsidized rental housing units in census tracts within 1/2 mile of the project corridor. These include four (4) affordable and three (3) senior housing properties. There are two privately managed affordable housing properties (Lakeville Court Apartments and Townhomes, and Oaks of Lakeville) and two managed by Dakota County CDA (Prairie Crossing Family Townhomes, and Meadowlark Townhomes). Senior housing in the project area includes Winsor Plaza Senior Housing and Main Street Manor (both Dakota County CDA managed) and Fairfield Terrace (private).

There are currently no plans for new affordable or senior housing developments in the project area. However, the City of Lakeville's Comprehensive Plan emphasizes the importance of providing affordable housing options to its residents and continues to make affordable housing a city priority as it continues to grow at a rapid pace of 2.19% annually.

Response:

The project is within a census tract that is ABOVE the regional average for population in poverty or population of color. Current HDC data indicators as well as bike and pedestrian crossing data, help to substantiate benefits to the project area's equity populations.

Bike/Ped crossing data collected in August 2021 returned weekday totals of 108 pedestrian and 53 bike crossings (161 combined) and a Sunday sampling logged 45 pedestrians and 61 bikes (106 combined). November weekday counts totaled 57 pedestrians and 12 bikes (69 combined). While available bike/ped crossing data was not broken down by demographic status, it is reasonable to infer those totals include project area BIPOC, low-income, children, and seniors. Based on year-round bike/ped usership coupled with overwhelming

public response citing need for new trails and improved safety at crossings (i.e., parents citing concerns for children's ability to safely cross Dodd Blvd), the trail project safety and connectivity improvements will undoubtedly increase usership.

With the addition of the new trail segment on the east side of Dodd Blvd, connecting directly to the Greenway/Tier 2 Trail network, affordable housing residents clustered just northeast of the new trail project will be provided improved mobility and access to nearby job locations in downtown Lakeville, area schools, parks and community recreation amenities, and places of worship. Simultaneously, the new trails and trail segments, underpass, and new signalized rail crossing enhancements will facilitate safer mobility for the senior housing residents to the east of Dodd Blvd who use the trail system to venture west of Dodd Blvd to access community amenities.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1649883707426_Dodd Blvd_Socio Economic Conditions.pdf

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.

The project contains an identified Metropolitan Council Regional Bicycle Barrier (RBB) located along the west side of Dodd Blvd, 240 feet south of CSAH 50. Distance to the nearest parallel crossing is 2500 feet to the northwest at Ipava Ave trail, and 2,500 feet to the southeast at the Greenway/Tier 2 RBTN rail crossing. Improvements consist of upgrading the existing rail crossing by installing signalization treatment, plus upgrading the crossing surface.

Addition of new trail and a rail crossing on the east side of Dodd Blvd., approximately 250 feet south of CSAH 50, will receive identical enhancements to the west side crossing and shares similar distances to the nearest parallel crossings.

Trail gap improvements include closing a needed link between the Greenway/RBTN 2 alignment and downtown Lakeville by constructing a new trail segment to the east side of the main Dodd Blvd corridor, just east of the railway (See project location map). Distance to the nearest parallel crossing is 300 feet to the north at 207th St W and 1,400 feet to the south at 210th St. W. This new trail segment runs south off the existing Greenway/Tier 2 alignment, connecting into downtown Lakeville. The segment will include at-grade signalization enhancements at the rail/trail crossing.

Additionally, new construction of a grade-separated trail tunnel crossing will provide increased safety to both active transportation users and motorized vehicles along the corridor. Based on available crash data from the past 10 years, this bike/pedestrian road crossing at Dodd Blvd along the Lake Marion Regional Greenway is the location of multiple motorized rear-end accidents, where drivers routinely stop for bikers and pedestrians and are rear-ended by approaching drivers who are

Response:

not alert to the stopped vehicle ahead of them. The grade separation will greatly improve safety at this busy bike/pedestrian/auto crossing.

The trail project is located within census blocks identified as high-density residential development by the City of Lakeville's 2040 land use plan. Enhancements to the three rail crossing locations in addition to the grade separated tunnel, and gap closure, will increase multimodal safety for both trail users, the railroad, as well as help minimize any potential conflicts with vehicular traffic on Dodd Blvd. The project improves overall bike/pedestrian mobility providing safer, faster routes with connectivity to the Greenway/Tier 2 RBTN alignment from both sides of Dodd Blvd, and especially benefits affordable housing and youth residents who may rely on non-motorized travel.

(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

Yes

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

Measure B: Project Improvements

Analysis of ten years of crash data (2012-2021) using MnCMAT2 returned two bicycle/vehicle related crashes (1.5% of total 73 crashes logged for period/project area), and no pedestrian/vehicle related crashes.

One crash (daytime) occurred at the southwest intersection of CSAH 50 and Dodd Blvd involving a vehicle turning right onto Dodd Blvd and collided with a biker crossing Dodd Blvd, west to east. The second crash involved a vehicle hit and run with a youth bicyclist at the same location.

Additionally, the Lakeville Safe Routes to School Engineering Study 2021 analyzed ten years of vehicle-to-bicycle/pedestrian crashes (MnCMAT2) returning 34 crashes along 210th Street or adjacent intersection. Nearly 50 percent of those crashes occurred at the intersection of Dodd Blvd at 210th St. W.

Response:

It is critical to note the Dodd Blvd project corridor has a high traffic volume (12,000 VPD), 45-mph speed limit, uncontrolled rail crossings, and single stage pedestrian crossings. As Lakeville grows at 2.9% annually, motorized, and non-motorized users will increase, leading to more vehicle vs ped/bike crashes. The probability of fatal crashes at 45 mph is very high: The average risk of death for a pedestrian reaches 10% at an impact speed of 23 mph, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph, and 90% at 58 mph; studies show average Dodd Blvd vehicle speed is 48mph.

While bike/ped-auto related crashes in the project corridor have been relatively minimal, motorized rear-end collisions totaled 29 (39.7% of crashes). Of total rear-end crashes, several were the result of cars yielding to a biker/pedestrian(s) crossing Dodd Blvd at the existing at-grade Greenway/Dodd Blvd

crossing location south of 207th street. Others occurred at undesignated crossings along Dodd Blvd.

The project will eliminate bike/ped to vehicle conflicts and improve safety and connectivity for both trail and vehicle modes of travel, by adding the following major components, as well as leveraging the improvement made by the concurrent, but separate, road project:

Signalized rail crossing x 2 (at existing rail/trail barrier on west side of Dodd Blvd, and at new trail/rail construction on the east side of Dodd Blvd).

Elimination of ped/bike/vehicle conflict points with the construction of a grade separated tunnel/road crossing.

Improvements made by the concurrent Dodd Blvd Road Project will limit left turns/access points. The road is being reconstructed as a two-lane with median with two stage pedestrian crossing (median refuge) and restricted vehicle access at most intersections.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Trail users have been observed making risky road crossing maneuvers due to the absence of a trail on Dodd Blvd's east side. This project provides 10' wide paved ADA accessible trails on both sides of Dodd Blvd. Dual trails facilitates safe east or west side connections to and from the Greenway/RBTN, and in tandem with the new grade separated crossing, drastically reduces, or eliminates occurrences of unsafe bike/ped at-grade road crossings throughout the Dodd Blvd project limits.

The existing trail/rail at-grade crossing south of CSAH 50 is an identified RBB. Planned signalization upgrades will improve trail and rail user safety, security, and travel experience at both enhanced/new crossings at each side of Dodd Blvd, in addition to enhanced trail/rail crossing elements at the third rail crossing location east of Dodd Blvd.

Response:

New trail connections enable access for residents living to the west of Dodd to downtown Lakeville; residents east of Dodd can better connect to amenities located to the west, such as Lake Marion and its community amenities. This expanded trail pedestrian/bikeway project safely integrates all existing modes of transportation (i.e., bicyclists, pedestrians, and vehicles).

A new grade separated pedestrian/bike tunnel crossing at the Lake Marion Greenway will greatly improve non-motorized and motorized user's safety, security, and travel experience by providing a zero-conflict crossing between these modes of travel. This crossing is a key regional greenway crossing, which connects directly to the Tier 2 RBTN, improving overall network connectivity, and providing access to Park and Ride transit service outside the project area. While bike/ped accidents at this intersection have been minimal, noting the crash data, there are a significant number of auto-

oriented rear-end collisions due to cars stopping at this location allowing bikes/pedestrians to cross, and subsequently rear-ended by approaching unalert drivers. The potential for these types of accidents can be eliminated with the construction of the grade separated bike/ped underpass.

Currently, there are no existing direct transit service or transit/pedestrian connection opportunities located in the immediate vicinity of the project area. However, Lakeville currently has one central BRT transit stop, which connects to regional destinations and is located approximately four miles to the northeast of the project area along Cedar Ave. The BRT is also within the Tier 1 and 2 RBTN network, so completion of the Dodd Blvd project will assist in the continuance of gap closure and connectivity to the regional multi-modal transportation system.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

To date, with the purpose of identifying the transportation problem and soliciting public input, outreach conducted by the current project and previous planning studies include the following: Online social media/info-videos and survey applications; in-person public meetings; traditional public surveys; flyers; and targeted emails.

Previous community planning efforts used these outreach methods and included multiple planning studies incorporating stakeholder input. Recent public comments were also taken during a 9/16/21 Planning Commission meeting and 10/4/21 City Council meeting.

Previous Studies conducted include: The 2022-2026 City of Lakeville Capital Improvement Plan; Lakeville Safe Routes to School Engineering Study 2021 (A total of 107 comments were collected from both surveys - 71 from McGuire Middle School and 36 from Kennedy Elementary School parents); Lakeville Thrive 2040 Comprehensive Land Use Plan; City of Lakeville 2040 Transportation Plan Update; Lakeville Minnesota 2015 Parks, trails & Open Space Plan (Prior to formal consideration of the Parks, Trails and Open Space Plan by the Lakeville Planning Commission and City Council for adoption as part of the City's Comprehensive Plan, draft documents were forwarded to adjacent government jurisdictions and interested organizations for comments. A public open house was also held during the summer of 2014 to encourage resident input as part of the planning process); Dakota County Comprehensive Plan DC2040; Dakota County 2040 Transportation Plan 2021; Dakota County Pedestrian and Bicycle Study 2018; Dakota County Lake Marion Greenway Master Plan 2013.

Response:

The project implemented a public outreach

campaign which ran from March 28 to April 8, 2022 and utilized standard social media graphics, a 2-minute project informational video, and an interactive comment mapping tool: Social Pinpoint <https://klj.mysocialpinpoint.com/lakeville-dodd-rd/lakeville-dodd-rd-map#/>. Public comments returned 3,147 site visits, 1,122 unique users, 99 unique stakeholders and 242 comments, of which 54 comments specifically commented on bike/pedestrian trail and motorized traffic mobility and safety issues. Public response was overwhelmingly in favor of improving safety and mobility by adding trails to both sides of Dodd Blvd and noted key crossing safety locations and issues.

Additionally, media posts were made through the City of Lakeville's Media Center and coordinated with the school district (Facebook returned 25 project comments). Dakota County CDA assisted with distribution of public engagement materials and infographics via physical informational flyers, social media, and emails to the targeted key equity demographic residents residing in project area affordable housing and senior living properties.

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

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

100%

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

100%

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

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout

1649885562966_2022-04-12 Dodd Blvd Concept Layout
8x11.pdf

Please upload attachment in PDF form.

Additional Attachments

1649885562956_2022-04-12 Dodd Blvd Concept Exhibits
8x11.pdf

Please upload attachment in PDF form.

3.Review of Section 106 Historic Resources (15 Percent of Points)

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified Yes

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$3,033,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$3,033,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Dodd Blvd_Concept Exhibits.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - Concept Exhibits	1019 KB
Dodd Blvd_Concept Layout.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - Concept Layout	420 KB
Dodd Blvd_Existing Conditions Photo_Greenway Crossing.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - Existing Conditions: Greenway Crossing Location	4.2 MB
Dodd Blvd_Existing Conditions Photo_Planned RBB_RailTrail Crossing.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - Existing Conditions Photo: Planned RBB Rail Trail Crossing Location	3.0 MB
Dodd Blvd_One Page.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - One Page Summary	405 KB
Dodd Blvd_Population_Summary.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - Population and Employment Summary	4.7 MB
Dodd Blvd_Project to RBTN Orientation.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - Project to RBTN Orientation	1.8 MB
Dodd Blvd_Socio Economic Conditions.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - Socio Economic Conditions	1.3 MB
Dodd_ADA Transition Plan.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - ADA Transition Plan	17.5 MB
Dodd_Affordable_Senior_Housing_Locations.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - Affordable_Senior_Housing_Locations	2.1 MB
Dodd_City of Lakeville_Letter of Support_Snow and Ice Removal.pdf	Dodd Blvd (CSAH 9) Trail and Greenway Grade Separation Project - City of Lakeville_Letter of Support_Snow and Ice Removal	599 KB
Dodd_County Board Resolution No. 22-144.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - County Board Resolution No. 22-144	87 KB
Dodd_County to Lakeville Dodd ltr 4.12.22.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - County to Lakeville Dodd ltr 4.12.22	162 KB

Dodd_Lakeville School District_Future improvements letter 4.5.2022.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - Lakeville School District_Future improvements letter 4.5.2022	141 KB
Dodd_Project Area Census Tracts_65_Renter_ZeroCar.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - Project Area Census Tracts_65_Renter_ZeroCar	2.2 MB
Dodd_Project Area Census Tracts_Minority_Poverty.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - Project Area Census Tracts_Minority_Poverty	1.8 MB
Dodd_RBB_Regional Bicycle Barriers.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - RBB_Regional Bicycle Barriers	1.2 MB
Dodd_Regional Bicycle Transport Network_Existing_Project Area.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - Regional Bicycle Transport Network_Existing_Project Area	1.6 MB
Dodd_Snow and Ice Control Policy.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - Snow and Ice control Policy	128 KB
Dodd_Trail_Plowing_Routes.pdf	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project - Trail_Plowing_Routes	4.7 MB



City of Lakeville ADA Transition Plan

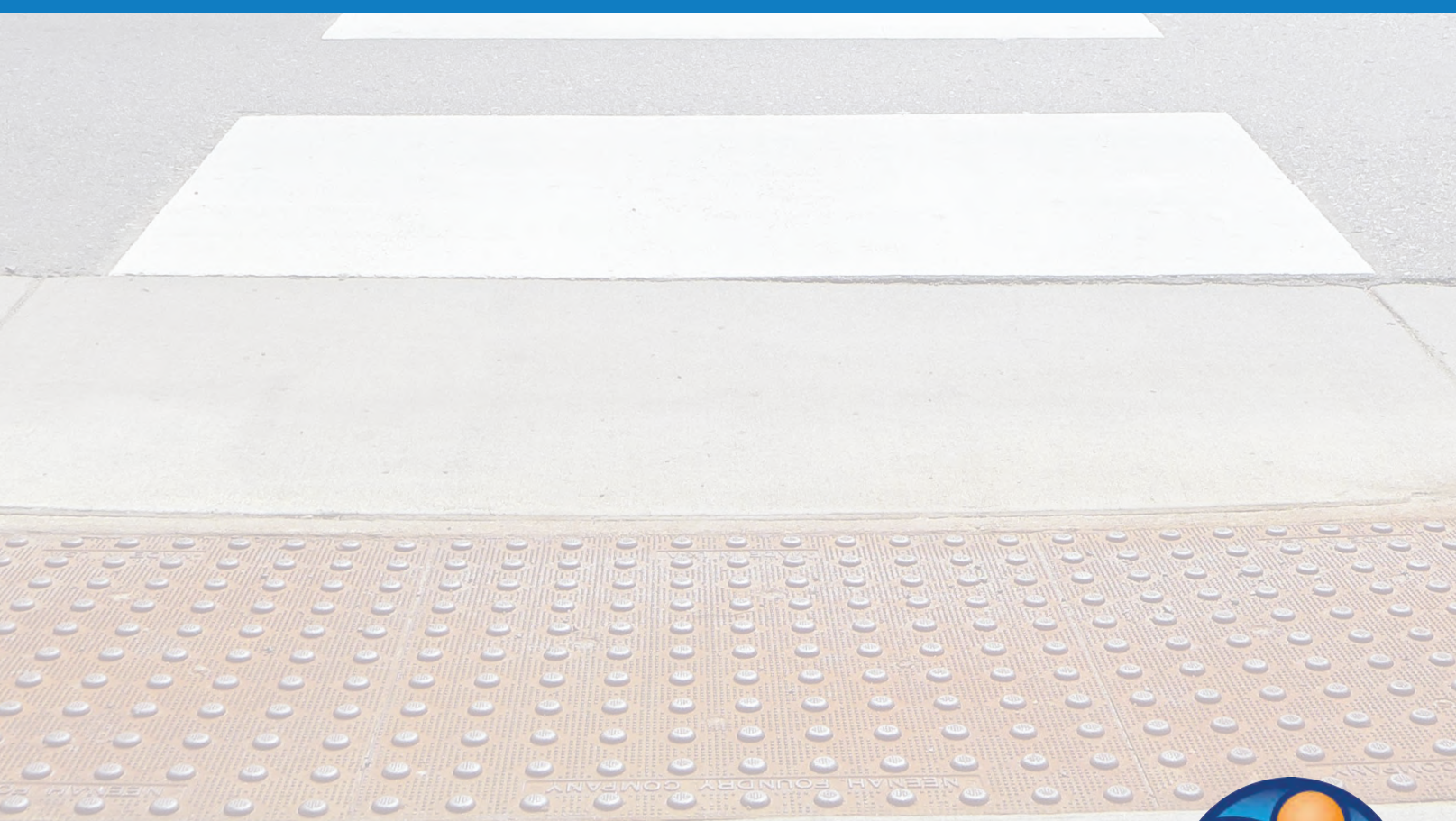


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INTRODUCTION

Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

- I. Employment
- II. State and local government services
- III. Public accommodations
- IV. Telecommunications
- V. Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, the City of Lakeville must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, “...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” ([42 USC. Sec. 12132](#); [28 CFR. Sec. 35.130](#))

As required by Title II of [ADA, 28 CFR. Part 35 Sec. 35.105](#) and [Sec. 35.150](#), the City of Lakeville has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that those facilities are accessible to all individuals. A glossary of terms is included in **Appendix A**.

This Transition Plan has been created to specifically cover accessibility within the public rights of way and does not include information on City programs, practices, or building facilities not related to public rights of way.

ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the [Architectural Barriers Acts of 1968](#) and [Section 504 of the Rehabilitation Act](#) of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

Agency Requirements

Under Title II, the City of Lakeville must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities ([28 CFR Sec. 35.150](#)).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability [[28 CFR Sec. 35.130 \(a\)](#)].
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result [[28 CFR Sec. 35.130\(b\) \(7\)](#)].
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective [[28 CFR Sec. 35.130\(b\)\(iv\) & \(d\)](#)].
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others [[28 CFR Sec. 35.160\(a\)](#)].
- Must designate at least one responsible employee to coordinate ADA compliance [[28 CFR Sec. 35.107\(a\)](#)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [[28 CFR Sec. 35.107\(a\)](#)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [[28 CFR Sec. 35.106](#)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [[28 CFR Sec. 35.107\(b\)](#)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

SELF-EVALUATION CONDITION ASSESSMENT

Overview

The City of Lakeville is required, under Title II of the Americans with Disabilities Act (ADA) and [28 CFR 35.105](#), to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the City implements these policies.

The goal of the self-evaluation is to verify that, in implementing the City's policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the City's Pedestrian Circulation Route/Pedestrian Access Route) (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This includes consideration of pedestrian curb ramps and traffic control signals that are located within the City rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

Summary

In 2017 and 2018, the City of Lakeville conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- Pedestrian Ramps at intersections that include trail or sidewalk facilities
- Traffic Signals Systems

Pedestrian ramps were assessed and categorized into three condition rating tiers:

1. Tier 1: largely or fully compliant.
2. Tier 2: substantially compliant and working well.
3. Tier 3: several elements are not compliant.

Traffic signal systems were assessed and categorized into three condition rating tiers:

Condition Rating for Signal Elements by Ramps at Corner

1. Tier 1: all signal elements are largely or fully compliant
2. Tier 2: no more than one signal element is non-compliant
3. Tier 3: two or more signal elements are non-compliant

Condition Rating for Signalized Intersections

1. Tier 1: all signal elements for intersection are largely or fully compliant
2. Tier 2: no more than one signal element for intersection is non-compliant
4. Tier 3: two or more signal elements for intersection are non-compliant

A detailed evaluation on how these facilities relate to ADA standards including maps showing how the pedestrian ramp and traffic control signal system facilities are categorized can be found on the City's website, detailed in **Appendix B**, and will be updated periodically.

POLICIES AND PRACTICES

Previous Practices

Since the adoption of the ADA, the City of Lakeville has striven to provide accessible pedestrian features as part of the City capital improvement plan projects. As additional information was made available as to the methods of providing accessible pedestrian features, the City has updated their procedures to accommodate these methods. Recently, more standardized design and construction methods have evolved. This has resulted in the ability of local agencies to receive additional exposure and training on accessible features. This has improved an agency's ability to understand available options and to explore the feasibility of implementing accessibility improvements. This information also assists in providing guidance for developing transition plans.

Policy

The City of Lakeville will inspect, inventory and plan for any required improvements to facilities located in the public right-of-way, to ensure compliance with the ADA. The City's goal is to continue to provide accessible pedestrian design features as part of the City capital improvement projects. The City has established ADA design standards and procedures as detailed in **Appendix C**. These standards and procedures will be kept up to date with nationwide and local best management practices.

The City of Lakeville will consider and respond to all accessibility improvement requests. Requests should be sent to the ADA Coordinator as specified in **Appendix D**. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. The City will coordinate with external agencies as necessary to ensure that all new or altered pedestrian facilities within the City jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by the City.

ADA COORDINATOR

The public is strongly encouraged to contact the ADA Coordinator to discuss any concerns regarding City facilities prior to starting the formal grievance process provided in this plan. It is anticipated most accessibility issues, once identified, will be able to be satisfactorily addressed by the ADA Coordinator.

In accordance with [28 CFR 35.107\(a\)](#), the City of Lakeville has identified an ADA Title II Coordinator to oversee the City policies and procedures. It is the responsibility of the ADA Coordinator to implement this policy. Contact information for this individual is located in **Appendix D**.

IMPROVEMENT SCHEDULE

Priority Areas

The City of Lakeville will generally prioritize for planned accessibility improvement projects based on the need for overall street improvements. Other considerations will include the proximity to specific land uses which typically generate higher volumes of pedestrian traffic such as schools, government offices and medical facilities, as well as from the receipt of public comments.

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

External Agency Coordination

Many other agencies are responsible for pedestrian facilities within the jurisdiction of the City of Lakeville, including Dakota County and MNDOT. The City will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes and/or associated with their services.

Schedule

The City of Lakeville has set the following schedule goals for improving the accessibility of its pedestrian facilities within the City jurisdiction:

- Traffic control signal system pedestrian features will be addressed through the Capital Improvement Plan (CIP) and street improvement plans to coordinate improvements.
- Facilities with condition ratings in Tier 2. These facilities are considered serviceable and are not in need of immediate action. Improvements for these facilities will be addressed in conjunction with adjacent capital improvement projects. Staff will use the CIP and long-range street improvement plans to coordinate these improvements.
- Facilities with condition ratings in Tier 3. Any of these facilities identified as an existing hazard or compliance issue that staff believes needs to be addressed by a set date shall have a work order initiated or be incorporated into a project in the CIP.
- Through a combination of street improvement and standalone ADA projects, all Tier 3 pedestrian ramps will be upgraded within eight to ten years.
- After 20 years, a minimum of 80% of accessibility features within the jurisdiction of the City of Lakeville will be ADA compliant. The remaining 20% would include the Tier 2 locations that have not had an adjacent road project within the 20-year period.

IMPLEMENTATION SCHEDULE

Methodology

The City of Lakeville will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method includes standalone sidewalk and ADA accessibility improvement projects. These projects will be incorporated into the street improvement plan on a case by case basis as determined by City of Lakeville staff, or may be completed by internal City forces. The street improvement plan includes a detailed schedule and budget for specific improvements.

PUBLIC OUTREACH

The City of Lakeville recognizes that public participation is an important component in the development of this plan. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of the City of Lakeville. Materials presented at the public meeting are included in **Appendix F**.

Public outreach for the creation of this document consisted of the following:

- Open House – June 18, 2019

- The City's ADA Title II Coordinator will continue to be available for questions or discussion.

GRIEVANCE PROCEDURE

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities regarding the ADA. A draft of this public notice is provided in **Appendix G**. If users of City of Lakeville public right of way facilities and services believe the City has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with [28 CFR 35.107\(b\)](#), the City has developed a grievance procedure for the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in **Appendix G**, with a Complaint Form in **Appendix H**.

MONITOR THE PROGRESS

This document, including the Appendices, will be updated as conditions within the City evolve. With each main body update, a public comment period will be established to continue the public outreach.

APPENDICES

- A. Glossary of Terms
- B. Self-Evaluation and Prioritization Summary
- C. Agency ADA Design Standards and Procedures
- D. ADA Coordinator
- E. Public Outreach Materials
- F. ADA Public Notice
- G. Grievance Procedure
- H. Complaint Form

Appendix A – Glossary of Terms

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: The City of Lakeville’s transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the street improvement plan, and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

ADAAG: See Americans with Disabilities Act Accessibility Guidelines.

Accessible: A facility that provides access to people with disabilities using the design requirements of the ADA.

Accessible Pedestrian Signal (APS): A device that communicates information about the WALK phase in audible and vibro-tactile formats.

Alteration: A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

APS: See Accessible Pedestrian Signal.

Architectural Barriers Act (ABA): Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Capital Improvement Program (CIP): The CIP includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the City’s transportation system.

Condition Rating for Pedestrian Curb Ramps

Tier 1: largely or fully compliant – Good

(condition rating 1 or 2, all elements are compliant)

Tier 2: substantially compliant and working well – Fair

(condition rating 1 or 2, no more than one element is non-compliant)

Tier 3: several elements are non-compliant – Poor

(condition rating 3 or condition rating 1 or 2 with two or more elements non-compliant)

Condition Rating for Signal Elements by Ramps at Corner

Tier 1: all signal elements are largely or fully compliant – Good

Tier 2: no more than one signal element is non-compliant – Fair

Tier 3: two or more signal elements are non-compliant – Poor

Condition Rating for Signalized Intersections

Tier 1: all signal elements for intersection are largely or fully compliant – Good

Tier 2: no more than one signal element for intersection is non-compliant – Fair

Tier 3: two or more signal elements for intersection are non-compliant – Poor

Detectable Warning: A surface feature of truncated domes built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

DOJ: See United States Department of Justice

Federal Highway Administration (FHWA): A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FHWA: See Federal Highway Administration

Pedestrian Access Route (PAR): A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Route (PCR): A prepared exterior or interior way of passage provided for pedestrian travel.

PROWAG: An acronym for the *Public Rights-of-Way Accessible Guidelines* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

Right of Way: A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

Section 504: The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

Uniform Accessibility Standards (UFAS): Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

United States Access Board: An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

United States Department of Justice (DOJ): The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.

Appendix B – Self-Evaluation and Prioritization Summary

The City of Lakeville is committed to making investments to improve accessibility within the City public right of way. A systematic approach to providing accessibility will be taken to absorb the cost into the City of Lakeville's program for improvements to the public right of way.

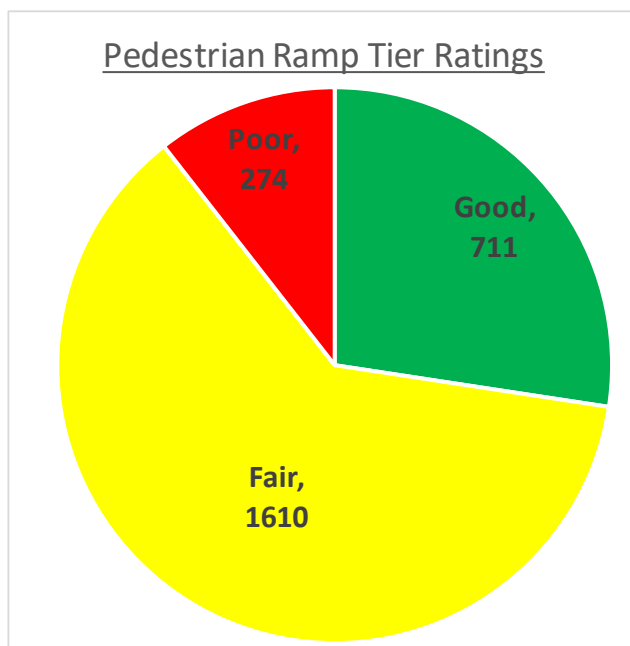
A summary of pedestrian curb ramps and traffic signal systems evaluated follows.

The maps included herein showing how the pedestrian ramps and traffic signal systems are categorized and can also be found at <https://lakevillemn.gov/>

Pedestrian Curb Ramps

Condition Rating for Pedestrian Ramps (2595)

- Tier 1: largely or fully compliant = 711
- Tier 2: substantially compliant and working well = 1610
- Tier 3: several elements are not compliant = 274

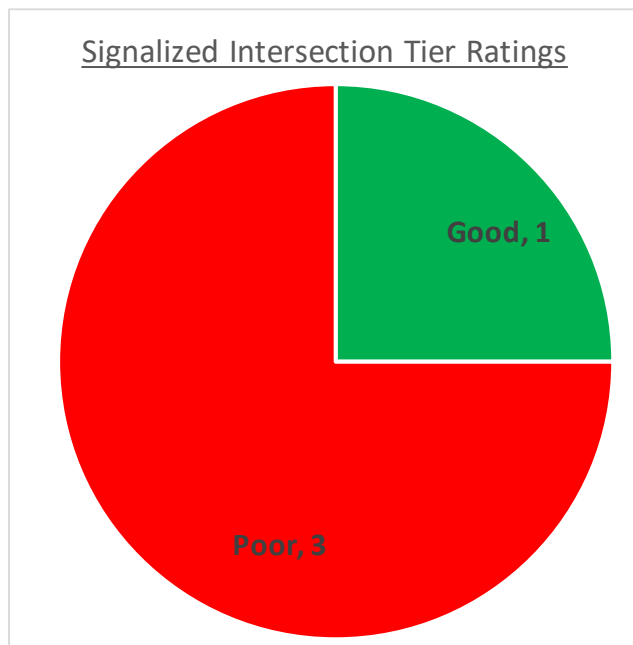


Traffic Control Signal Systems

Four traffic signal systems within the City right of way were inventoried and assessed. Tier ratings have been assigned for the overall signal systems and for ramps corners at the signalized intersections.

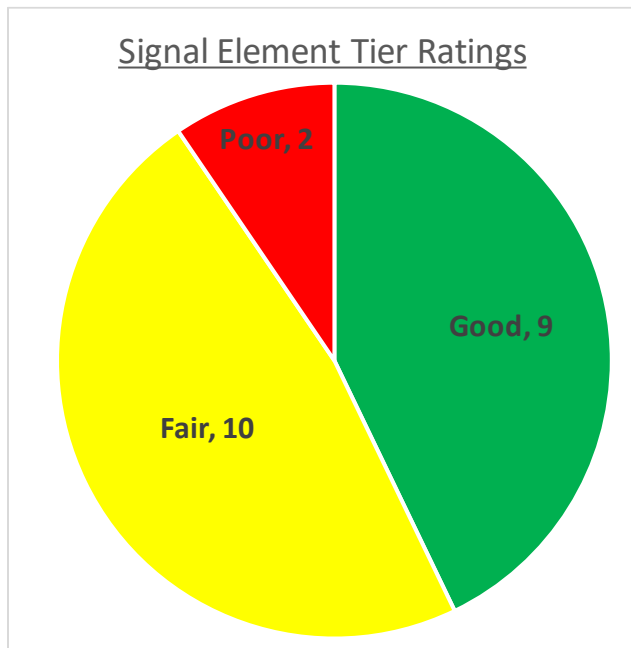
Condition Rating for Signalized Intersection (4)

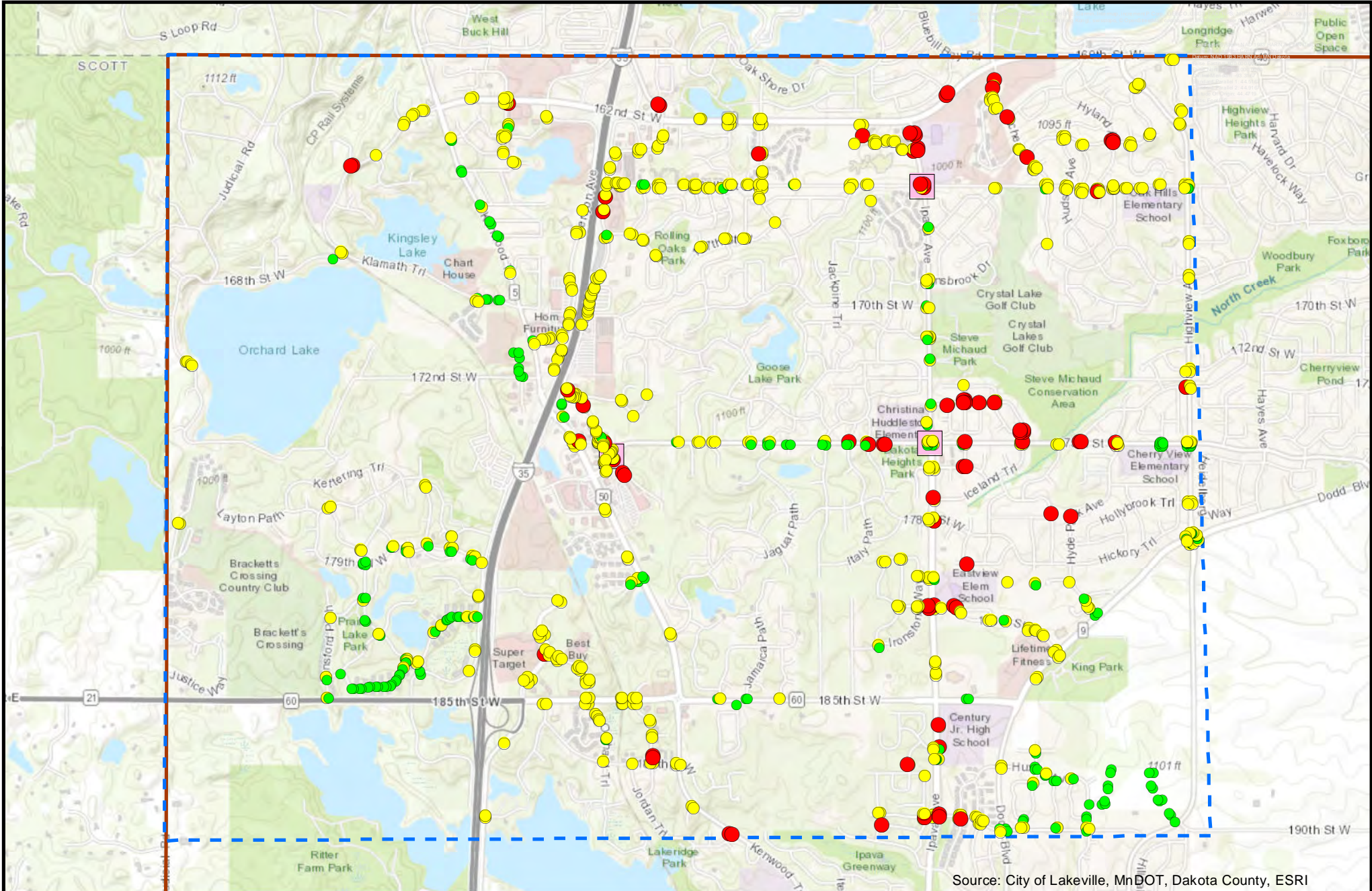
- Tier 1: all signal elements for intersection are largely or fully compliant = 1
- Tier 2: no more than one signal element for intersection is non-compliant = 0
- Tier 3: two or more signal elements for intersection are non-compliant = 3



Condition Rating for Signal Elements (push buttons, accessibility and ten-foot separation) by Ramps at Signalized Intersections (21).

- Tier 1: all signal elements related to ramp are largely or fully compliant = 9
- Tier 2: no more than two signal elements related to ramp are non-compliant = 10
- Tier 3: more than two signal elements related to ramp are non-compliant = 2





Source: City of Lakeville, MnDOT, Dakota County, ESRI



0 0.25 0.5 Miles



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Legend

Ped Ramp Tier Rating

- Tier 1 - Good (198)
- Tier 2 - Fair (560)
- Tier 3 - Poor (81)

- Signalized Intersection (3)
- North-West Quadrant
- Lakeville Boundary

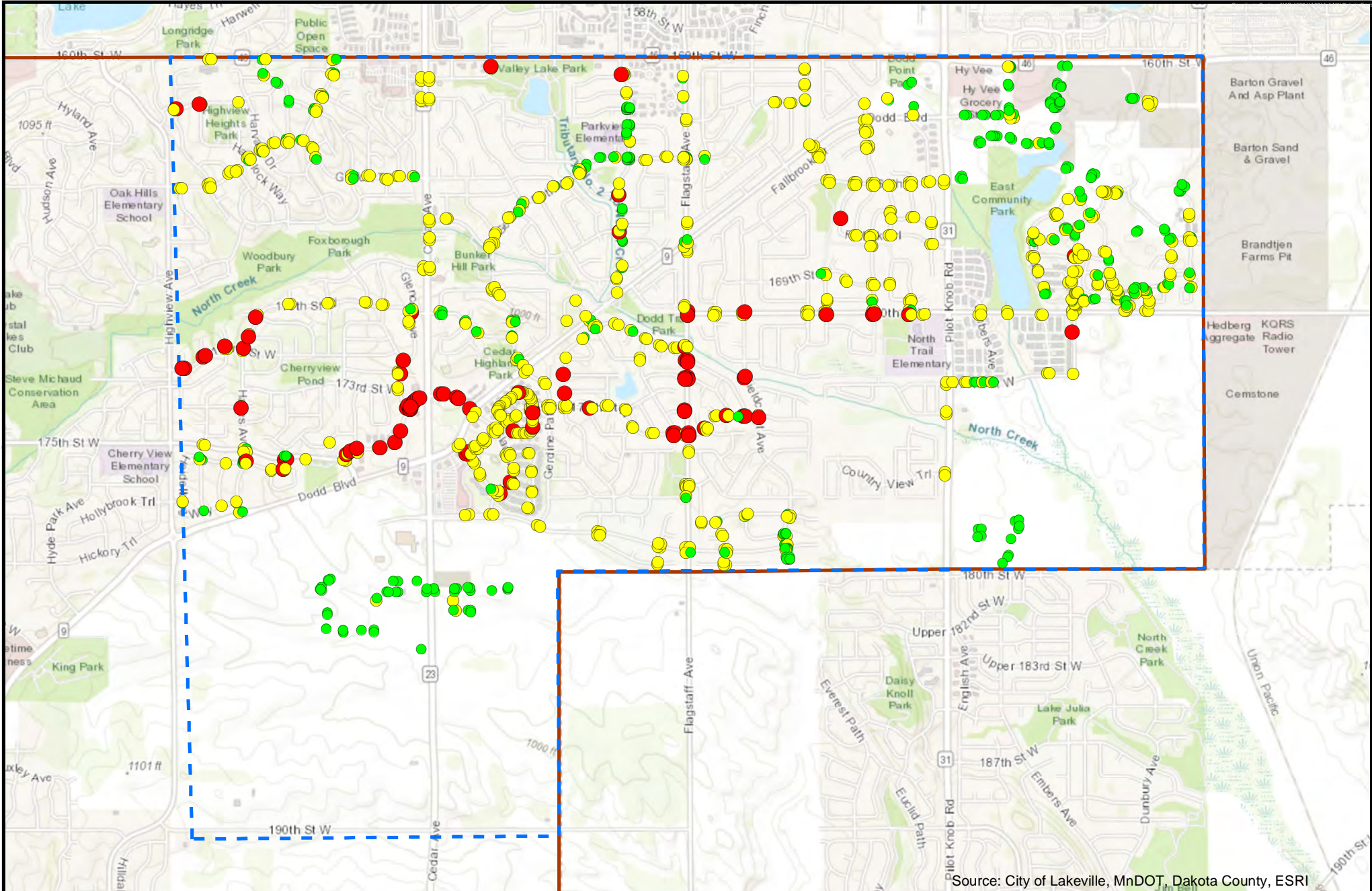
City of Lakeville

ADA Transition Plan

Pedestrian Ramp

Tier ratings

Figure 1 (North-West Quadrant)
July 2019



Source: City of Lakeville, MnDOT, Dakota County, ESRI



0 0.25 0.5 Miles



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Legend

- Ped Ramp Tier Rating
- Tier 1 - Good (305)
 - Tier 2 - Fair (608)
 - Tier 3 - Poor (88)
- North-East Quadrant
- Lakeville Boundary

City of Lakeville

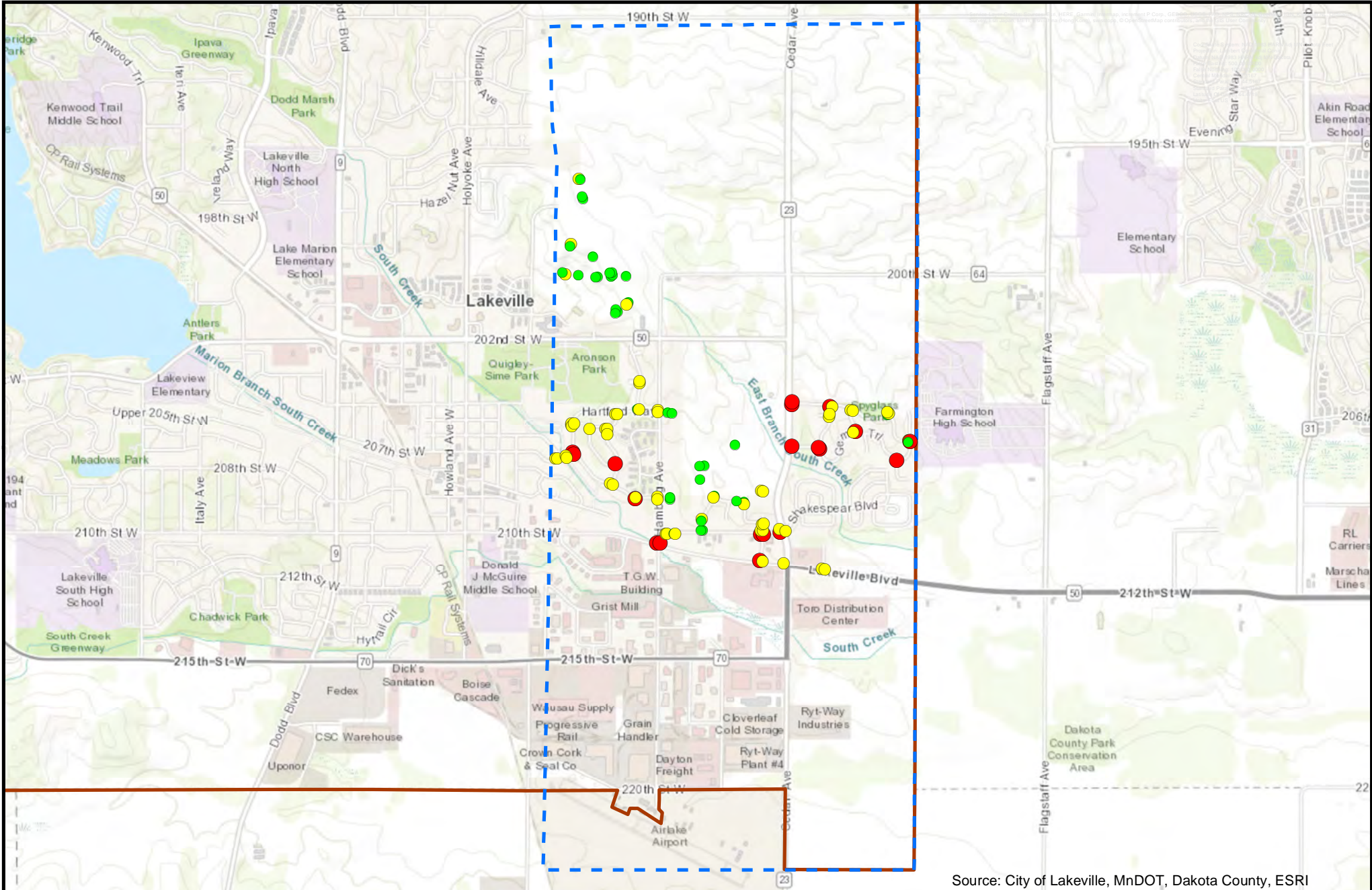
ADA Transition Plan

Pedestrian Ramp

Tier ratings

Figure 2 (North-East Quadrant)

Sep, 2018



Source: City of Lakeville, MnDOT, Dakota County, ESRI



0 0.25 0.5 Miles



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Legend

Ped Ramp Tier Rating

● Tier 1 - Good (36)

● Tier 2 - Fair (55)

● Tier 3 - Poor (19)

--- South-East Quadrant

— Lakeville Boundary

City of Lakeville

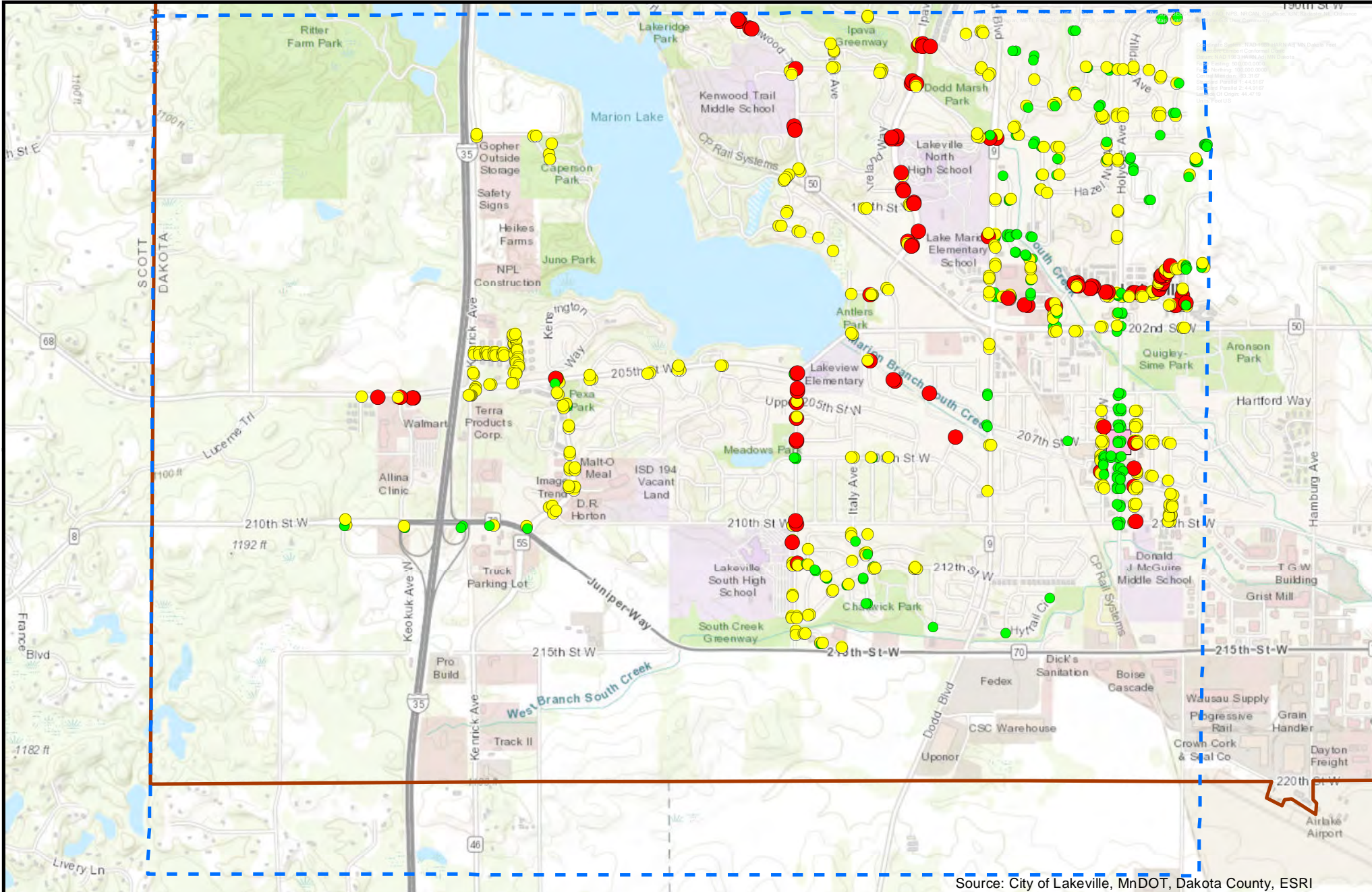
ADA Transition Plan

Pedestrian Ramp

Tier ratings

Figure 3 (South-East Quadrant)

Aug, 2018



0 0.25 0.5 Miles



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Legend

Ped Ramp Tier Rating

- Tier 1 - Good (172)
- Tier 2 - Fair (387)
- Tier 3 - Poor (86)

- Signalized Intersection (1)
- South-West Quadrant
- Lakeville Boundary

City of Lakeville

ADA Transition Plan

Pedestrian Ramp

Tier ratings

Figure 4 (South-West Quadrant)
July 2019

Appendix C – Agency ADA Design Standards and Procedures

Design Procedures

Intersection Corners

The City of Lakeville intends to construct or upgrade curb ramps to achieve compliance as part of its capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted, and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of City staff.

Sidewalks / Trails

The City of Lakeville will evaluate and attempt to construct or upgrade sidewalks and trails to achieve compliance as part of capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted, and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of City staff.

Traffic Control Signals

The City of Lakeville will attempt to construct or upgrade traffic control signals to achieve compliance as part of capital improvement projects. There may be limitations which make it technically infeasible for individual traffic control signal locations to achieve full accessibility within the scope of any project. Those limitations will be noted, and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved or not, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of City staff.

Bus Stops & Transit Facilities

City staff will work with any transit agencies to ensure future facilities which may be located within City of Lakeville rights-of-way meet all appropriate accessibility standards to the extent practical and feasible.

Other policies, practices and programs

Policies, practices and programs not identified in this document will follow the applicable ADA standards.

Design Standards

The City of Lakeville generally follows the guidelines identified in PROWAG when practical and feasible.

Appendix D – Contact Information

Public Right of Ways

ADA Title II Coordinator & Implementation Coordinator

Name: Zachary Johnson
Or current City Engineer

Address: 20195 Holyoke Avenue
Lakeville, MN 55044

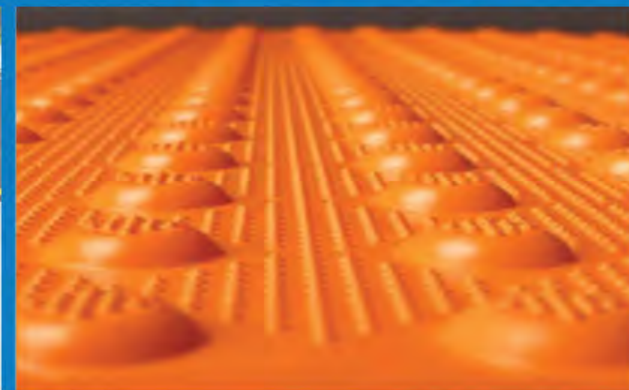
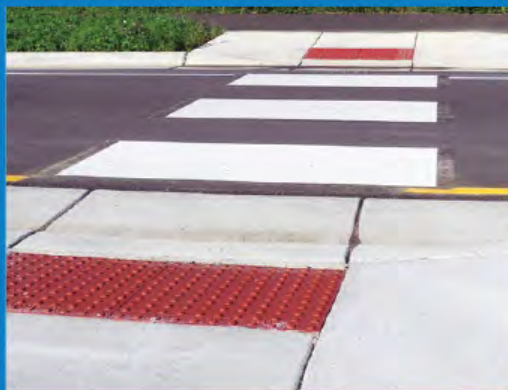
Phone: 952.985.4500

Fax: 952.985.4499

E-mail: adacoordinator@lakevillemn.gov

Appendix E – Public Outreach Material

The following pages includes the presentation materials from the public meeting.



City of Lakeville ADA Transition Plan



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What is an ADA Transition Plan?

- The Americans with Disabilities Act (ADA), enacted on July 26, 1990
- Prohibits discrimination based on disabilities
- Requires access to all public facilities, including pedestrian facilities such as sidewalks and crossings



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Requirements

- Access to all public facilities
- Modification of policies that deny equal access
- Effective communication procedures
- An ADA Coordinator
- Public notice of requirements
- Grievance process



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Lakeville ADA Implementation

- All new construction and reconstruction projects will conform to current ADA practices
- ADA improvements on resurfacing projects will be addressed case-by-case
- Public requests will be evaluated and addressed by City staff



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Lakeville ADA Goals

- After 5 years, items identified in the Capital Improvement Plan will be ADA-Compliant
- After 20 years, 80% of accessibility features within the jurisdiction of the City will be ADA compliant



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Lakeville Self Evaluation

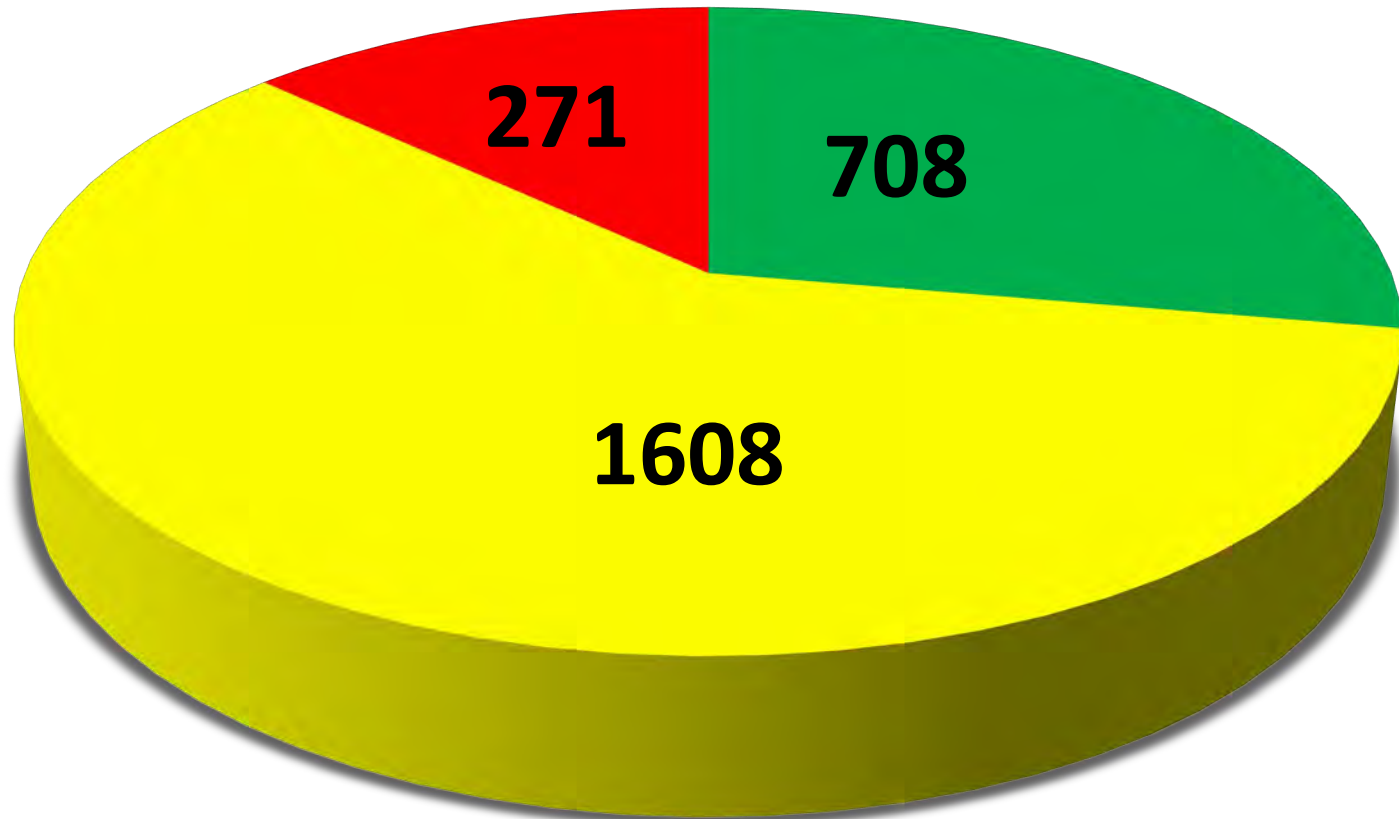
- **2587 Pedestrian Ramps - Assessed for ADA Compliance**
- **Condition Rating Tiers:**
 - Tier 1: largely or fully compliant**
 - Tier 2: substantially compliant and working well**
 - Tier 3: several elements are not compliant**



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Lakeville Curb Ramp Summary

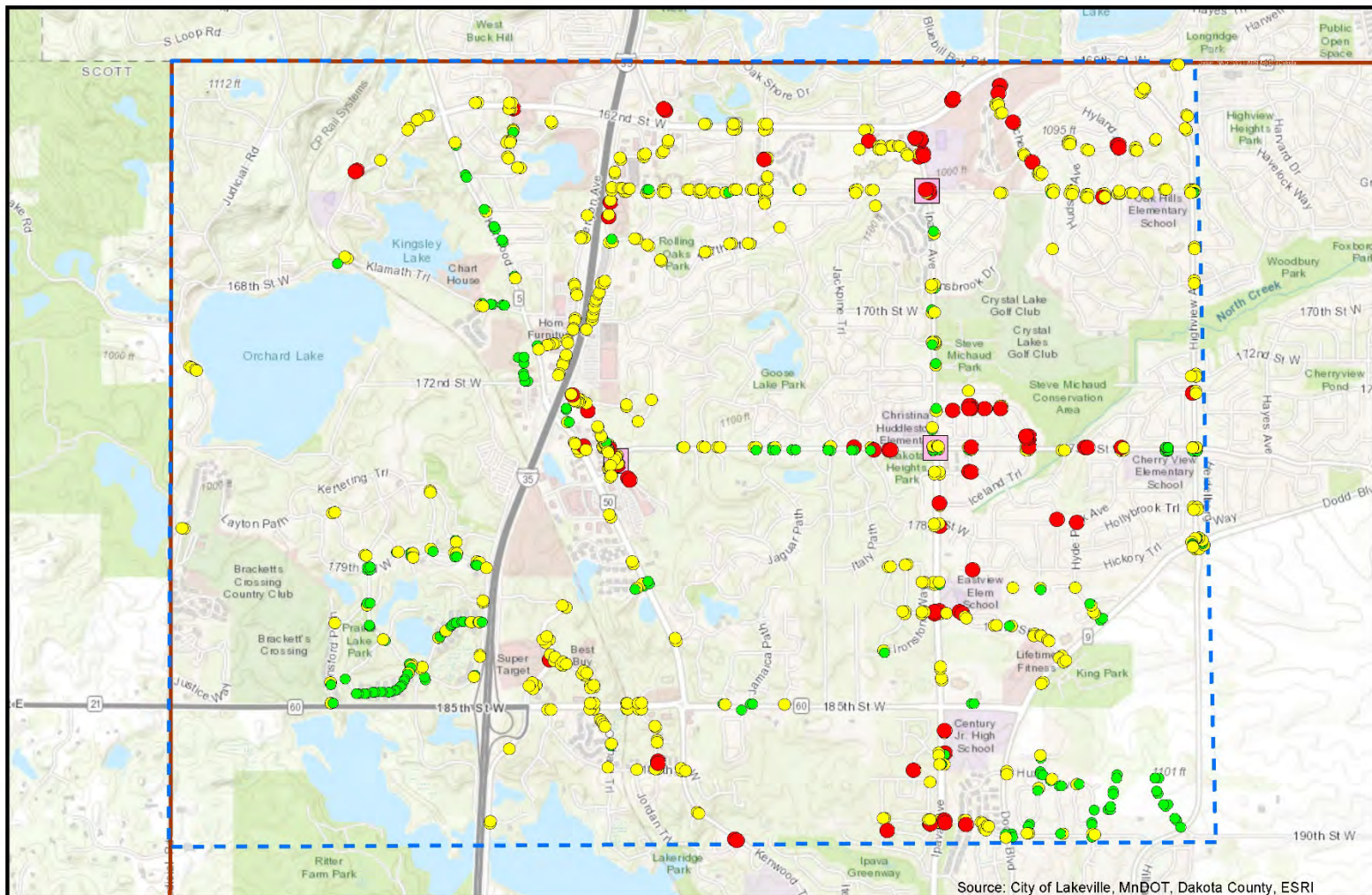


■ Tier 1

■ Tier 2

■ Tier 3

Curb Ramp Locations (1 of 4)



Source: City of Lakeville, MnDOT, Dakota County, ESRI



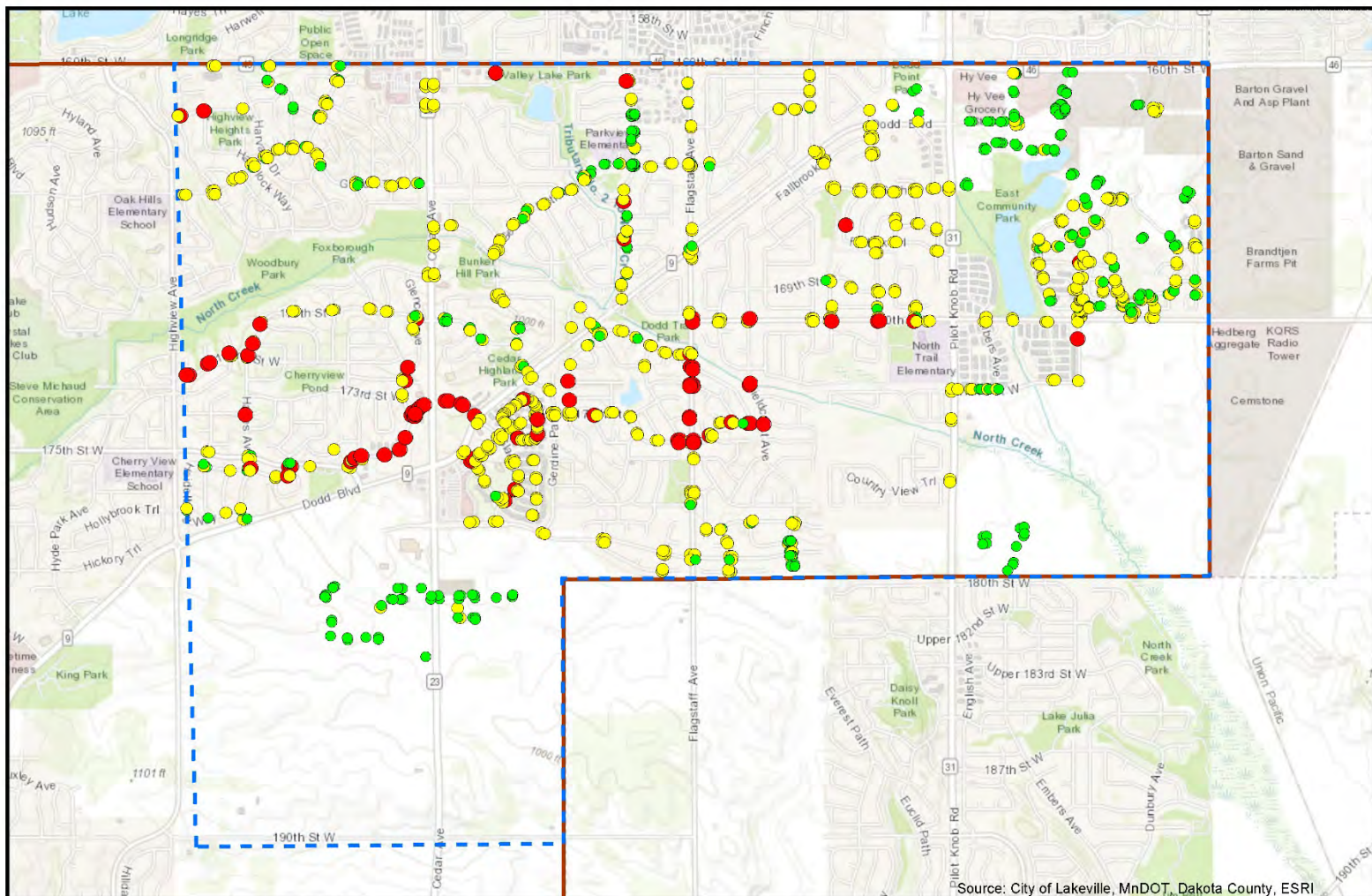
Legend

- | | |
|-----------------------------|-----------------------------|
| Ped Ramp Tier Rating | Signalized Intersection (3) |
| Tier 1 - Good (198) | North-West Quadrant |
| Tier 2 - Fair (559) | Lakeville Boundary |
| Tier 3 - Poor (78) | |

City of Lakeville ADA Transition Plan

**Pedestrian Ramp
Tier ratings**
Figure 1 (North-West Quadrant)
Aug, 2018

Curb Ramp Locations (2 of 4)



Legend

- Ped Ramp Tier Rating**
- Tier 1 - Good (305)
 - Tier 2 - Fair (608)
 - Tier 3 - Poor (88)
- North-East Quadrant
 Lakeville Boundary

City of Lakeville

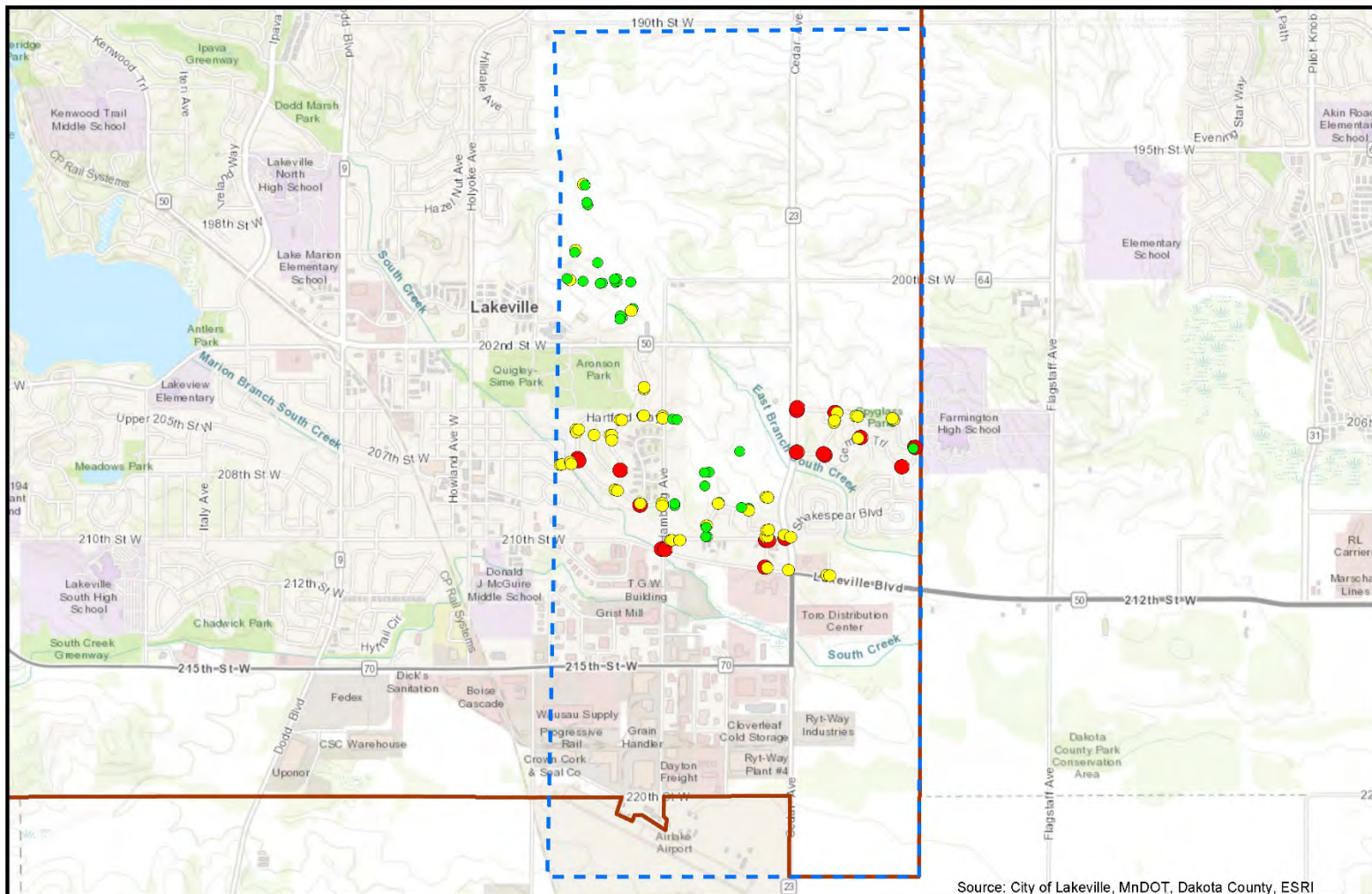
ADA Transition Plan

Pedestrian Ramp

Tier ratings

Figure 2 (North-East Quadrant)
Sep, 2018

Curb Ramp Locations (3 of 4)



Source: City of Lakeville, MndOT, Dakota County, ESRI



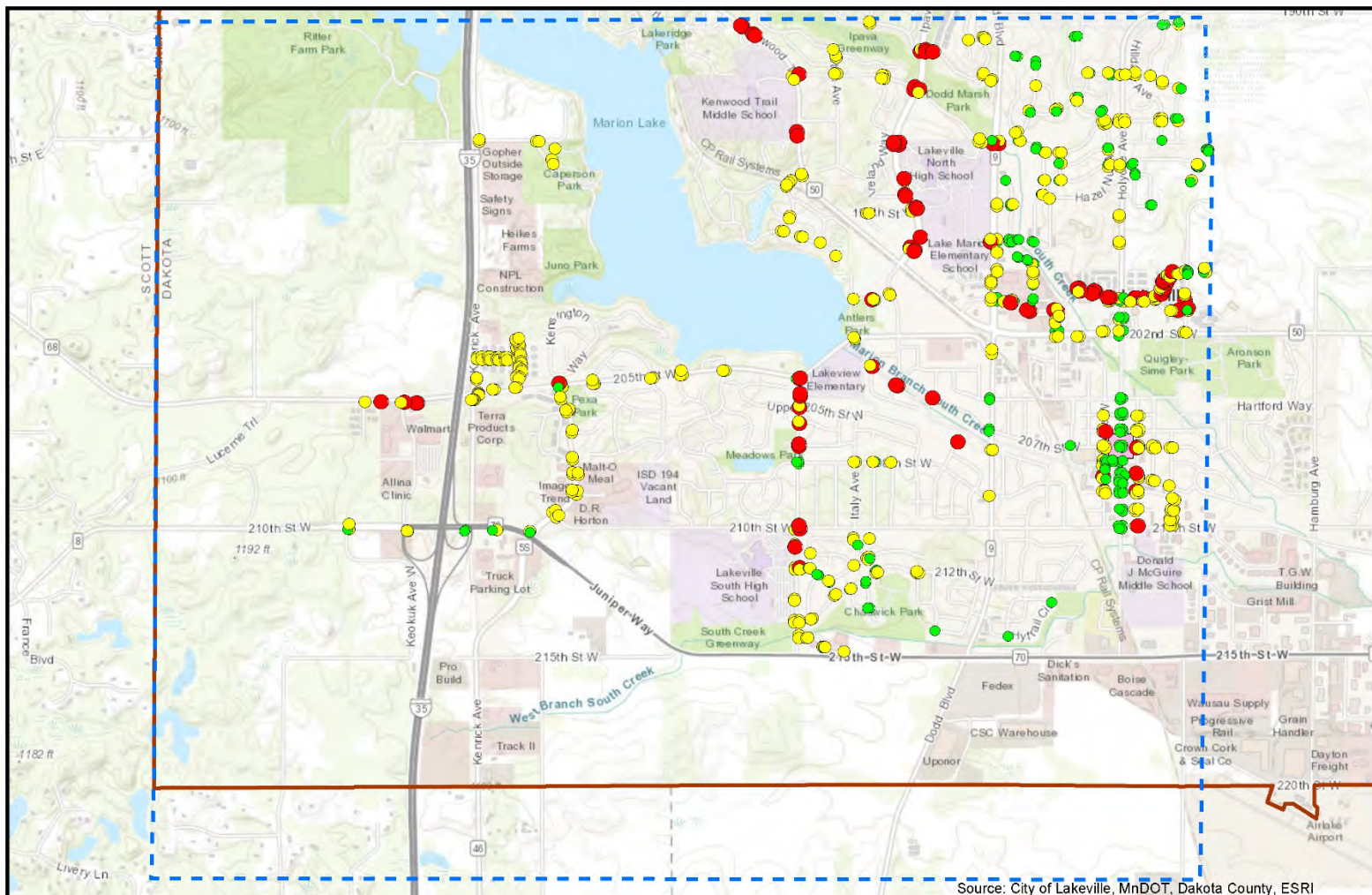
Legend

- Ped Ramp Tier Rating**
- Tier 1 - Good (36)
 - Tier 2 - Fair (55)
 - Tier 3 - Poor (19)
- South-East Quadrant** (Blue dashed line)
- Lakeville Boundary** (Red dashed line)

City of Lakeville ADA Transition Plan

**Pedestrian Ramp
Tier ratings**
Figure 3 (South-East Quadrant)
Aug, 2018

Curb Ramp Locations (4 of 4)



0 0.25 0.5 Miles



Legend

Ped Ramp Tier Rating

- Tier 1 - Good (169)
- Tier 2 - Fair (386)
- Tier 3 - Poor (86)

 Signalized Intersection (1)

 South-West Quadrant

 Lakeville Boundary

City of Lakeville

ADA Transition Plan

Pedestrian Ramp

Tier ratings

Figure 4 (South-West Quadrant)

Aug, 2018

Questions / Comments?



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Appendix F – ADA Public Notice

As part of the ADA requirements the City has posted the following notice outlining its ADA requirements:

Public Notice

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990, The City of Lakeville will not discriminate against qualified individuals with disabilities on the basis of disability in City services, programs, or activities.

Employment: The City does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the Americans with Disabilities Act (ADA).

Effective Communication: The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. For example, individuals with service animals are welcomed in City offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City program, service, or activity, should contact the office of the ADA Coordinator (see **Appendix D**) as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

The City will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Appendix G – Grievance Procedure

Prior to filing a grievance, the public is strongly encouraged to contact the ADA Coordinator to discuss any concerns regarding City facilities. The ADA Coordinator role is designed to provide a point of contact for the public to address concerns. It is anticipated most accessibility issues, once identified, will be able to be satisfactorily addressed by the ADA Coordinator.

Contact information for the ADA coordinator can be found in Appendix D of this document.

City of Lakeville

Grievance Procedure under The Americans With Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by City of Lakeville Public Works. The City's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or their designee as soon as possible but no later than 60 calendar days after the alleged violation to the ADA Coordinator. Contact information can be found in **Appendix D** of this document.

Within fifteen working days after receipt of the complaint, the ADA Coordinator or their designee will meet with the complainant to discuss the complaint and the possible resolutions. Within fifteen working days of the meeting, the ADA Coordinator or their designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, or audio tape. The response will explain the position of the City and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator or their designee does not satisfactorily resolve the issue, the complainant and/or their designee may appeal the decision within 30 calendar days after receipt of the response to the Public Works Director or his/her designee.

Within thirty calendar days after receipt of the appeal, the Public Works Director or his/her designee will meet with the complainant to discuss the complaint and possible resolutions.

Within thirty calendar days after the meeting, the Public Works Director or his/her designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator or their designee, appeals to the Public Works Director or his/her designee, and responses from these two offices will be retained by the City in accordance with state and federal law.

City of Lakeville Grievance Procedure

Those wishing to file a formal written grievance with the City of Lakeville may do so by one of the following methods:

- Internet
Visit the City of Lakeville ADA webpage at <https://lakevillemn.gov/> and click the link to the ADA Grievance Form. A copy of The ADA Complaint Form is included with this document in Appendix I.
- Telephone
Contact the ADA Coordinator as specified in **Appendix D** to submit an oral grievance. The ADA Coordinator will prepare and submit the grievance form on behalf of the person filing the grievance.
- Paper Submittal
Contact the ADA Coordinator as specified in **Appendix D** to request a paper copy of the grievance form, complete the form, and submit it to the ADA Coordinator.

The ADA Grievance Form will ask for the following information:

- The name, address, telephone number, and email address for the person filing the grievance
- The name, address, telephone number, and email address for the person alleging an ADA violation (if different than the person filing the grievance)
- A description and location of the alleged violation and the nature of a remedy sought, if known by the complainant.
- If the complainant has filed the same complaint or grievance with the United States Department of Justice (DOJ), another federal or state civil rights agency, a court, or others, the name of the agency or court where the complainant filed it and the filing date.

If the grievance filed does not concern a City of Lakeville facility, the City will work with the complainant to contact the agency that has jurisdiction.

A City of Lakeville staff person will conduct an investigation necessary to determine the validity of the alleged violation. As a part of the investigation, the staff person may conduct an engineering study to help determine the response. The staff person will take advantage of department resources and use engineering judgment, data collected, and any information submitted by the resident to develop a conclusion. A staff person will be available to meet with the complainant to discuss the matter as a part of the investigation and resolution of the matter. The City will document each resolution of a filed grievance and retain such documentation in the ADA Complaint file in accordance with state and federal law.

The City will consider all specific grievances within its particular context or setting. Furthermore, the City will consider many varying circumstances including: 1) the nature of the access to services, programs, or facilities at issue; 2) the specific nature of the disability; 3) the essential eligibility requirements for participation; 4) the health and safety of others; and 5) the degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship to the City of Lakeville.

Accordingly, the resolution by the City of Lakeville of any one grievance does not constitute a precedent upon which the City is bound or upon which other complaining parties may rely.

File Maintenance

The City shall maintain ADA grievance files in accordance with state and federal law.

Complaints on Title II violations may also be filed with the DOJ within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the Department of Justice (DOJ). The DOJ may bring a lawsuit where it has investigated a matter and has been unable to resolve violations.

For more information, contact:

U.S. Department of Justice Civil Rights Division
950 Pennsylvania Avenue, N.W. Disability Rights Section - NYAV Washington, D.C. 20530
www.ada.gov
(800) 514-0301 (voice – toll free)
(800) 514-0383 (TTY)

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the DOJ or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.

Appendix H – Complaint Form

See the following four pages for complaint form.

**City of Lakeville Public Right of Way
Title II of the Americans with Disabilities Act and
Section 504 of the Rehabilitation Act of 1973 Discrimination Complaint Form**

The public is strongly encouraged to contact the ADA Coordinator to discuss any concerns regarding City facilities prior to starting the grievance process. It is anticipated most accessibility issues, once identified, will be satisfactorily resolved by the ADA Coordinator without the need for completion of the formal complaint form.

Instructions: Please fill out this form completely, in black ink or type. Sign and return to the ADA Coordinator as specified in **Appendix D**. Attach additional sheets if necessary.

Complainant Name:

Street Address:

City, State and Zip Code: Telephone (Home): Telephone (Business):

Person Discriminated Against: (if other than the complainant)

Address:

City, State, and Zip Code:

Telephone (Home/Business or Both):

Government, or organization, or institution which you believe has discriminated:

Name:

Street Address:

City:

County:

State and Zip Code:

Telephone Number:

When was the issue discovered/when did the problem occur? (Date):

Describe the issue in detail, providing the name(s) where possible of the individuals who have been contacted. (Add additional pages if necessary):

Have prior efforts been made to resolve this complaint through the grievance procedure?

Yes ☐ No ☐

If Yes: what is the status of the grievance?

Has the complaint been filed with another bureau of the Department of Justice or any other Federal, State, or local civil rights agency or court?

Yes ☐ _ No ☐

If Yes: Agency or Court:

Contact Person:

Street Address:

City, State, and Zip Code:

Telephone Number:

Date Filed:

Do you intend to file with another agency or court?

Yes ☐ No ☐

If Yes: Agency or Court:

Address:

Telephone Number:

Signature: -----

Date:-----

Return to:

ADA Coordinator as specified in **Appendix D**.

NOTICE OF RIGHTS

In accordance with the Minnesota Government Data Practices Act, the City of Lakeville is required to inform you of your rights as they pertain to the private information collected from you. Your personal information we collect from you is private. Access to this information is available only to you and the agency collecting the information and other statutorily authorized agencies, unless you or a court authorizes its release.

The Minnesota Government Data Practices Act requires that you be informed that the following information, which you are asked to provide, is considered private.

The purpose and intended use of the requested information is:

To assist City of Lakeville staff and designees to evaluate and respond to accessibility concerns within the public right of way.

Authorized persons or agencies with whom this information may be shared include:

City of Lakeville officials, staff or designee(s)

Furnishing the above information is voluntary, but refusal to supply the requested information will mean:

City of Lakeville staff may be unable to respond to or evaluate your request.

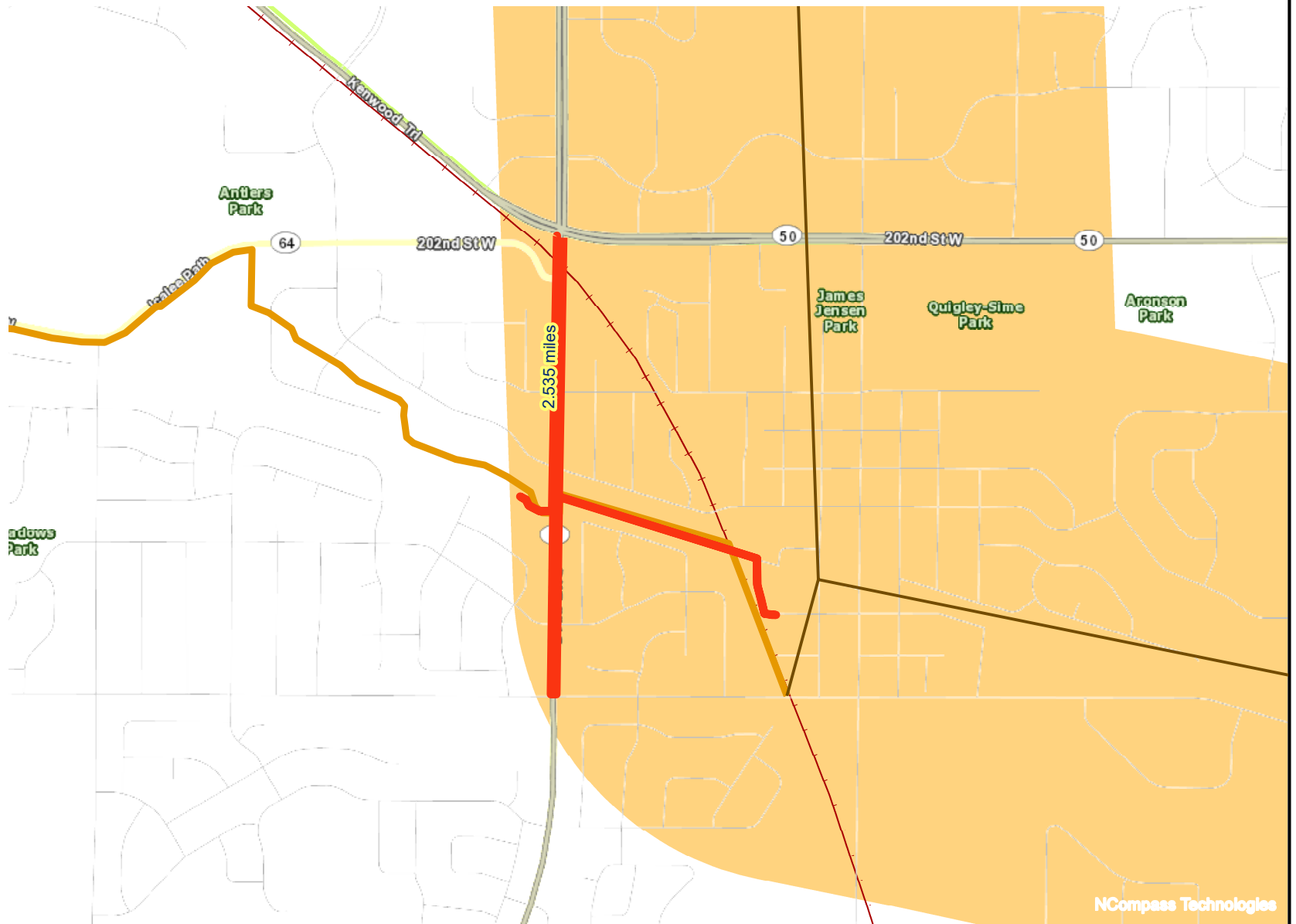
MINN. STAT. §13.04(2)

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Lakeville Dodd Blvd Reg. Sol. | Map ID: 1647971302334

Results

Project **IN** TIER 2
Bicycle Transport Corridor.



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

0 0.15 0.3 0.6 0.9 1.2 Miles

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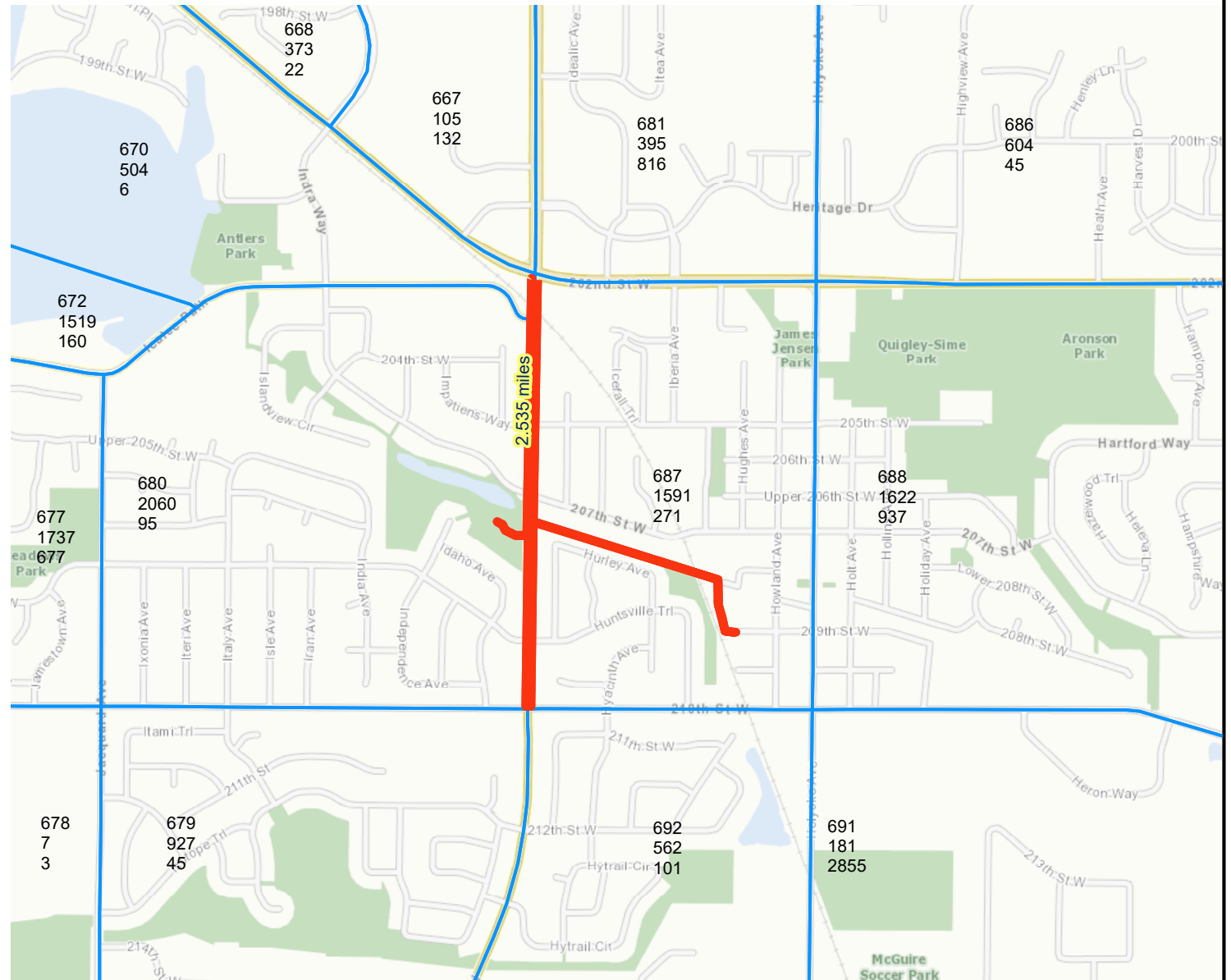
NCompass Technologies

Population/Employment Summary

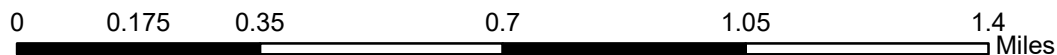
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Multiuse Trails and Bicycle Facilities Project: Lakeville Dodd Blvd Reg. Sol. | Map ID: 1647971302334



- Project Points
- Project Area
- Project
- 2016 TAZ



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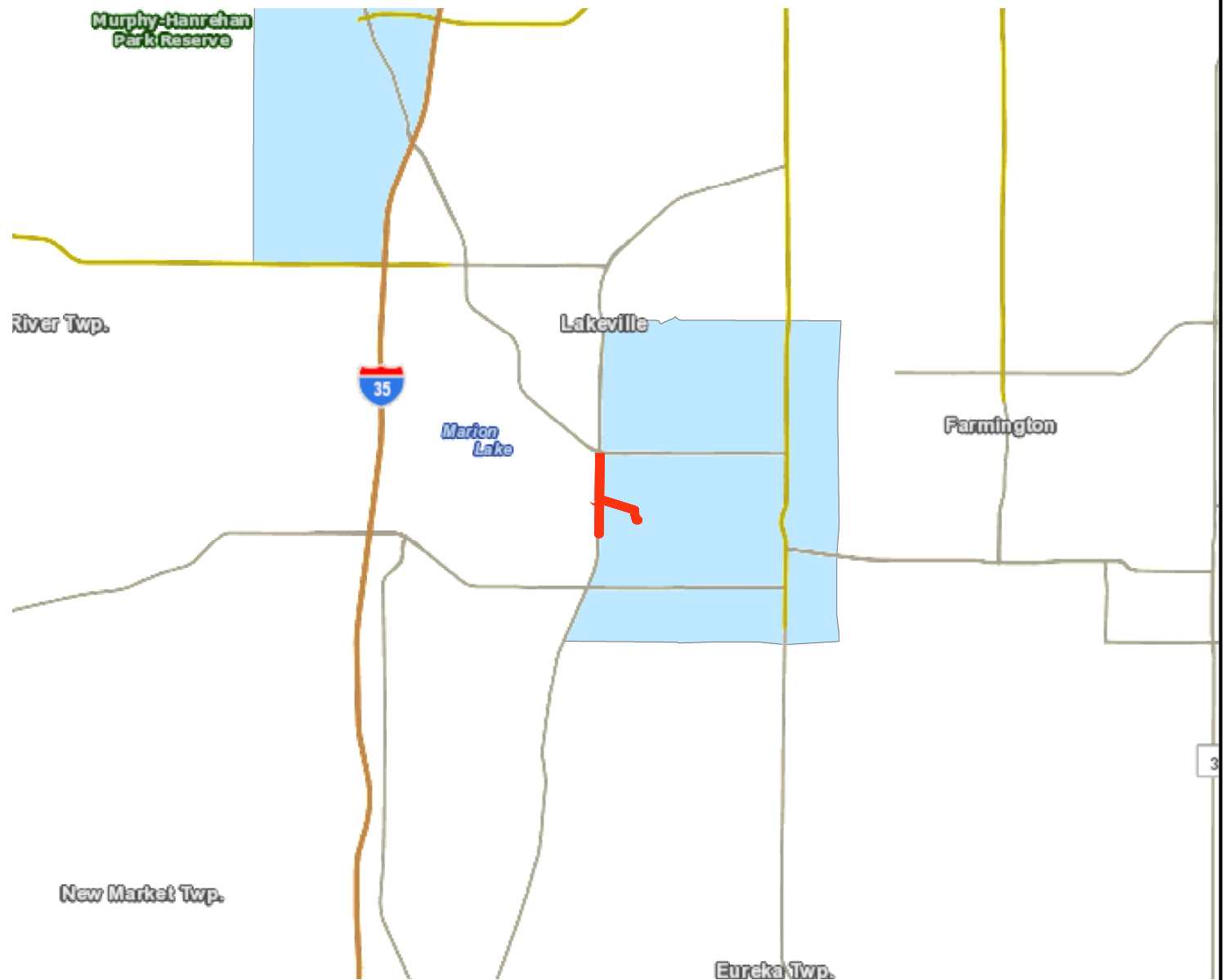
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Lakeville Dodd Blvd Reg. Sol. | Map ID: 1647971302334

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 314

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— Lines



Regional Environmental Justice Area



Area of Concentrated Poverty

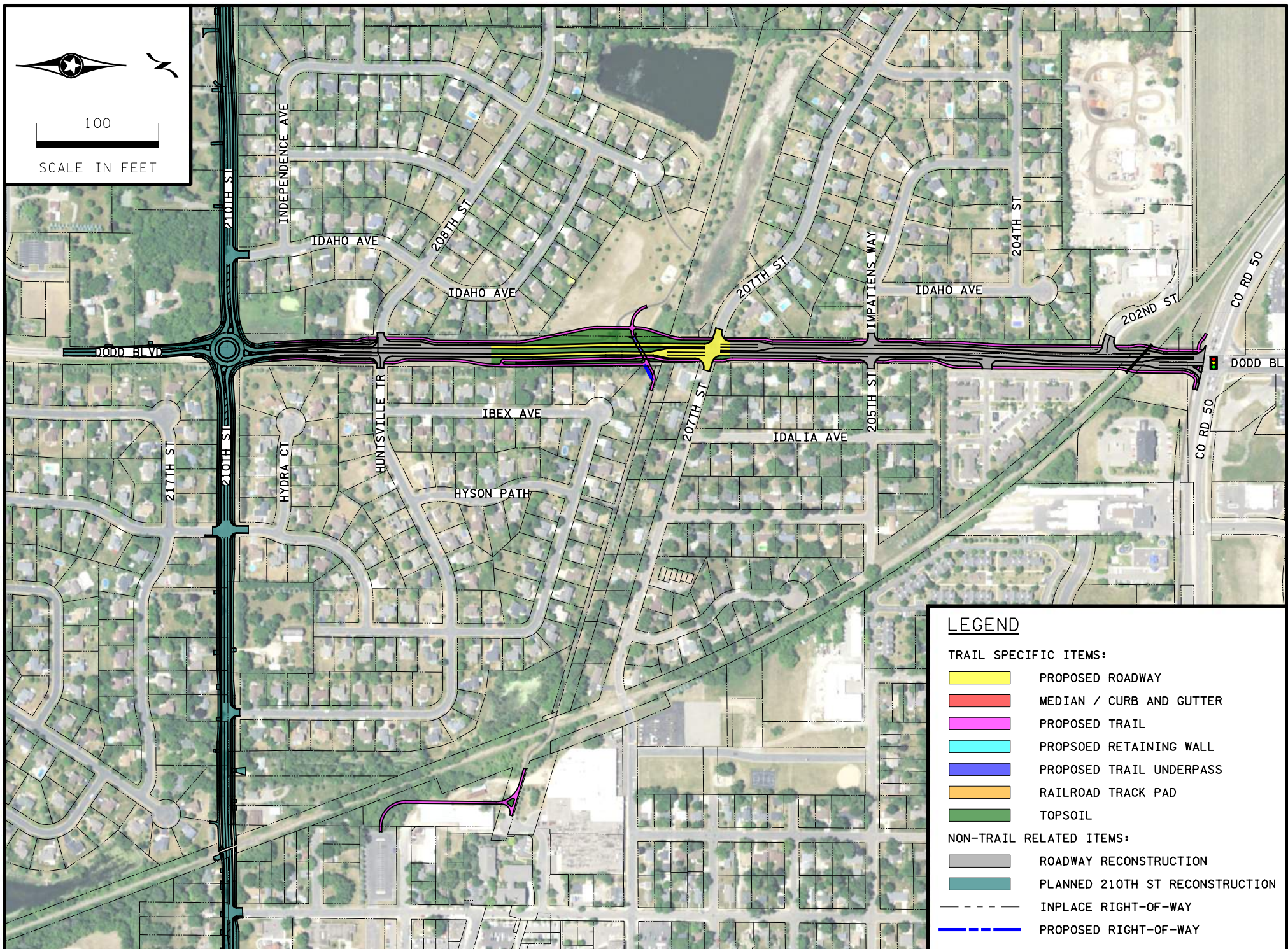
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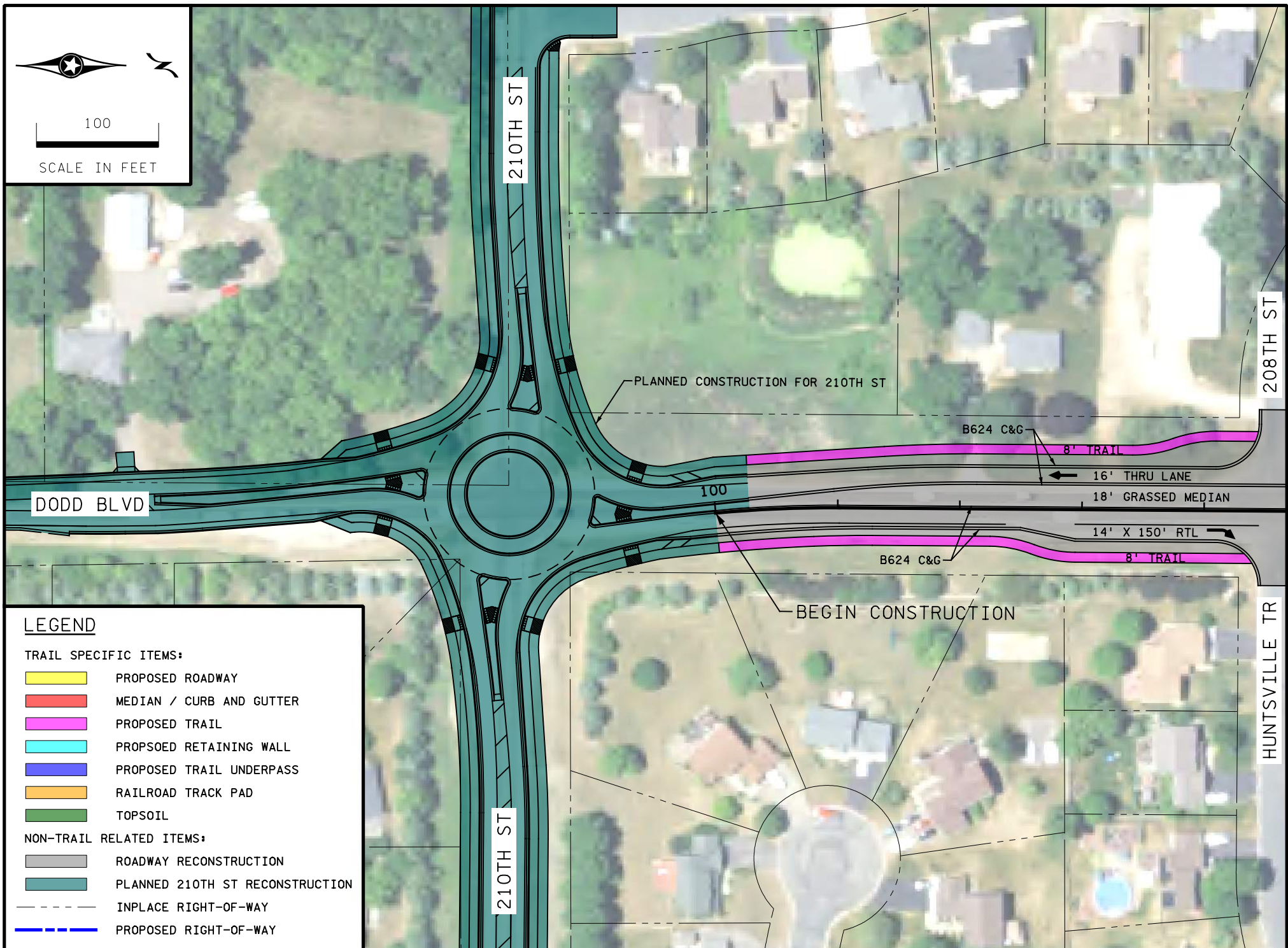
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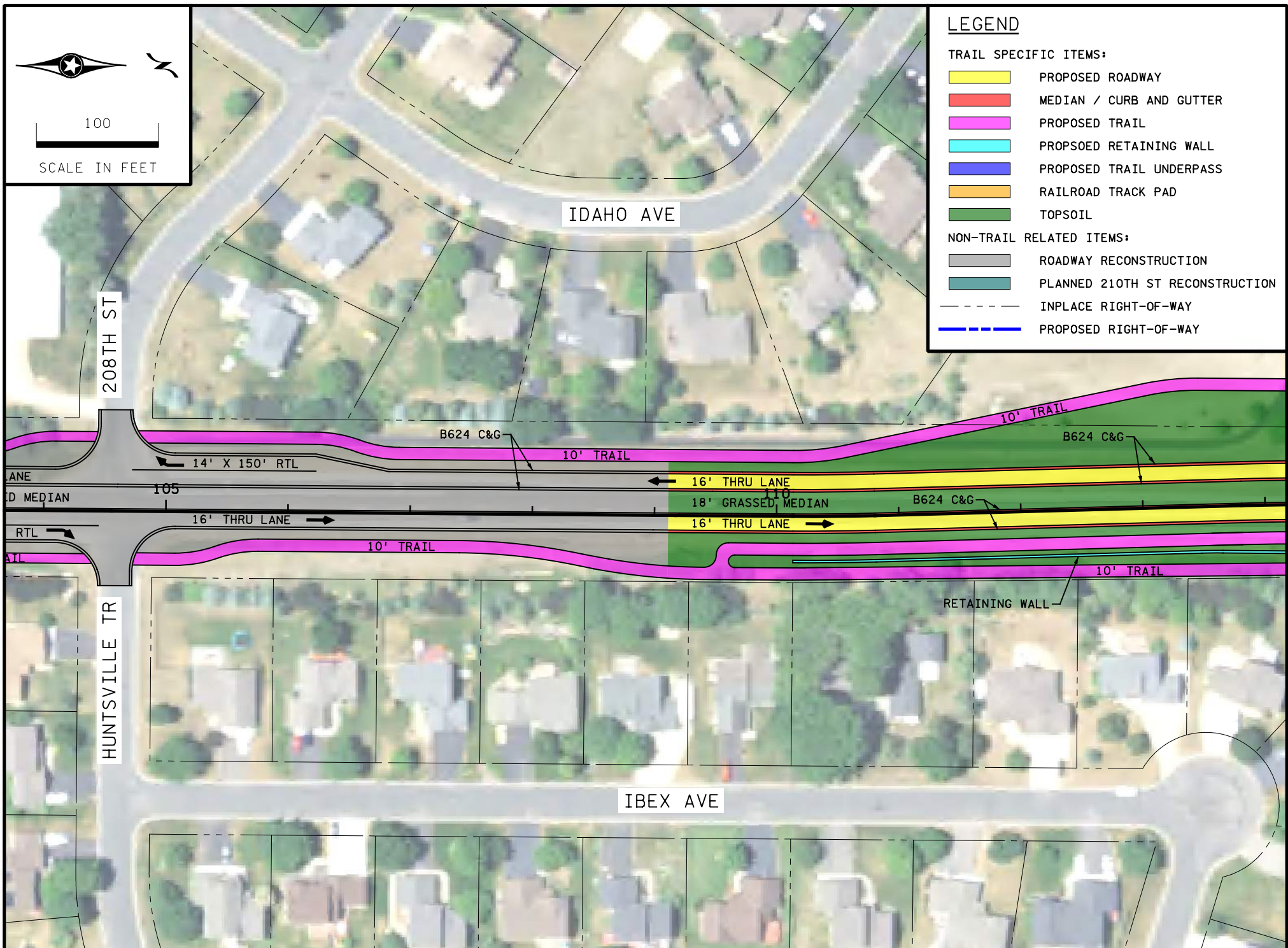


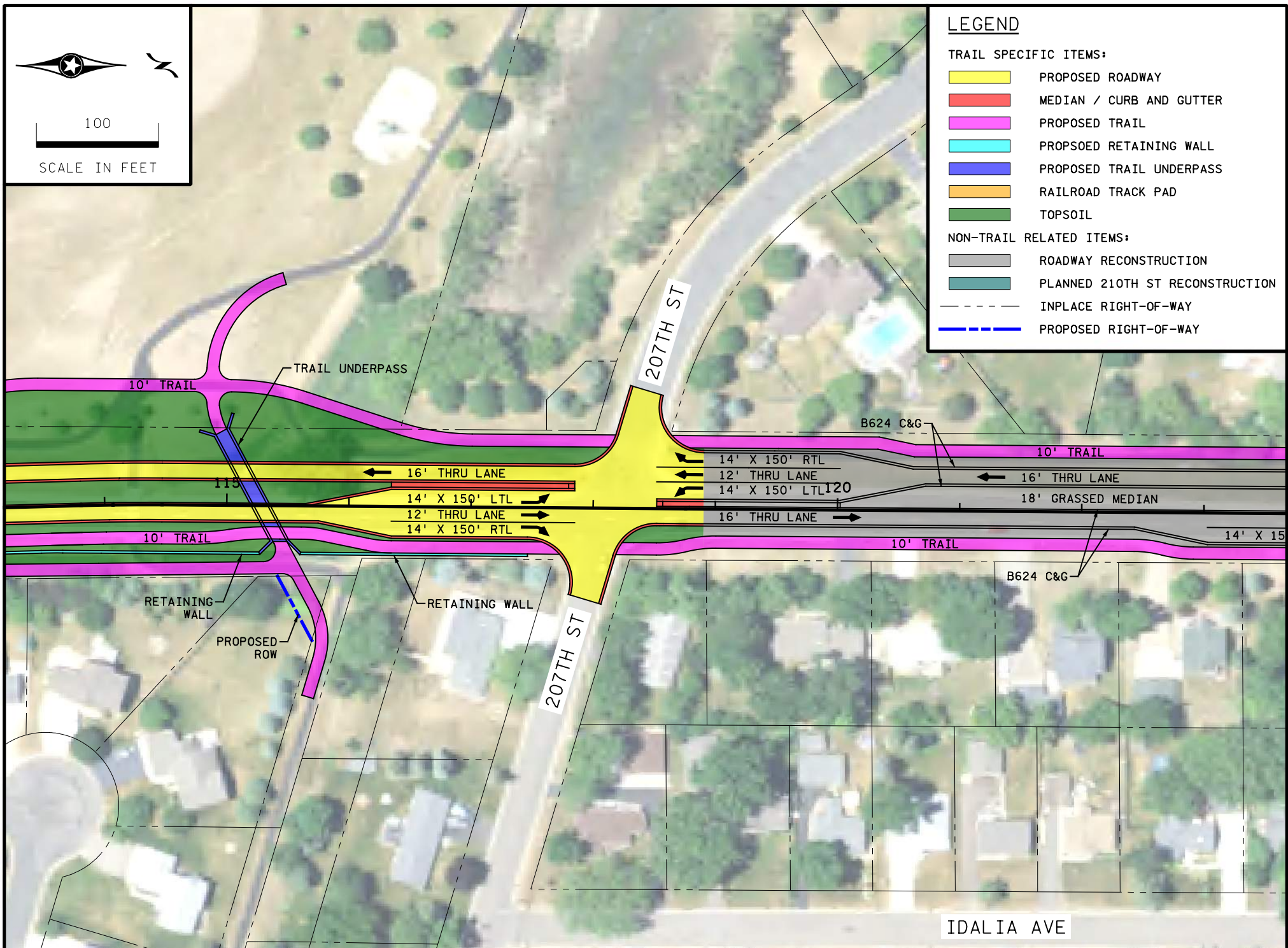


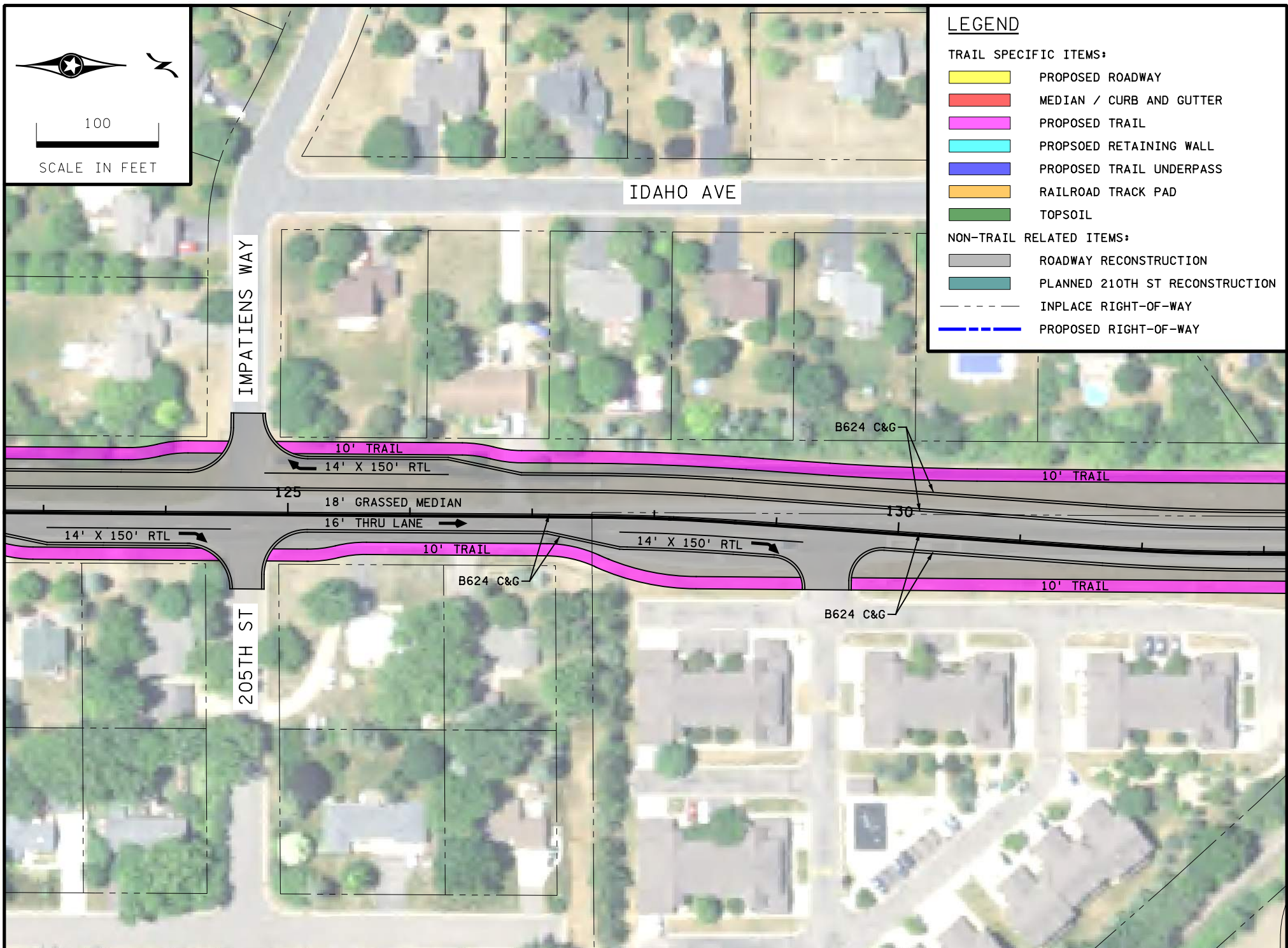
DODD BOULEVARD CORRIDOR STUDY
 CONCEPT 1.1 - TWO-LANE WITH DIVIDED MEDIAN
 TWO-LANES WITH RAISED MEDIAN, NORTH AND SOUTH TRAILS, AND TRAIL UNDERPASS

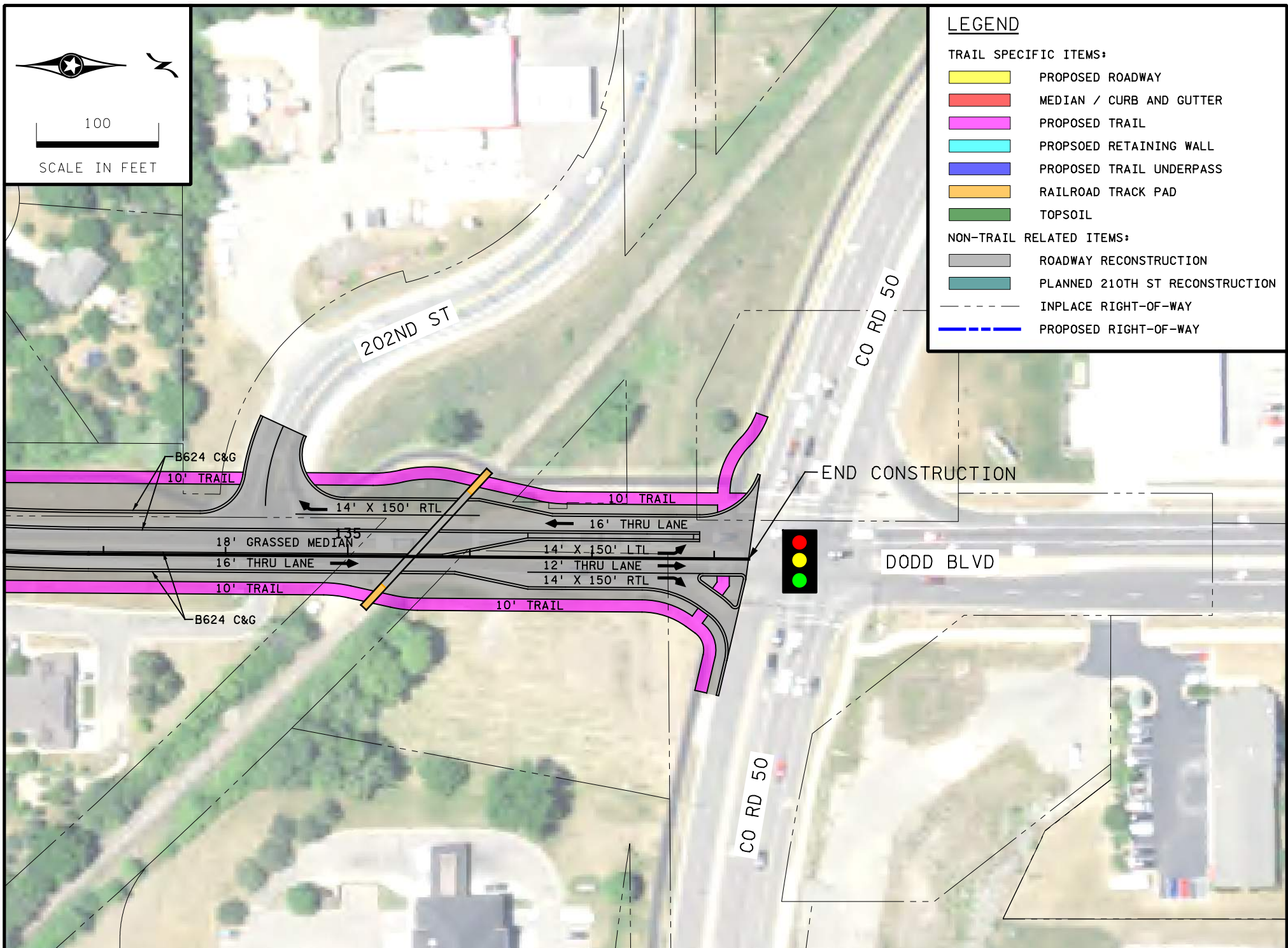
CONCEPT LEVEL LAYOUT - SUBJECT TO CHANGE





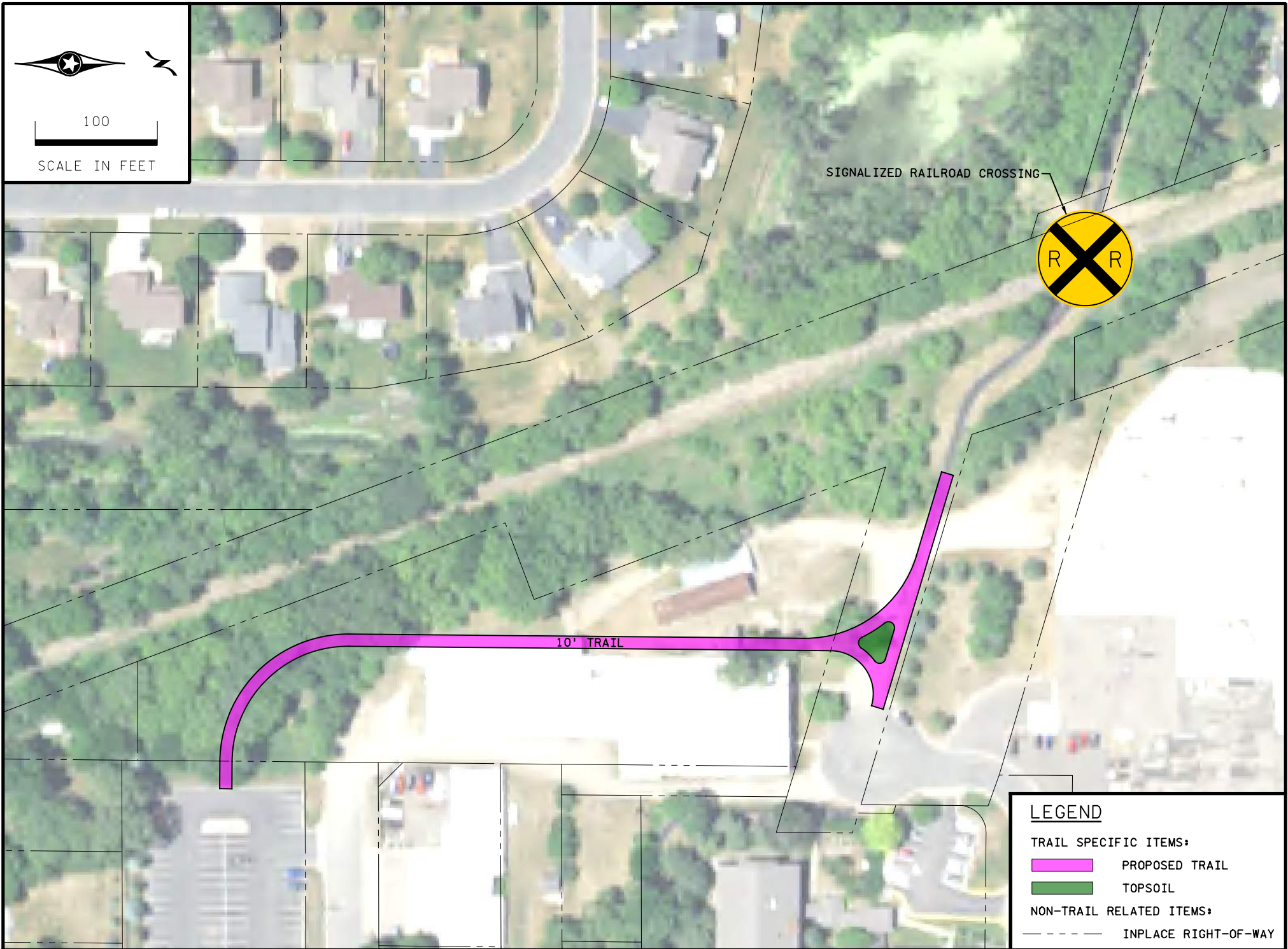






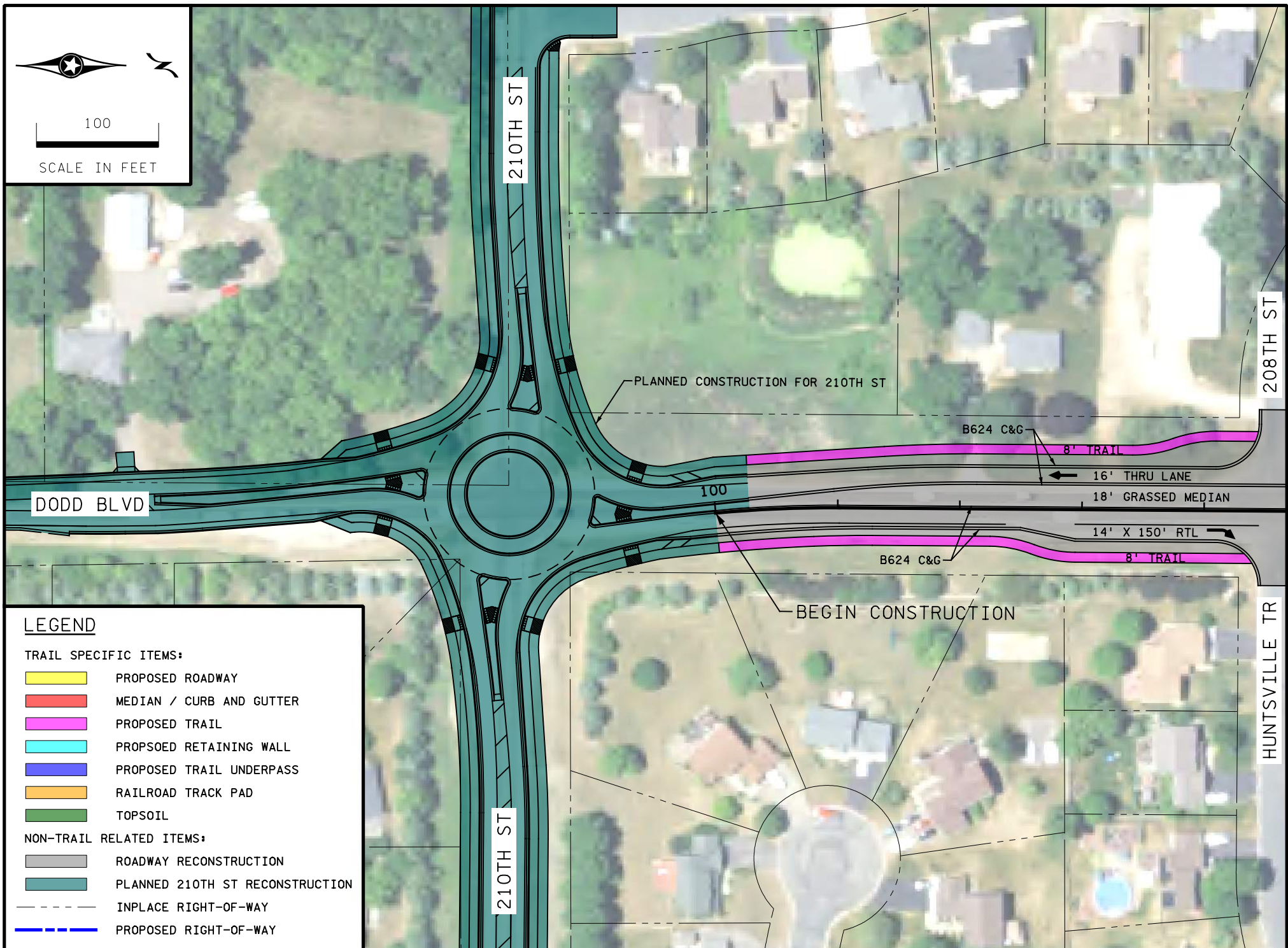
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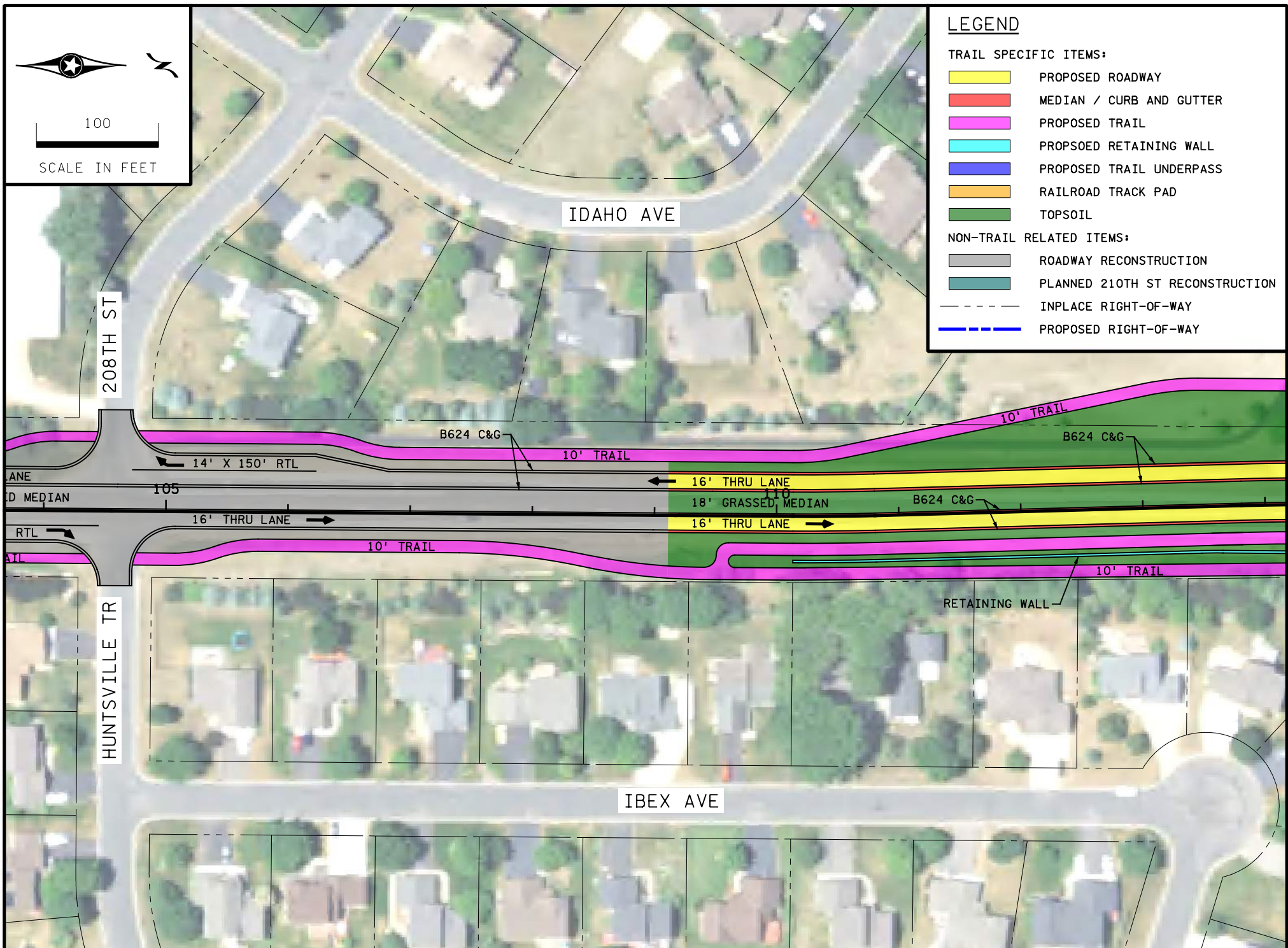
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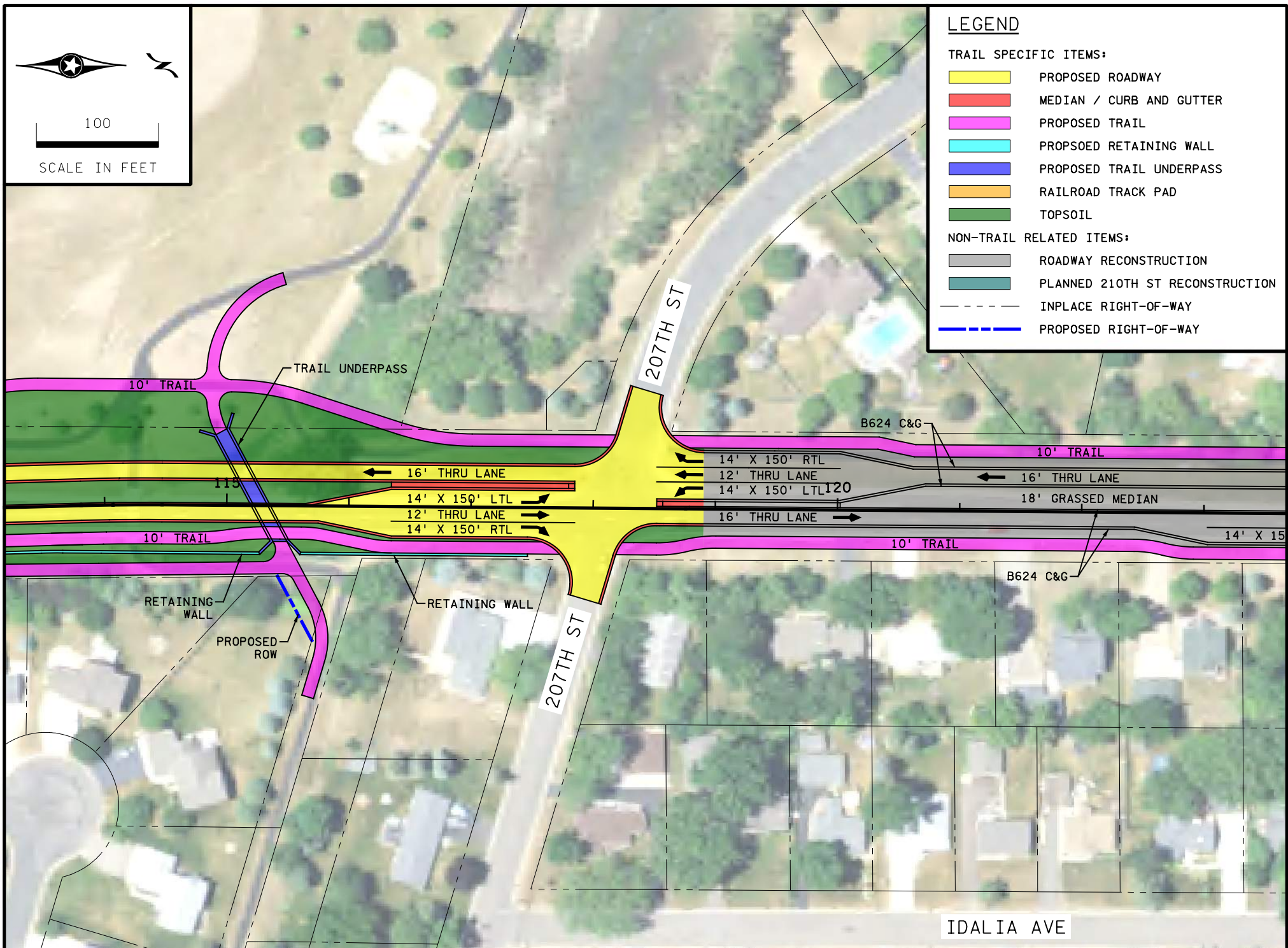


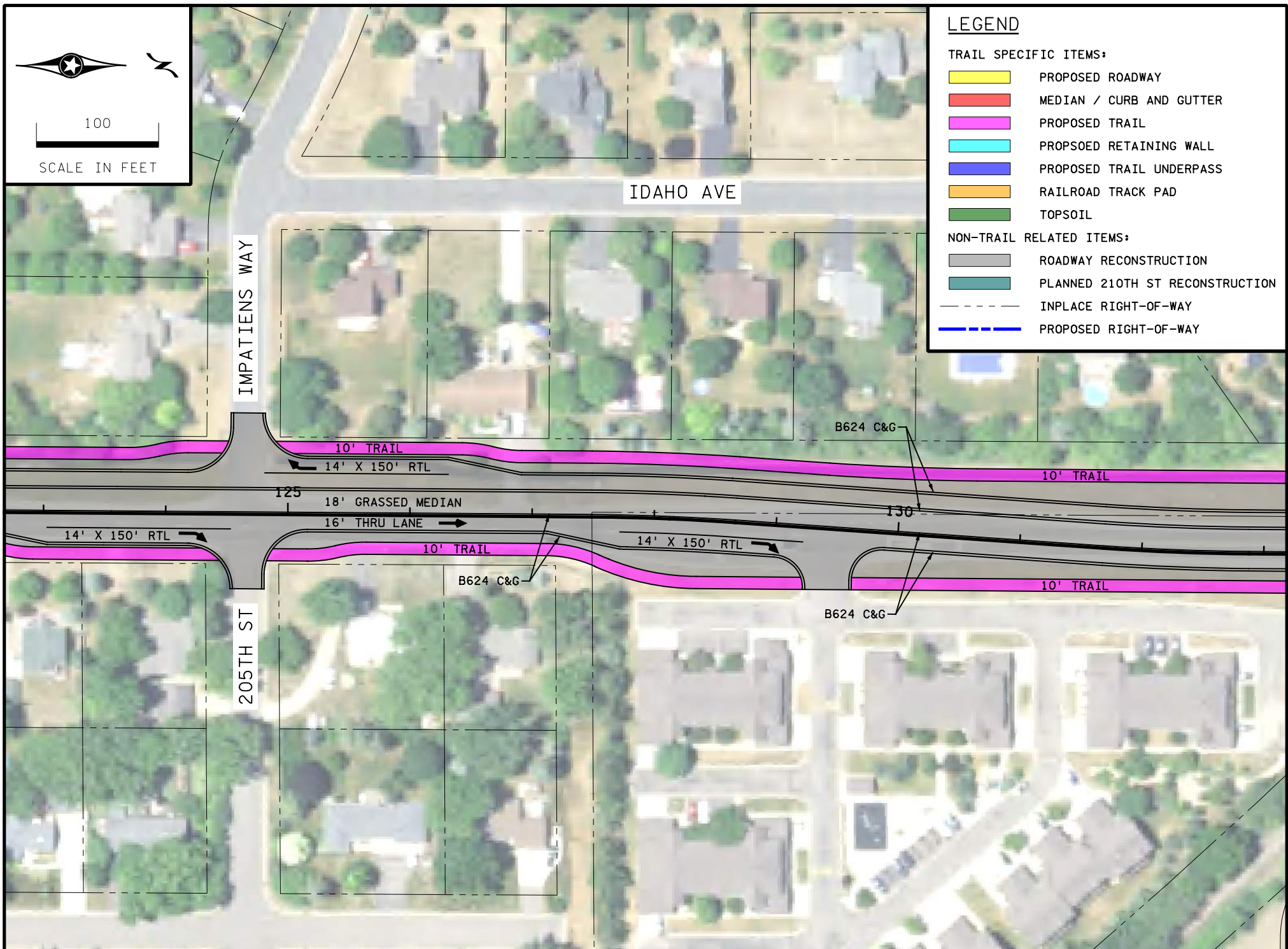
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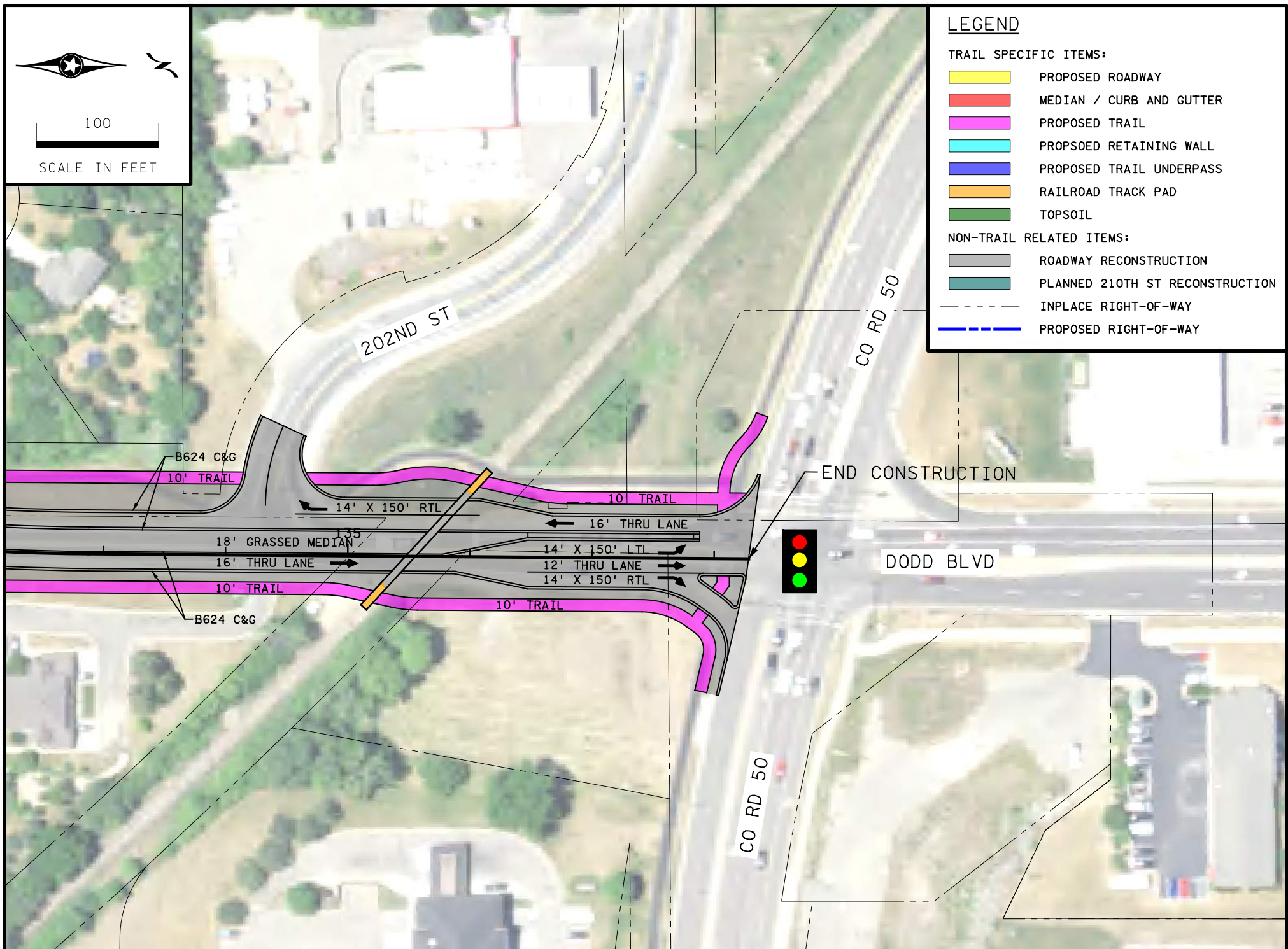






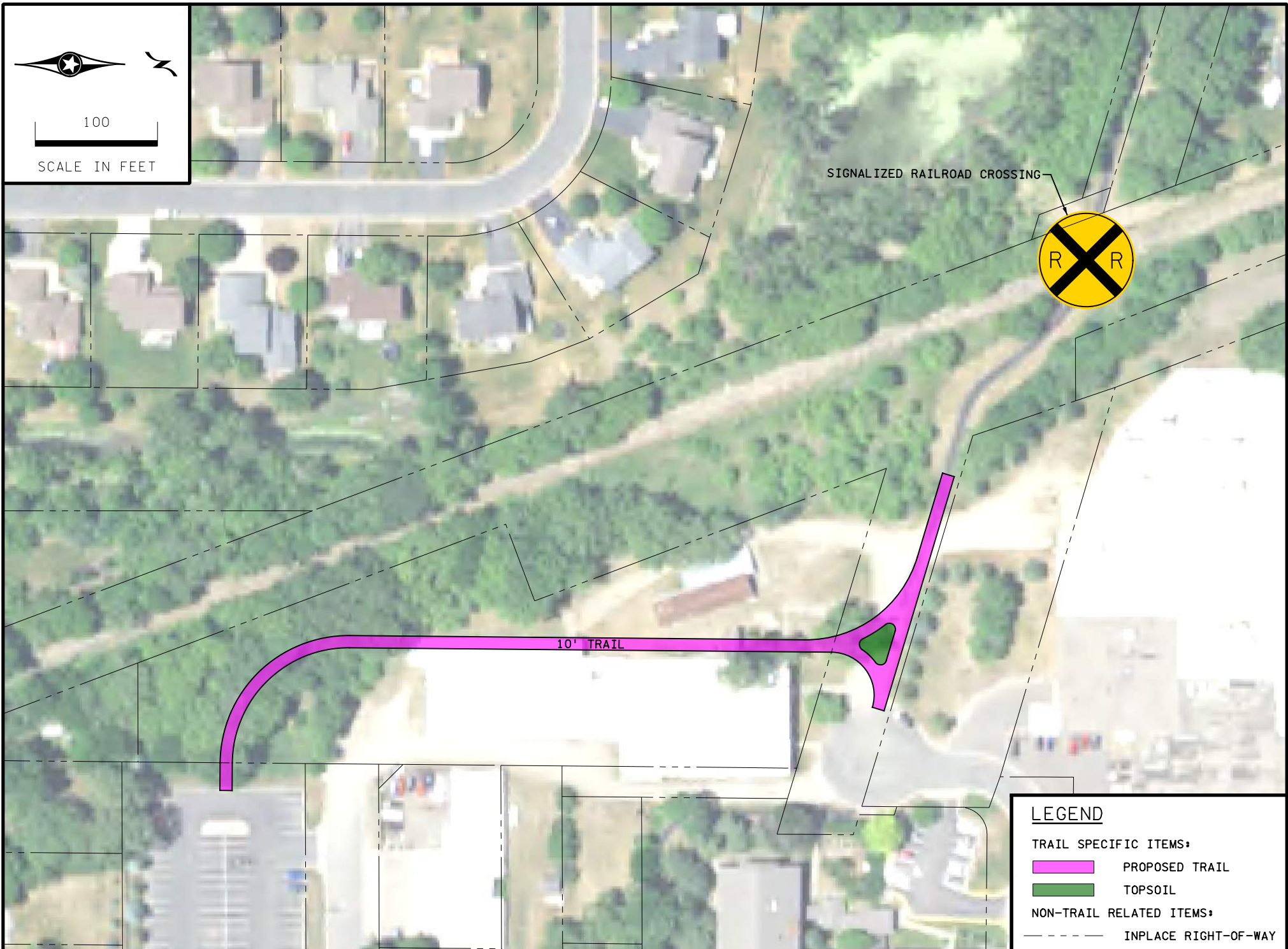
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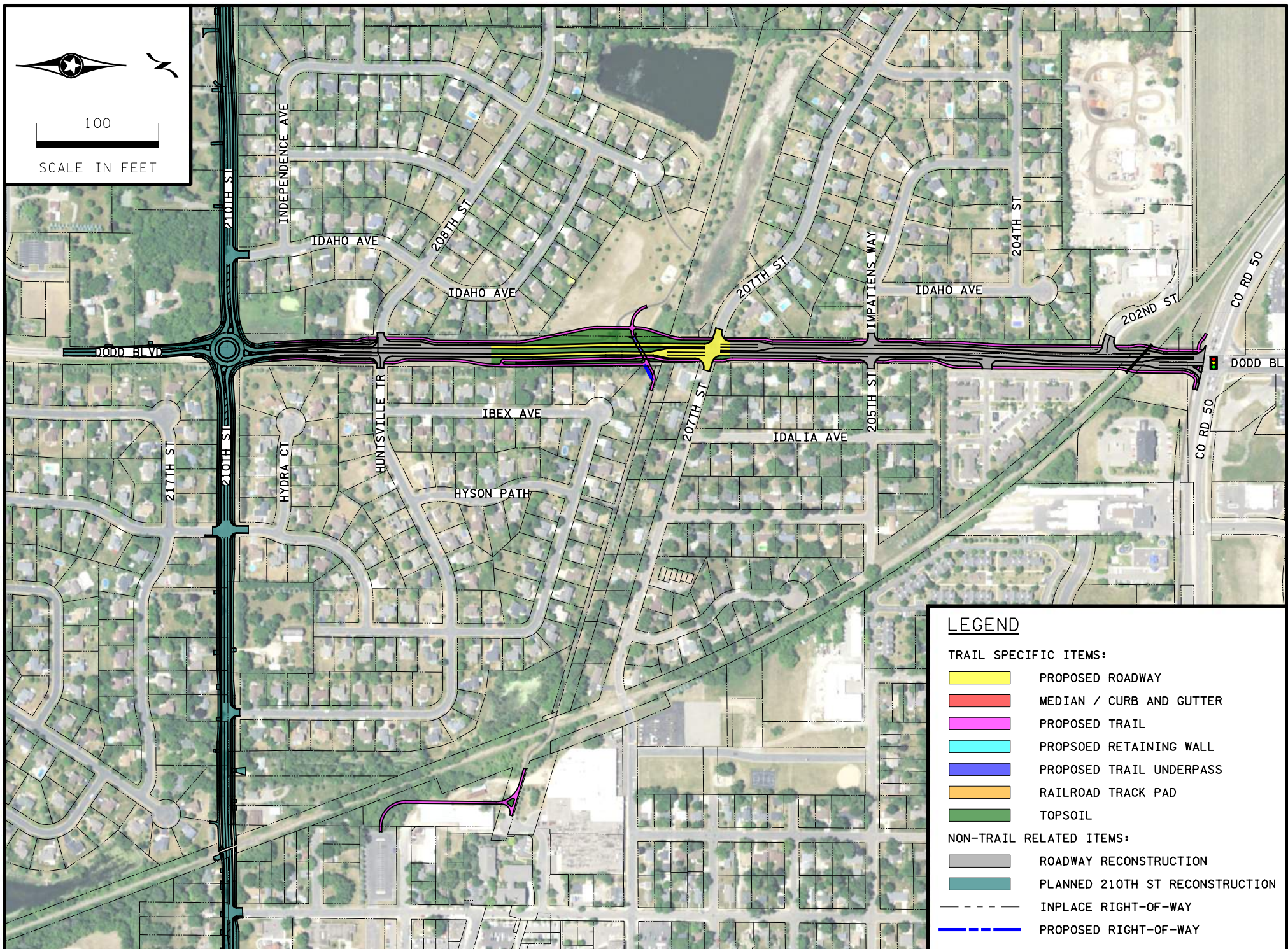
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 TWO-LANES WITH RAISED MEDIAN, NORTH AND SOUTH TRAILS, AND TRAIL UNDERPASS

CONCEPT LEVEL LAYOUT - SUBJECT TO CHANGE





RAILROAD
CROSSING



50
SPEED LIMIT





THE DODD BLVD (CSAH 9) MULTIUSE TRAIL AND GREENWAY GRADE SEPARATION PROJECT



The Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project, currently included in the City of Lakeville and Dakota County's Capital Improvement Plan (CIP), will construct 1.8 miles of new trail to improve safety and mobility deficiencies in addition to access and connectivity gaps in the pedestrian and bicycle network located in Lakeville, MN. The Project will construct new trails along both east and west sides of Dodd Blvd (CSAH 9) between Kenwood Trail (CSAH 50) and 210th St W. The project includes a new direct connection with the Tier 2 Regional Bike and Trail Network (RBTN).

PROJECT TOTAL: \$3,033,000

Federal: \$2,426,400 / Local Match: \$606,000



The project's new trail segments occupy land uses designated high, medium, and low density residential, commercial, and park. The new trail construction is entirely within the Tier 2 RBTN alignment/corridor, linking the Cities of Lakeville, Farmington, Apple Valley, and Burnsville to the



greater regional Tier 1 RBTN, and helps to complete future connectivity to the Lakeville BRT/Bus stop on Cedar Ave. From a local perspective, this project will link residents to job centers (e.g., Downtown Lakeville), parks (e.g., West Lake Marion, Antlers, and Hershey Park), schools (e.g., Lakeview Elementary, New Horizon Academy, McGuire Middle School and Kennedy Elementary School), and activity centers (e.g., Downtown Lakeville and Lake Marion).

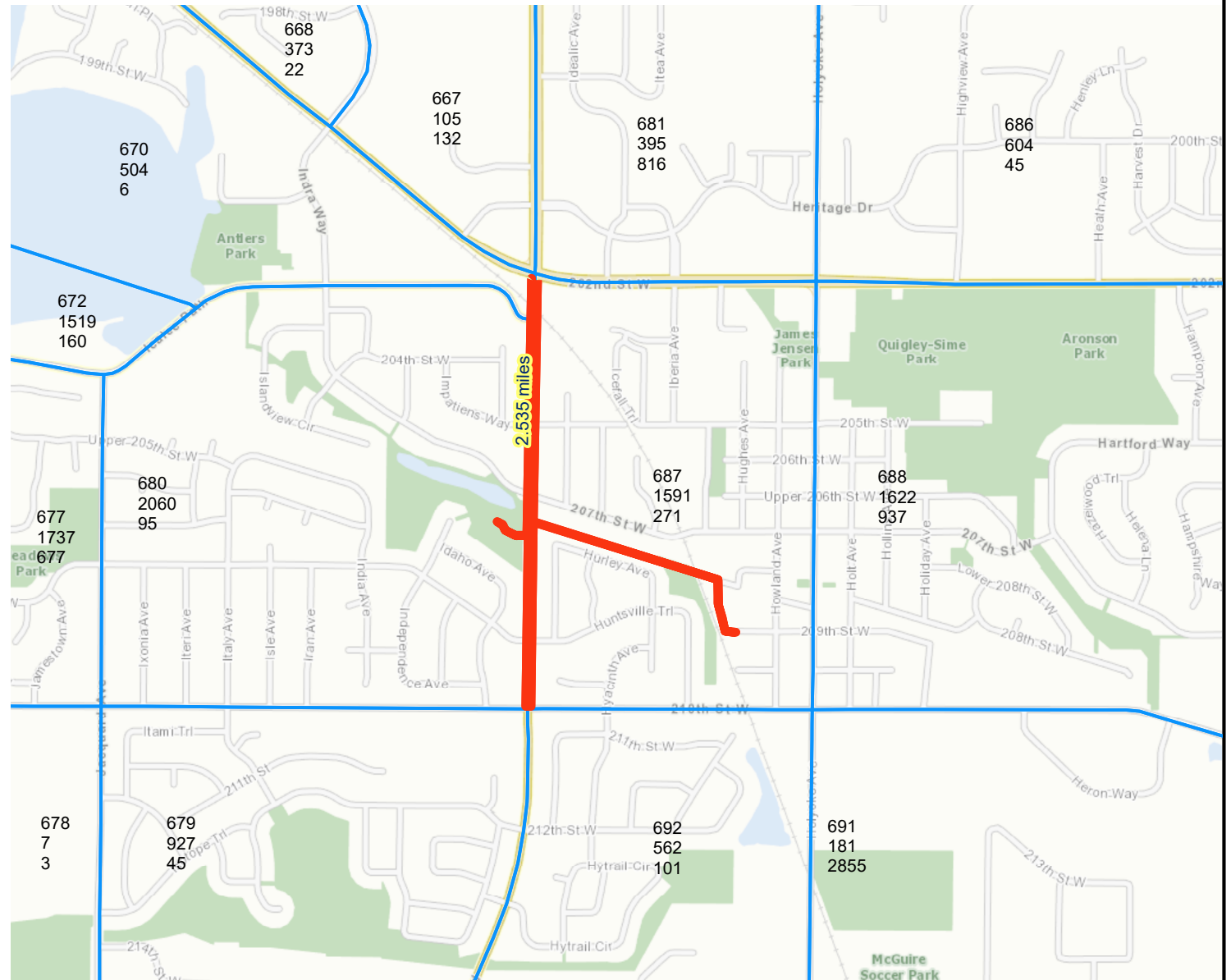
Dodd Boulevard is an A Minor Arterial that carries approximately 12,000 Vehicles Per Day (VPD). The Trail improvements will coincide with road improvements made by the separate Dodd Blvd Road Project. Improvements to the existing multiuse trail on the west side, and construction of new multiuse trail on east side of Dodd Blvd, includes a grade separated tunnel trail crossing at Dodd Blvd and Lake Marion Greenway (Tier 2 RBTN), and new signalized rail crossings on both the east and west sides of Dodd Blvd. Additionally, just east of the main Dodd Blvd corridor, a secondary trail segment will be constructed connecting the Greenway/Tier 2 RBTN trail network to downtown Lakeville. This segment will also include signalized at-grade non-motorized rail/trail crossing safety enhancements that currently do not exist. The project will remove a significant pedestrian and bicycle crossing barrier in the immediate project area and in the regional trail system, providing improved non-motorized user access to Lakeville Elementary and New Horizon Academy school, affordable housing developments, and many green spaces in Lakeville Lake Marion Greenway and Regional Trail systems.

Population/Employment Summary

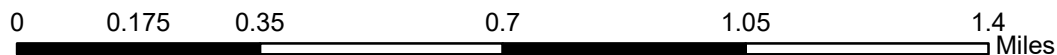
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Total Population: 14582
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Multiuse Trails and Bicycle Facilities Project: Lakeville Dodd Blvd Reg. Sol. | Map ID: 1647971302334



- Project Points
- Project Area
- Project
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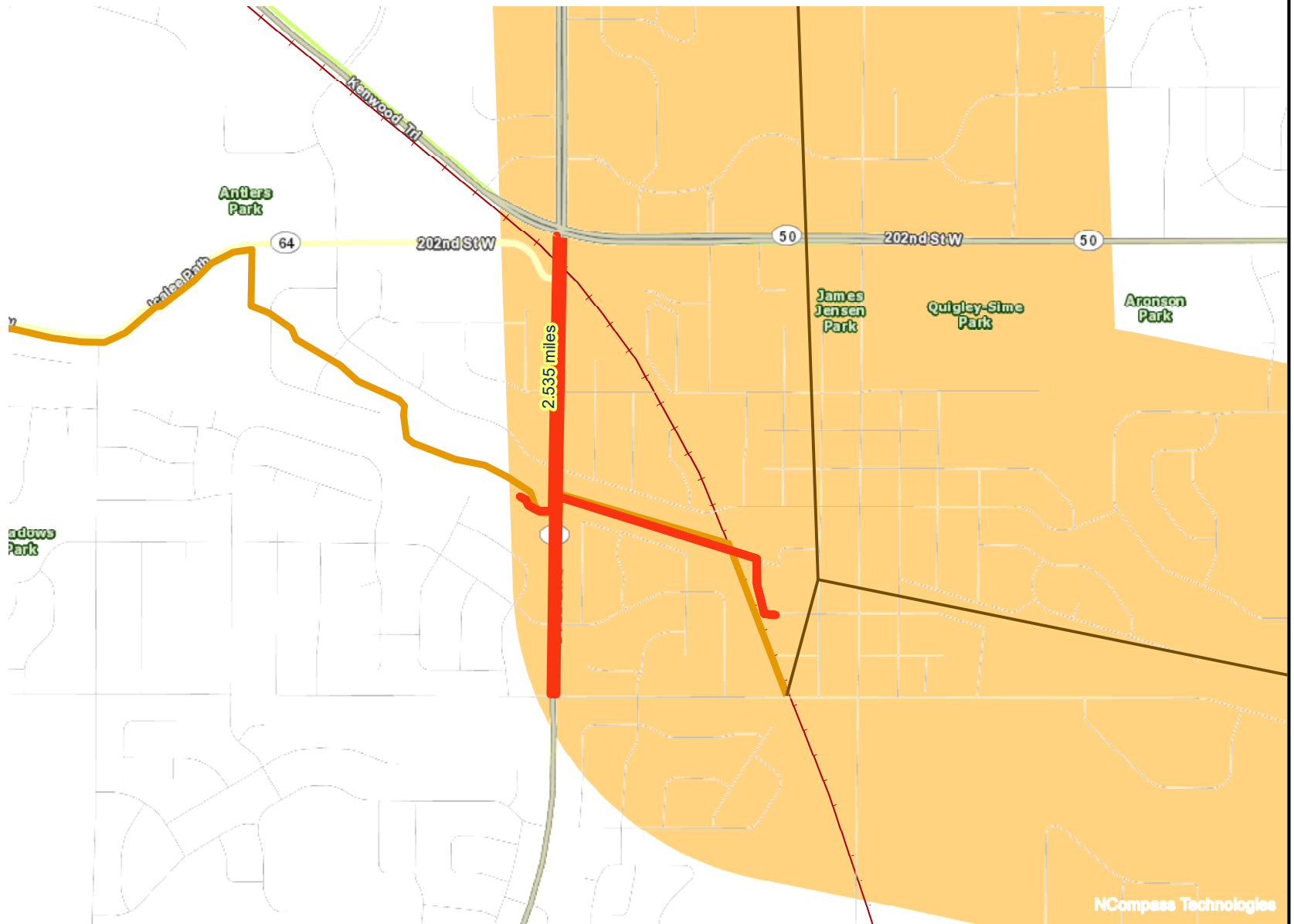


Project to RBTN Orientation

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0 0.15 0.3 0.6 0.9 1.2 Miles

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NCompass Technologies

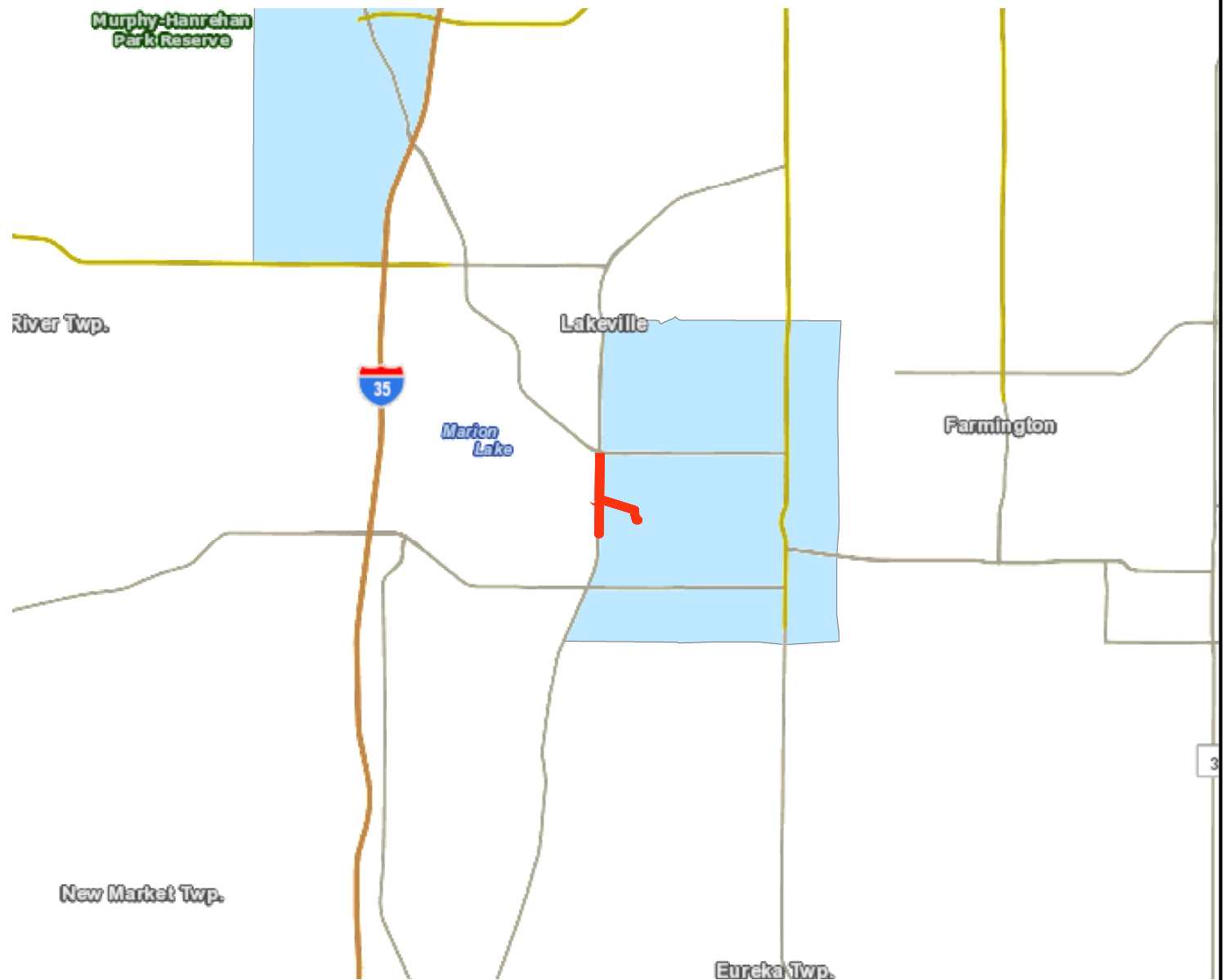
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— Lines



Regional Environmental Justice Area



Area of Concentrated Poverty

0 0.75 1.5 3 4.5 6 Miles

Created: 3/22/2022
LandscapeRSA2



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City of Lakeville ADA Transition Plan

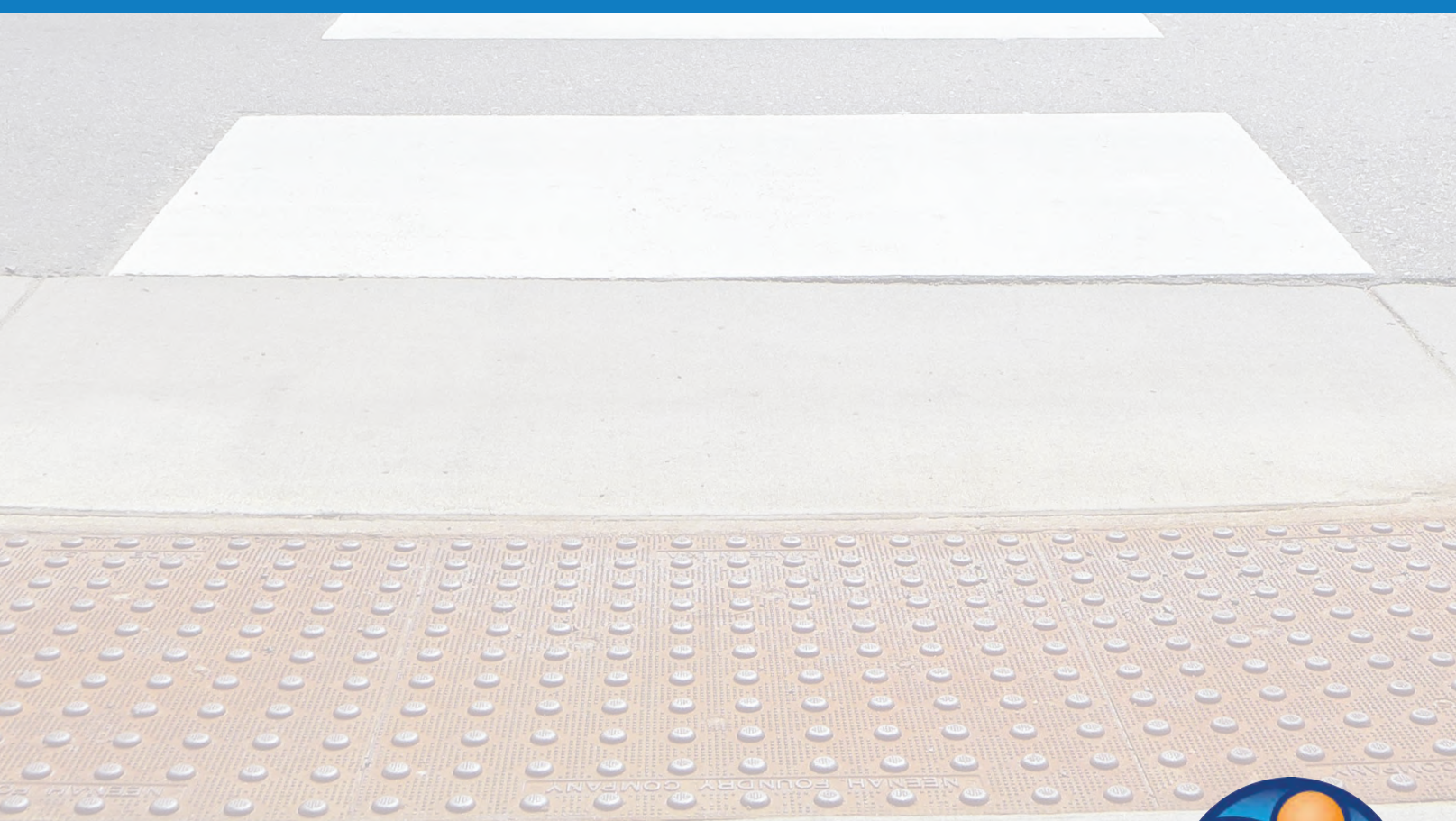


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E. Public Outreach Materials	
F. ADA Public Notice	
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INTRODUCTION

Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

- I. Employment
- II. State and local government services
- III. Public accommodations
- IV. Telecommunications
- V. Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, the City of Lakeville must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." ([42 USC. Sec. 12132](#); [28 CFR. Sec. 35.130](#))

As required by Title II of [ADA, 28 CFR. Part 35 Sec. 35.105](#) and [Sec. 35.150](#), the City of Lakeville has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that those facilities are accessible to all individuals. A glossary of terms is included in **Appendix A**.

This Transition Plan has been created to specifically cover accessibility within the public rights of way and does not include information on City programs, practices, or building facilities not related to public rights of way.

ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the [Architectural Barriers Acts of 1968](#) and [Section 504 of the Rehabilitation Act](#) of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

Agency Requirements

Under Title II, the City of Lakeville must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities ([28 CFR Sec. 35.150](#)).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability [[28 CFR Sec. 35.130 \(a\)](#)].
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result [[28 CFR Sec. 35.130\(b\) \(7\)](#)].
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective [[28 CFR Sec. 35.130\(b\)\(iv\) & \(d\)](#)].
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others [[28 CFR Sec. 35.160\(a\)](#)].
- Must designate at least one responsible employee to coordinate ADA compliance [[28 CFR Sec. 35.107\(a\)](#)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [[28 CFR Sec. 35.107\(a\)](#)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [[28 CFR Sec. 35.106](#)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [[28 CFR Sec. 35.107\(b\)](#)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

SELF-EVALUATION CONDITION ASSESSMENT

Overview

The City of Lakeville is required, under Title II of the Americans with Disabilities Act (ADA) and [28 CFR 35.105](#), to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the City implements these policies.

The goal of the self-evaluation is to verify that, in implementing the City's policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the City's Pedestrian Circulation Route/Pedestrian Access Route) (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This includes consideration of pedestrian curb ramps and traffic control signals that are located within the City rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

Summary

In 2017 and 2018, the City of Lakeville conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- Pedestrian Ramps at intersections that include trail or sidewalk facilities
- Traffic Signals Systems

Pedestrian ramps were assessed and categorized into three condition rating tiers:

1. Tier 1: largely or fully compliant.
2. Tier 2: substantially compliant and working well.
3. Tier 3: several elements are not compliant.

Traffic signal systems were assessed and categorized into three condition rating tiers:

Condition Rating for Signal Elements by Ramps at Corner

1. Tier 1: all signal elements are largely or fully compliant
2. Tier 2: no more than one signal element is non-compliant
3. Tier 3: two or more signal elements are non-compliant

Condition Rating for Signalized Intersections

1. Tier 1: all signal elements for intersection are largely or fully compliant
2. Tier 2: no more than one signal element for intersection is non-compliant
4. Tier 3: two or more signal elements for intersection are non-compliant

A detailed evaluation on how these facilities relate to ADA standards including maps showing how the pedestrian ramp and traffic control signal system facilities are categorized can be found on the City's website, detailed in **Appendix B**, and will be updated periodically.

POLICIES AND PRACTICES

Previous Practices

Since the adoption of the ADA, the City of Lakeville has striven to provide accessible pedestrian features as part of the City capital improvement plan projects. As additional information was made available as to the methods of providing accessible pedestrian features, the City has updated their procedures to accommodate these methods. Recently, more standardized design and construction methods have evolved. This has resulted in the ability of local agencies to receive additional exposure and training on accessible features. This has improved an agency's ability to understand available options and to explore the feasibility of implementing accessibility improvements. This information also assists in providing guidance for developing transition plans.

Policy

The City of Lakeville will inspect, inventory and plan for any required improvements to facilities located in the public right-of-way, to ensure compliance with the ADA. The City's goal is to continue to provide accessible pedestrian design features as part of the City capital improvement projects. The City has established ADA design standards and procedures as detailed in **Appendix C**. These standards and procedures will be kept up to date with nationwide and local best management practices.

The City of Lakeville will consider and respond to all accessibility improvement requests. Requests should be sent to the ADA Coordinator as specified in **Appendix D**. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. The City will coordinate with external agencies as necessary to ensure that all new or altered pedestrian facilities within the City jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by the City.

ADA COORDINATOR

The public is strongly encouraged to contact the ADA Coordinator to discuss any concerns regarding City facilities prior to starting the formal grievance process provided in this plan. It is anticipated most accessibility issues, once identified, will be able to be satisfactorily addressed by the ADA Coordinator.

In accordance with [28 CFR 35.107\(a\)](#), the City of Lakeville has identified an ADA Title II Coordinator to oversee the City policies and procedures. It is the responsibility of the ADA Coordinator to implement this policy. Contact information for this individual is located in **Appendix D**.

IMPROVEMENT SCHEDULE

Priority Areas

The City of Lakeville will generally prioritize for planned accessibility improvement projects based on the need for overall street improvements. Other considerations will include the proximity to specific land uses which typically generate higher volumes of pedestrian traffic such as schools, government offices and medical facilities, as well as from the receipt of public comments.

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

External Agency Coordination

Many other agencies are responsible for pedestrian facilities within the jurisdiction of the City of Lakeville, including Dakota County and MNDOT. The City will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes and/or associated with their services.

Schedule

The City of Lakeville has set the following schedule goals for improving the accessibility of its pedestrian facilities within the City jurisdiction:

- Traffic control signal system pedestrian features will be addressed through the Capital Improvement Plan (CIP) and street improvement plans to coordinate improvements.
- Facilities with condition ratings in Tier 2. These facilities are considered serviceable and are not in need of immediate action. Improvements for these facilities will be addressed in conjunction with adjacent capital improvement projects. Staff will use the CIP and long-range street improvement plans to coordinate these improvements.
- Facilities with condition ratings in Tier 3. Any of these facilities identified as an existing hazard or compliance issue that staff believes needs to be addressed by a set date shall have a work order initiated or be incorporated into a project in the CIP.
- Through a combination of street improvement and standalone ADA projects, all Tier 3 pedestrian ramps will be upgraded within eight to ten years.
- After 20 years, a minimum of 80% of accessibility features within the jurisdiction of the City of Lakeville will be ADA compliant. The remaining 20% would include the Tier 2 locations that have not had an adjacent road project within the 20-year period.

IMPLEMENTATION SCHEDULE

Methodology

The City of Lakeville will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method includes standalone sidewalk and ADA accessibility improvement projects. These projects will be incorporated into the street improvement plan on a case by case basis as determined by City of Lakeville staff, or may be completed by internal City forces. The street improvement plan includes a detailed schedule and budget for specific improvements.

PUBLIC OUTREACH

The City of Lakeville recognizes that public participation is an important component in the development of this plan. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of the City of Lakeville. Materials presented at the public meeting are included in **Appendix F**.

Public outreach for the creation of this document consisted of the following:

- Open House – June 18, 2019

- The City's ADA Title II Coordinator will continue to be available for questions or discussion.

GRIEVANCE PROCEDURE

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities regarding the ADA. A draft of this public notice is provided in **Appendix G**. If users of City of Lakeville public right of way facilities and services believe the City has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with [28 CFR 35.107\(b\)](#), the City has developed a grievance procedure for the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in **Appendix G**, with a Complaint Form in **Appendix H**.

MONITOR THE PROGRESS

This document, including the Appendices, will be updated as conditions within the City evolve. With each main body update, a public comment period will be established to continue the public outreach.

APPENDICES

- A. Glossary of Terms**
- B. Self-Evaluation and Prioritization Summary**
- C. Agency ADA Design Standards and Procedures**
- D. ADA Coordinator**
- E. Public Outreach Materials**
- F. ADA Public Notice**
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- H. Complaint Form**

Appendix A – Glossary of Terms

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: The City of Lakeville’s transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the street improvement plan, and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

ADAAG: See Americans with Disabilities Act Accessibility Guidelines.

Accessible: A facility that provides access to people with disabilities using the design requirements of the ADA.

Accessible Pedestrian Signal (APS): A device that communicates information about the WALK phase in audible and vibro-tactile formats.

Alteration: A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

APS: See Accessible Pedestrian Signal.

Architectural Barriers Act (ABA): Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Capital Improvement Program (CIP): The CIP includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the City’s transportation system.

Condition Rating for Pedestrian Curb Ramps

Tier 1: largely or fully compliant – Good

(condition rating 1 or 2, all elements are compliant)

Tier 2: substantially compliant and working well – Fair

(condition rating 1 or 2, no more than one element is non-compliant)

Tier 3: several elements are non-compliant – Poor

(condition rating 3 or condition rating 1 or 2 with two or more elements non-compliant)

Condition Rating for Signal Elements by Ramps at Corner

Tier 1: all signal elements are largely or fully compliant – Good

Tier 2: no more than one signal element is non-compliant – Fair

Tier 3: two or more signal elements are non-compliant – Poor

Condition Rating for Signalized Intersections

Tier 1: all signal elements for intersection are largely or fully compliant – Good

Tier 2: no more than one signal element for intersection is non-compliant – Fair

Tier 3: two or more signal elements for intersection are non-compliant – Poor

Detectable Warning: A surface feature of truncated domes built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

DOJ: See United States Department of Justice

Federal Highway Administration (FHWA): A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FHWA: See Federal Highway Administration

Pedestrian Access Route (PAR): A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Route (PCR): A prepared exterior or interior way of passage provided for pedestrian travel.

PROWAG: An acronym for the *Public Rights-of-Way Accessible Guidelines* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

Right of Way: A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

Section 504: The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

Uniform Accessibility Standards (UFAS): Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

United States Access Board: An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

United States Department of Justice (DOJ): The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.

Appendix B – Self-Evaluation and Prioritization Summary

The City of Lakeville is committed to making investments to improve accessibility within the City public right of way. A systematic approach to providing accessibility will be taken to absorb the cost into the City of Lakeville's program for improvements to the public right of way.

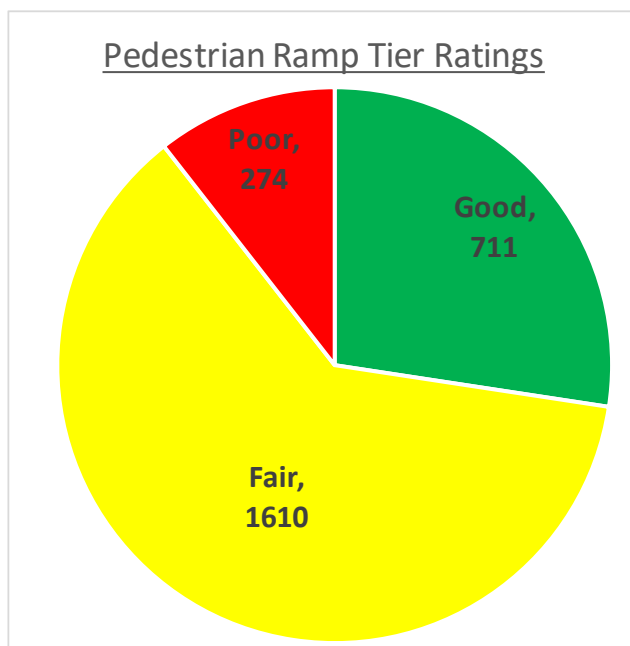
A summary of pedestrian curb ramps and traffic signal systems evaluated follows.

The maps included herein showing how the pedestrian ramps and traffic signal systems are categorized and can also be found at <https://lakevillemn.gov/>

Pedestrian Curb Ramps

Condition Rating for Pedestrian Ramps (2595)

- Tier 1: largely or fully compliant = 711
- Tier 2: substantially compliant and working well = 1610
- Tier 3: several elements are not compliant = 274

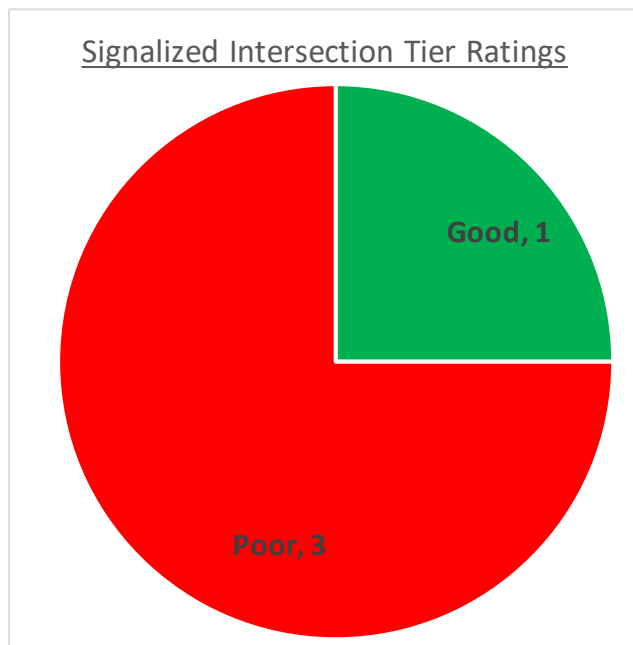


Traffic Control Signal Systems

Four traffic signal systems within the City right of way were inventoried and assessed. Tier ratings have been assigned for the overall signal systems and for ramps corners at the signalized intersections.

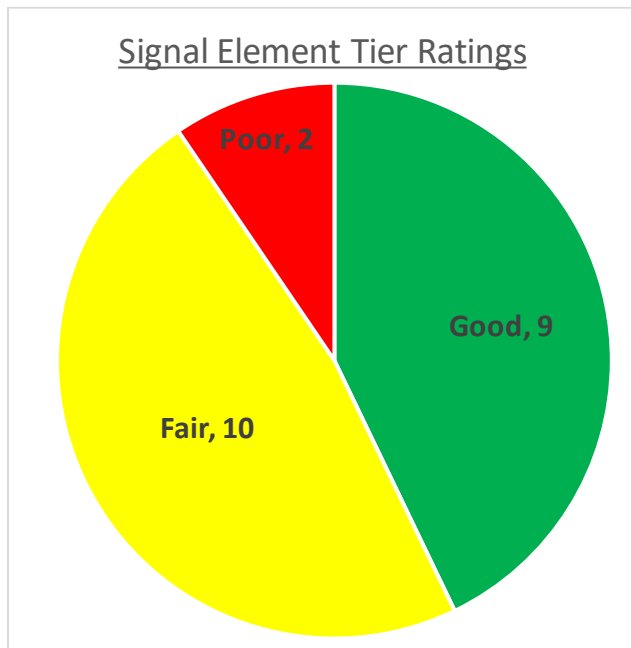
Condition Rating for Signalized Intersection (4)

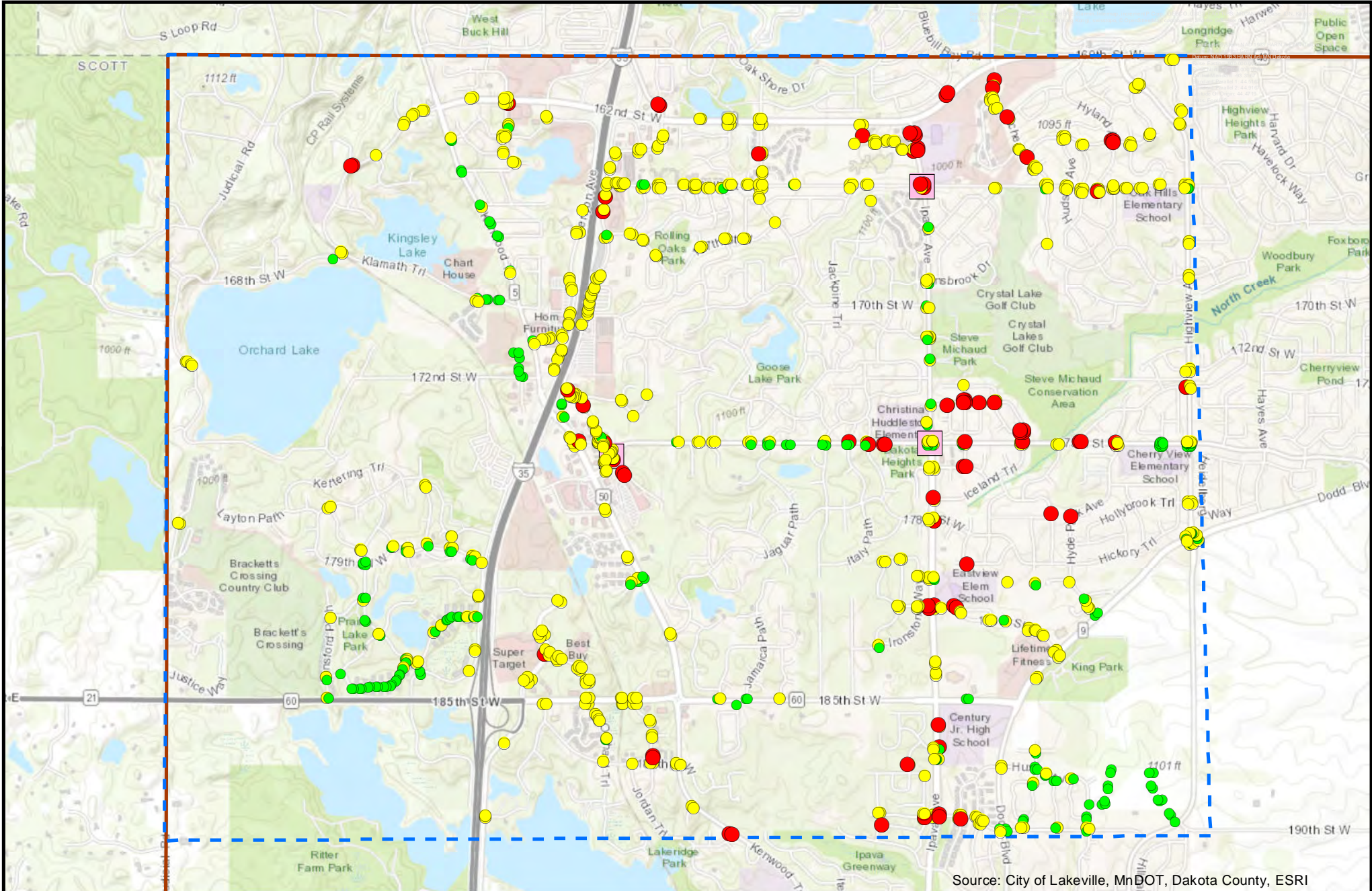
- Tier 1: all signal elements for intersection are largely or fully compliant = 1
- Tier 2: no more than one signal element for intersection is non-compliant = 0
- Tier 3: two or more signal elements for intersection are non-compliant = 3



Condition Rating for Signal Elements (push buttons, accessibility and ten-foot separation) by Ramps at Signalized Intersections (21).

- Tier 1: all signal elements related to ramp are largely or fully compliant = 9
- Tier 2: no more than two signal elements related to ramp are non-compliant = 10
- Tier 3: more than two signal elements related to ramp are non-compliant = 2





Source: City of Lakeville, MnDOT, Dakota County, ESRI



0 0.25 0.5 Miles



Stonebrooke
Engineering Responsible Solutions™

Legend

Ped Ramp Tier Rating

- Tier 1 - Good (198)
- Tier 2 - Fair (560)
- Tier 3 - Poor (81)

Signalized Intersection (3)

North-West Quadrant

Lakeville Boundary

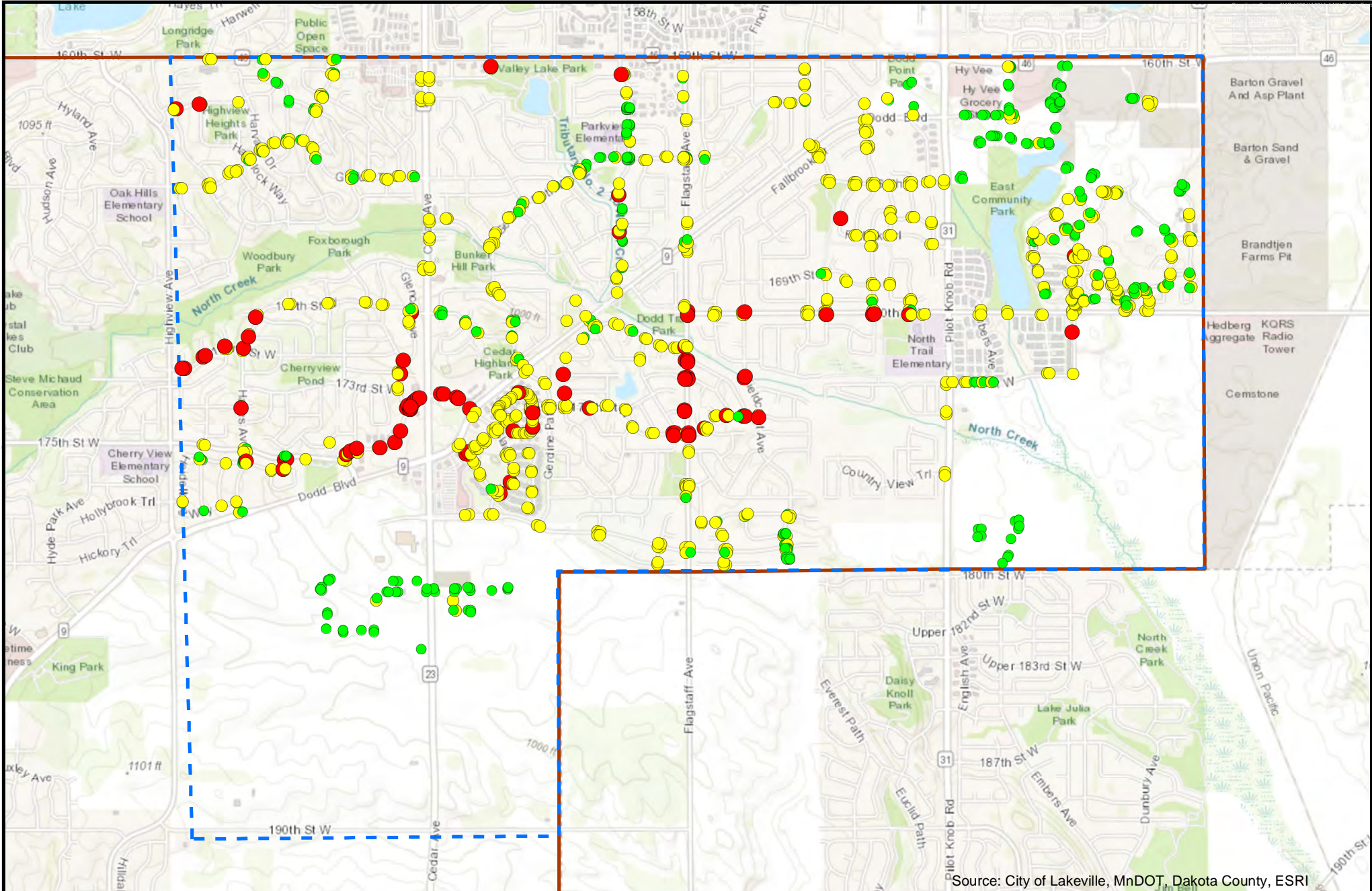
City of Lakeville

ADA Transition Plan

Pedestrian Ramp

Tier ratings

Figure 1 (North-West Quadrant)
July 2019



Source: City of Lakeville, MnDOT, Dakota County, ESRI



0 0.25 0.5 Miles



Stonebrooke
Engineering Responsible Solutions™

Legend

- Ped Ramp Tier Rating**
- Tier 1 - Good (305)
 - Tier 2 - Fair (608)
 - Tier 3 - Poor (88)
- North-East Quadrant
- Lakeville Boundary

City of Lakeville

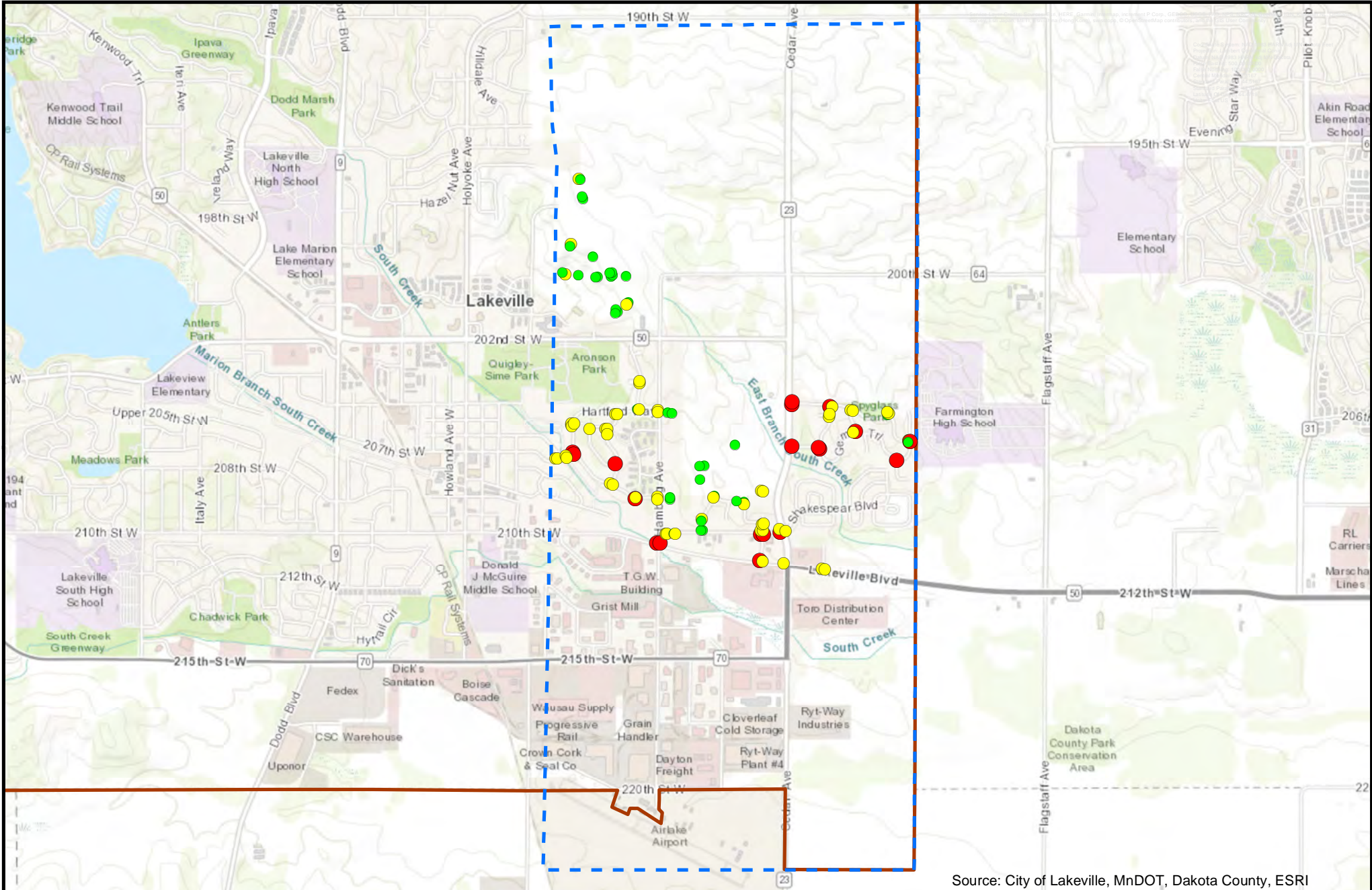
ADA Transition Plan

Pedestrian Ramp

Tier ratings

Figure 2 (North-East Quadrant)

Sep, 2018



Source: City of Lakeville, MnDOT, Dakota County, ESRI



0 0.25 0.5 Miles



Stonebrooke
Engineering Responsible Solutions™

Legend

Ped Ramp Tier Rating

● Tier 1 - Good (36)

● Tier 2 - Fair (55)

● Tier 3 - Poor (19)

--- South-East Quadrant

— Lakeville Boundary

City of Lakeville

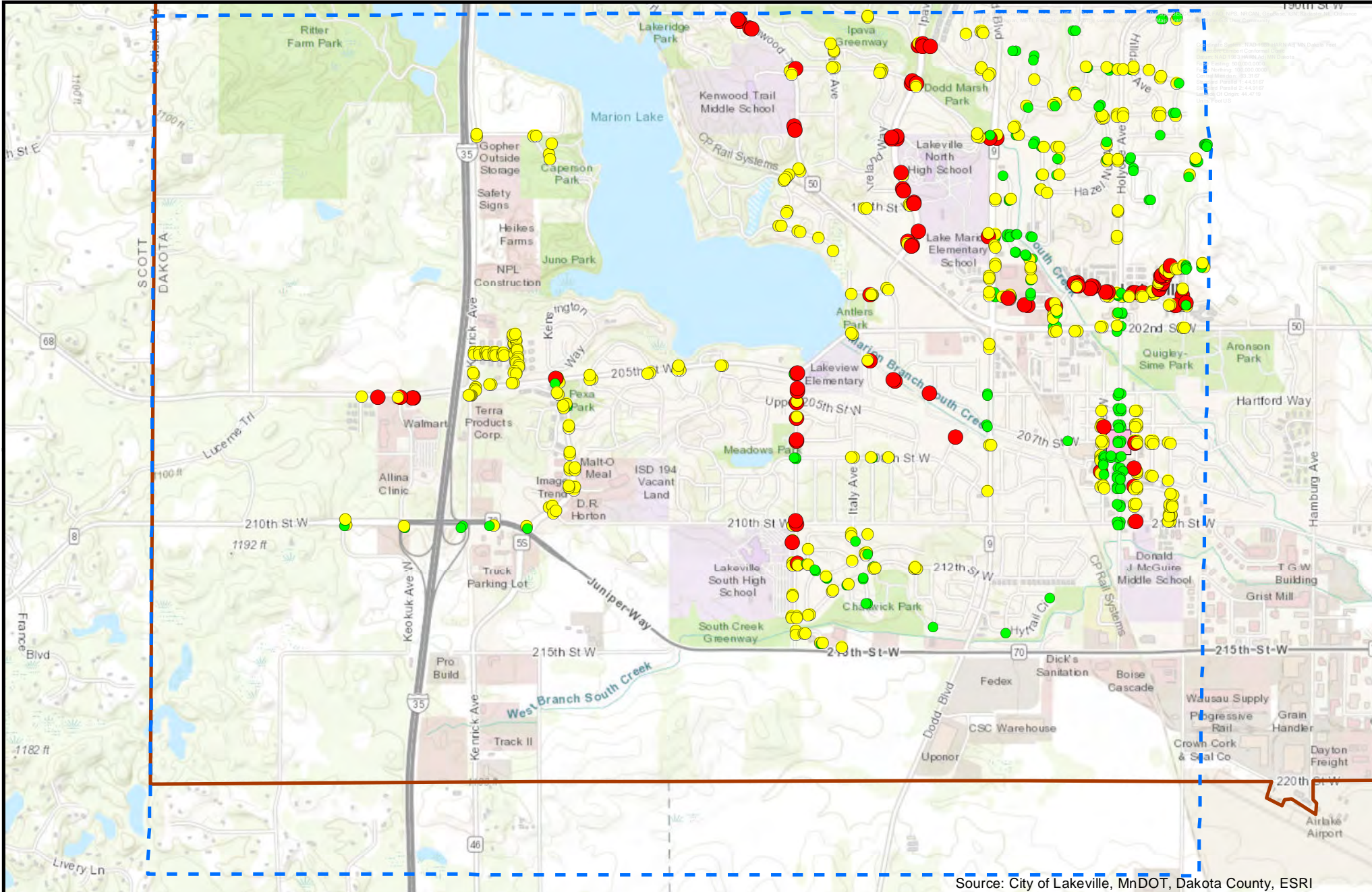
ADA Transition Plan

Pedestrian Ramp

Tier ratings

Figure 3 (South-East Quadrant)

Aug, 2018



0 0.25 0.5 Miles



Stonebrooke
Engineering Responsible Solutions™

Legend

Ped Ramp Tier Rating

- Tier 1 - Good (172)
- Tier 2 - Fair (387)
- Tier 3 - Poor (86)

- Signalized Intersection (1)
- South-West Quadrant
- Lakeville Boundary

City of Lakeville

ADA Transition Plan

Pedestrian Ramp

Tier ratings

Figure 4 (South-West Quadrant)
July 2019

Appendix C – Agency ADA Design Standards and Procedures

Design Procedures

Intersection Corners

The City of Lakeville intends to construct or upgrade curb ramps to achieve compliance as part of its capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted, and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of City staff.

Sidewalks / Trails

The City of Lakeville will evaluate and attempt to construct or upgrade sidewalks and trails to achieve compliance as part of capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted, and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of City staff.

Traffic Control Signals

The City of Lakeville will attempt to construct or upgrade traffic control signals to achieve compliance as part of capital improvement projects. There may be limitations which make it technically infeasible for individual traffic control signal locations to achieve full accessibility within the scope of any project. Those limitations will be noted, and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved or not, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of City staff.

Bus Stops & Transit Facilities

City staff will work with any transit agencies to ensure future facilities which may be located within City of Lakeville rights-of-way meet all appropriate accessibility standards to the extent practical and feasible.

Other policies, practices and programs

Policies, practices and programs not identified in this document will follow the applicable ADA standards.

Design Standards

The City of Lakeville generally follows the guidelines identified in PROWAG when practical and feasible.

Appendix D – Contact Information

Public Right of Ways

ADA Title II Coordinator & Implementation Coordinator

Name: Zachary Johnson
Or current City Engineer

Address: 20195 Holyoke Avenue
Lakeville, MN 55044

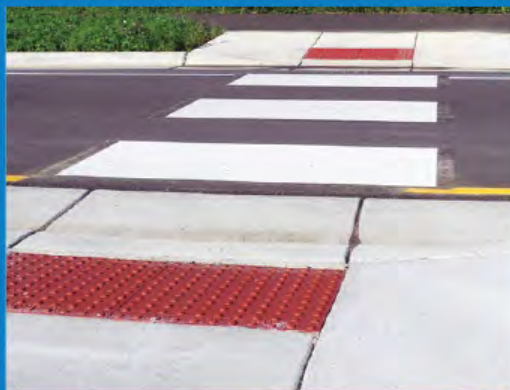
Phone: 952.985.4500

Fax: 952.985.4499

E-mail: adacoordinator@lakevillemn.gov

Appendix E – Public Outreach Material

The following pages includes the presentation materials from the public meeting.



City of Lakeville ADA Transition Plan



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What is an ADA Transition Plan?

- The Americans with Disabilities Act (ADA), enacted on July 26, 1990
- Prohibits discrimination based on disabilities
- Requires access to all public facilities, including pedestrian facilities such as sidewalks and crossings



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Requirements

- Access to all public facilities
- Modification of policies that deny equal access
- Effective communication procedures
- An ADA Coordinator
- Public notice of requirements
- Grievance process



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Lakeville ADA Implementation

- All new construction and reconstruction projects will conform to current ADA practices
- ADA improvements on resurfacing projects will be addressed case-by-case
- Public requests will be evaluated and addressed by City staff



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Lakeville ADA Goals

- After 5 years, items identified in the Capital Improvement Plan will be ADA-Compliant
- After 20 years, 80% of accessibility features within the jurisdiction of the City will be ADA compliant



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Lakeville Self Evaluation

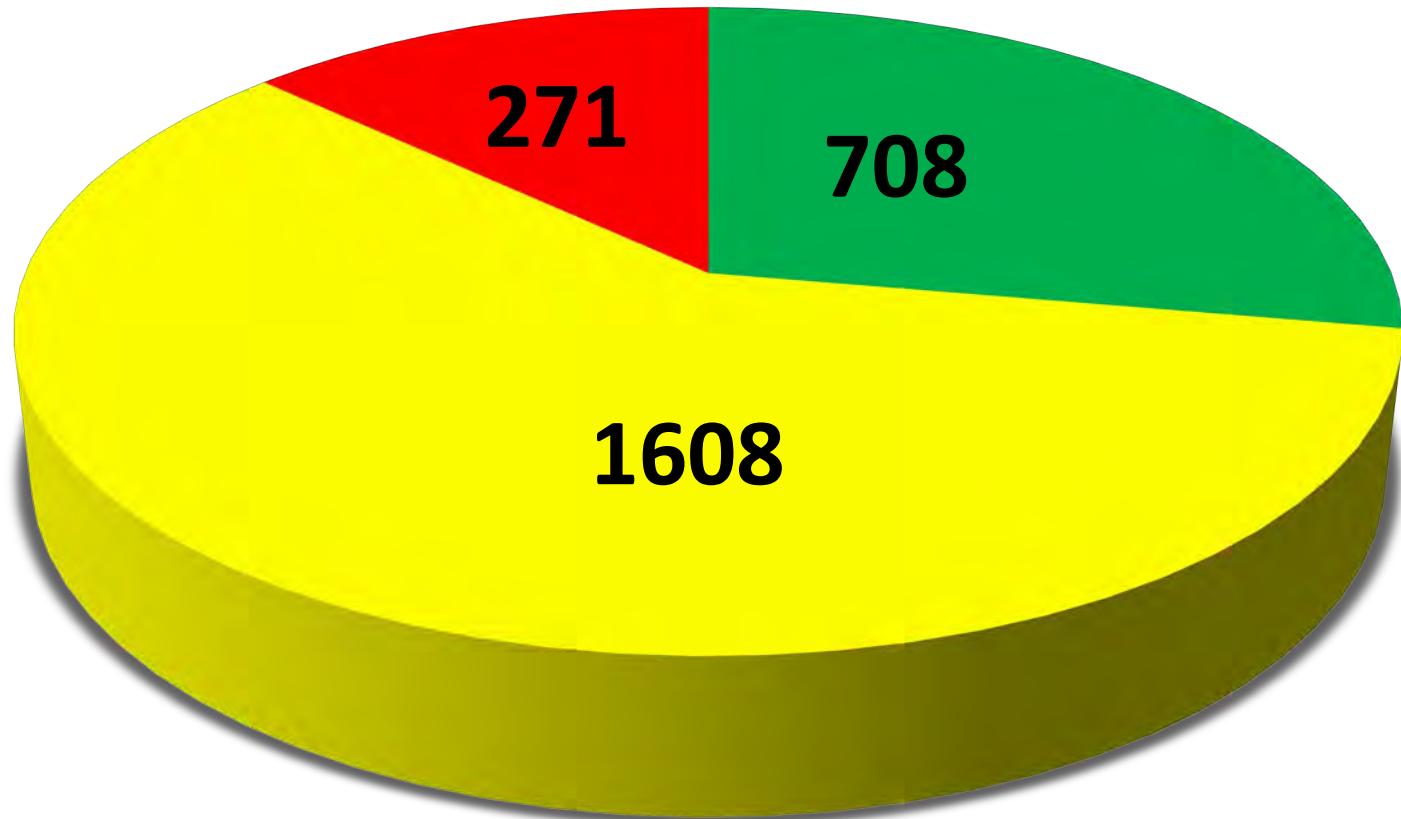
- **2587 Pedestrian Ramps - Assessed for ADA Compliance**
- **Condition Rating Tiers:**
 - Tier 1: largely or fully compliant**
 - Tier 2: substantially compliant and working well**
 - Tier 3: several elements are not compliant**



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Lakeville Curb Ramp Summary

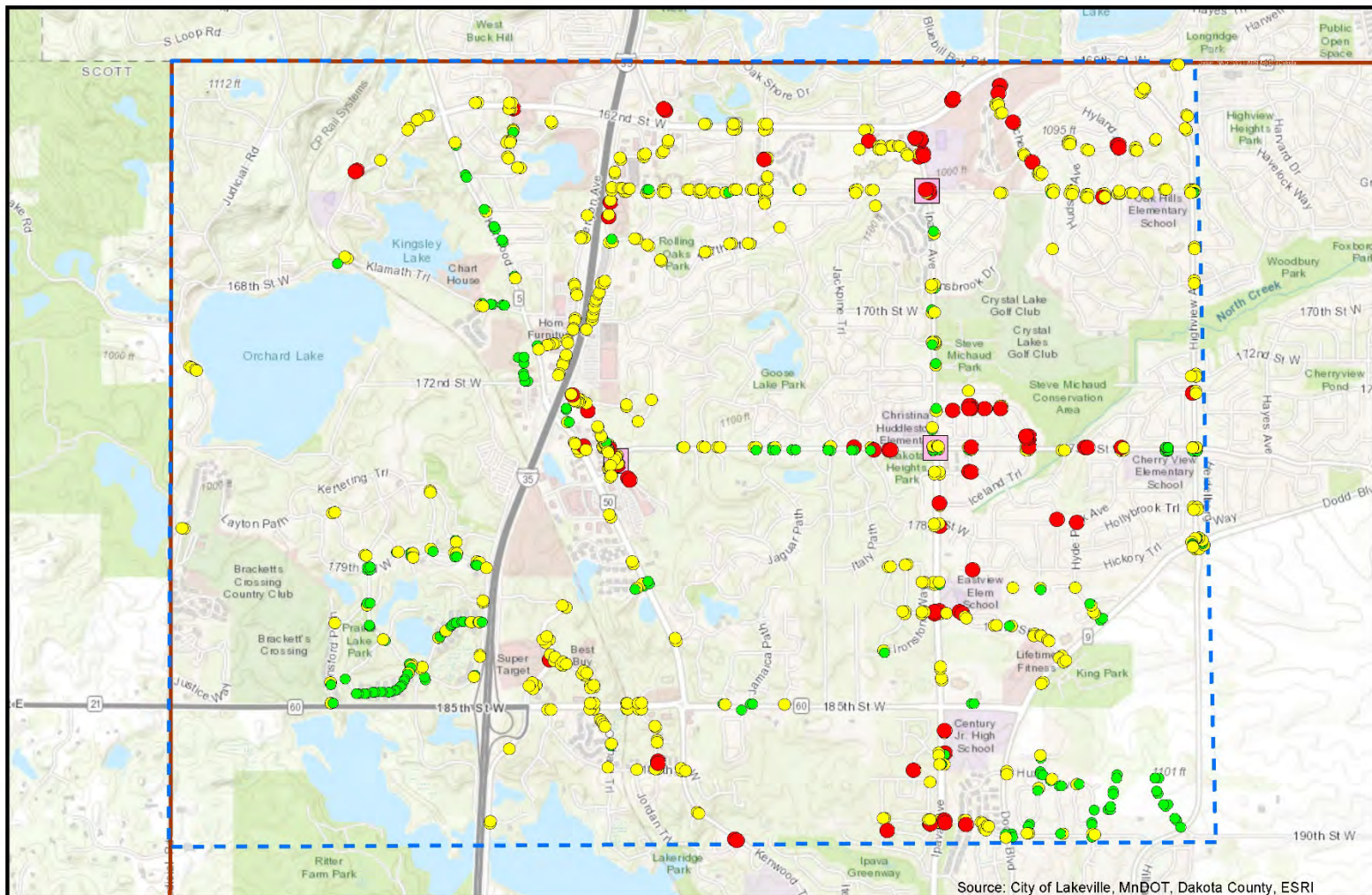


■ Tier 1

■ Tier 2

■ Tier 3

Curb Ramp Locations (1 of 4)



Legend

Ped Ramp Tier Rating	
●	Tier 1 - Good (198)
●	Tier 2 - Fair (559)
●	Tier 3 - Poor (78)
	Signalized Intersection (3)
	North-West Quadrant
	Lakeville Boundary

City of Lakeville

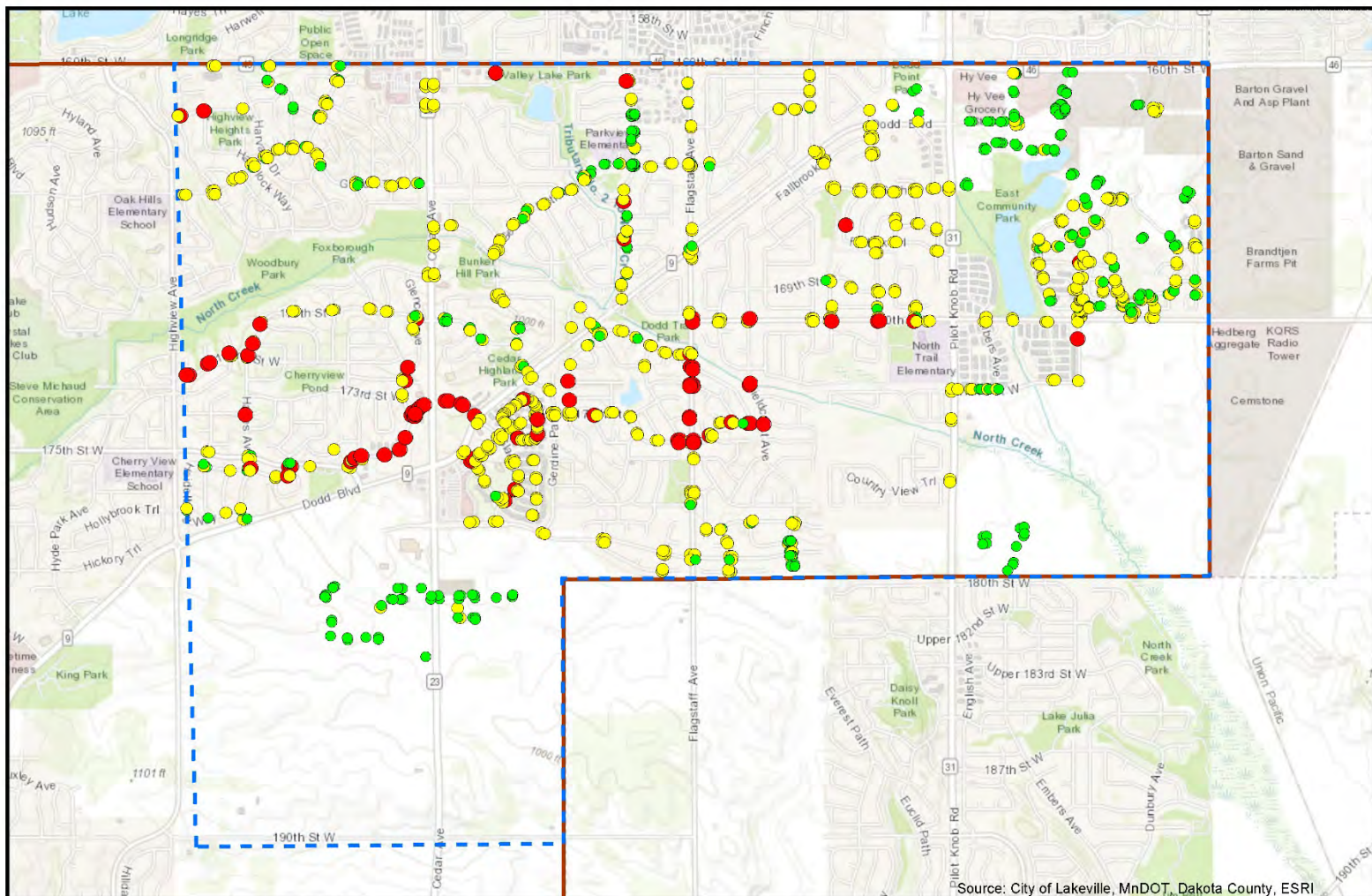
ADA Transition Plan

Pedestrian Ramp

Tier ratings

Figure 1 (North-West Quadrant)
Aug, 2018

Curb Ramp Locations (2 of 4)



Legend

- Ped Ramp Tier Rating**
- Tier 1 - Good (305)
 - Tier 2 - Fair (608)
 - Tier 3 - Poor (88)
- North-East Quadrant
 Lakeville Boundary

City of Lakeville

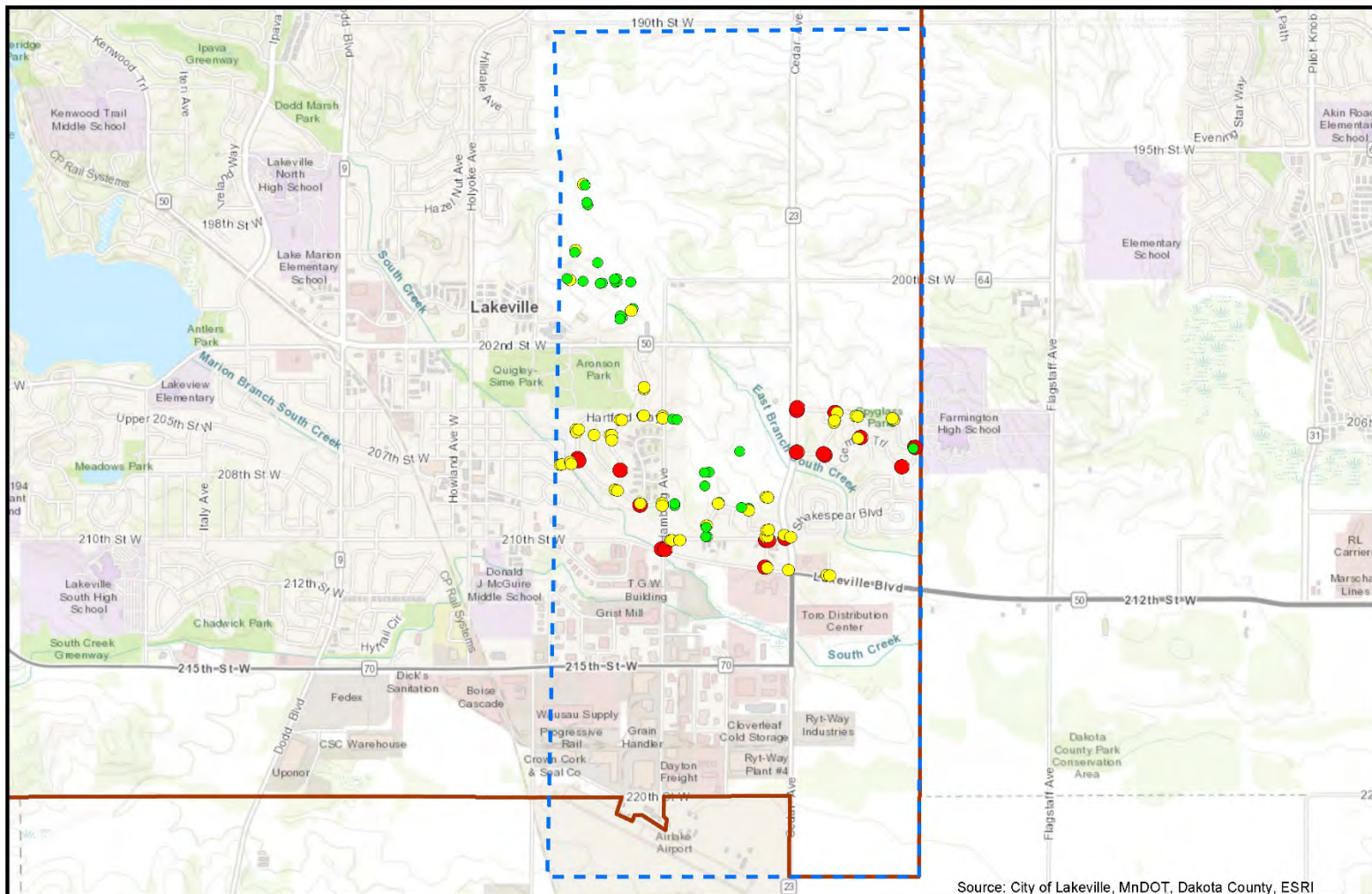
ADA Transition Plan

Pedestrian Ramp

Tier ratings

Figure 2 (North-East Quadrant)
Sep, 2018

Curb Ramp Locations (3 of 4)



Source: City of Lakeville, MNDOT, Dakota County, ESRI



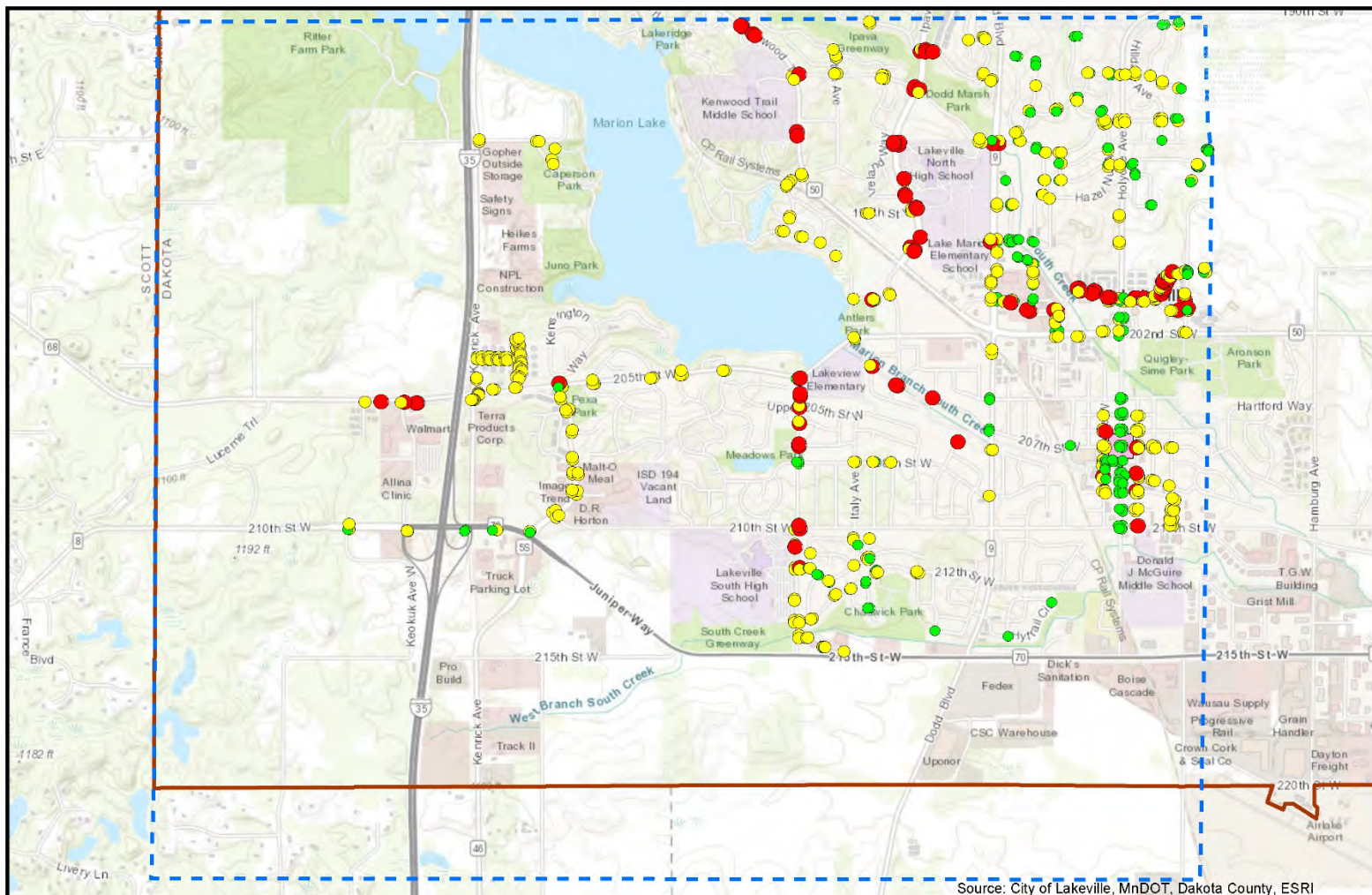
Legend

- Ped Ramp Tier Rating**
- Tier 1 - Good (36)
 - Tier 2 - Fair (55)
 - Tier 3 - Poor (19)
- South-East Quadrant
 Lakeville Boundary

City of Lakeville ADA Transition Plan

**Pedestrian Ramp
Tier ratings**
Figure 3 (South-East Quadrant)
Aug, 2018

Curb Ramp Locations (4 of 4)



Legend

Ped Ramp Tier Rating

- Tier 1 - Good (169)
- Tier 2 - Fair (386)
- Tier 3 - Poor (86)

- Signalized Intersection (1)
- South-West Quadrant
- Lakeville Boundary

City of Lakeville

ADA Transition Plan

Pedestrian Ramp

Tier ratings

Figure 4 (South-West Quadrant)

Aug, 2018

Questions / Comments?



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Engineering Responsible Solutions®

Appendix F – ADA Public Notice

As part of the ADA requirements the City has posted the following notice outlining its ADA requirements:

Public Notice

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990, The City of Lakeville will not discriminate against qualified individuals with disabilities on the basis of disability in City services, programs, or activities.

Employment: The City does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the Americans with Disabilities Act (ADA).

Effective Communication: The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. For example, individuals with service animals are welcomed in City offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City program, service, or activity, should contact the office of the ADA Coordinator (see **Appendix D**) as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

The City will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Appendix G – Grievance Procedure

Prior to filing a grievance, the public is strongly encouraged to contact the ADA Coordinator to discuss any concerns regarding City facilities. The ADA Coordinator role is designed to provide a point of contact for the public to address concerns. It is anticipated most accessibility issues, once identified, will be able to be satisfactorily addressed by the ADA Coordinator.

Contact information for the ADA coordinator can be found in Appendix D of this document.

City of Lakeville

Grievance Procedure under The Americans With Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by City of Lakeville Public Works. The City's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or their designee as soon as possible but no later than 60 calendar days after the alleged violation to the ADA Coordinator. Contact information can be found in **Appendix D** of this document.

Within fifteen working days after receipt of the complaint, the ADA Coordinator or their designee will meet with the complainant to discuss the complaint and the possible resolutions. Within fifteen working days of the meeting, the ADA Coordinator or their designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, or audio tape. The response will explain the position of the City and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator or their designee does not satisfactorily resolve the issue, the complainant and/or their designee may appeal the decision within 30 calendar days after receipt of the response to the Public Works Director or his/her designee.

Within thirty calendar days after receipt of the appeal, the Public Works Director or his/her designee will meet with the complainant to discuss the complaint and possible resolutions.

Within thirty calendar days after the meeting, the Public Works Director or his/her designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator or their designee, appeals to the Public Works Director or his/her designee, and responses from these two offices will be retained by the City in accordance with state and federal law.

City of Lakeville Grievance Procedure

Those wishing to file a formal written grievance with the City of Lakeville may do so by one of the following methods:

- Internet
Visit the City of Lakeville ADA webpage at <https://lakevillemn.gov/> and click the link to the ADA Grievance Form. A copy of The ADA Complaint Form is included with this document in Appendix I.
- Telephone
Contact the ADA Coordinator as specified in **Appendix D** to submit an oral grievance. The ADA Coordinator will prepare and submit the grievance form on behalf of the person filing the grievance.
- Paper Submittal
Contact the ADA Coordinator as specified in **Appendix D** to request a paper copy of the grievance form, complete the form, and submit it to the ADA Coordinator.

The ADA Grievance Form will ask for the following information:

- The name, address, telephone number, and email address for the person filing the grievance
- The name, address, telephone number, and email address for the person alleging an ADA violation (if different than the person filing the grievance)
- A description and location of the alleged violation and the nature of a remedy sought, if known by the complainant.
- If the complainant has filed the same complaint or grievance with the United States Department of Justice (DOJ), another federal or state civil rights agency, a court, or others, the name of the agency or court where the complainant filed it and the filing date.

If the grievance filed does not concern a City of Lakeville facility, the City will work with the complainant to contact the agency that has jurisdiction.

A City of Lakeville staff person will conduct an investigation necessary to determine the validity of the alleged violation. As a part of the investigation, the staff person may conduct an engineering study to help determine the response. The staff person will take advantage of department resources and use engineering judgment, data collected, and any information submitted by the resident to develop a conclusion. A staff person will be available to meet with the complainant to discuss the matter as a part of the investigation and resolution of the matter. The City will document each resolution of a filed grievance and retain such documentation in the ADA Complaint file in accordance with state and federal law.

The City will consider all specific grievances within its particular context or setting. Furthermore, the City will consider many varying circumstances including: 1) the nature of the access to services, programs, or facilities at issue; 2) the specific nature of the disability; 3) the essential eligibility requirements for participation; 4) the health and safety of others; and 5) the degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship to the City of Lakeville.

Accordingly, the resolution by the City of Lakeville of any one grievance does not constitute a precedent upon which the City is bound or upon which other complaining parties may rely.

File Maintenance

The City shall maintain ADA grievance files in accordance with state and federal law.

Complaints on Title II violations may also be filed with the DOJ within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the Department of Justice (DOJ). The DOJ may bring a lawsuit where it has investigated a matter and has been unable to resolve violations.

For more information, contact:

U.S. Department of Justice Civil Rights Division
950 Pennsylvania Avenue, N.W. Disability Rights Section - NYAV Washington, D.C. 20530
www.ada.gov
(800) 514-0301 (voice – toll free)
(800) 514-0383 (TTY)

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the DOJ or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.

Appendix H – Complaint Form

See the following four pages for complaint form.

**City of Lakeville Public Right of Way
Title II of the Americans with Disabilities Act and
Section 504 of the Rehabilitation Act of 1973 Discrimination Complaint Form**

The public is strongly encouraged to contact the ADA Coordinator to discuss any concerns regarding City facilities prior to starting the grievance process. It is anticipated most accessibility issues, once identified, will be satisfactorily resolved by the ADA Coordinator without the need for completion of the formal complaint form.

Instructions: Please fill out this form completely, in black ink or type. Sign and return to the ADA Coordinator as specified in **Appendix D**. Attach additional sheets if necessary.

Complainant Name:

Street Address:

City, State and Zip Code: Telephone (Home): Telephone (Business):

Person Discriminated Against: (if other than the complainant)

Address:

City, State, and Zip Code:

Telephone (Home/Business or Both):

Government, or organization, or institution which you believe has discriminated:

Name:

Street Address:

City:

County:

State and Zip Code:

Telephone Number:

When was the issue discovered/when did the problem occur? (Date):

Describe the issue in detail, providing the name(s) where possible of the individuals who have been contacted. (Add additional pages if necessary):

Have prior efforts been made to resolve this complaint through the grievance procedure?

Yes ☐ No ☐

If Yes: what is the status of the grievance?

Has the complaint been filed with another bureau of the Department of Justice or any other Federal, State, or local civil rights agency or court?

Yes ☐ _ No ☐

If Yes: Agency or Court:

Contact Person:

Street Address:

City, State, and Zip Code:

Telephone Number:

Date Filed:

Do you intend to file with another agency or court?

Yes ☐ No ☐

If Yes: Agency or Court:

Address:

Telephone Number:

Signature: -----

Date:-----

Return to:

ADA Coordinator as specified in **Appendix D**.

NOTICE OF RIGHTS

In accordance with the Minnesota Government Data Practices Act, the City of Lakeville is required to inform you of your rights as they pertain to the private information collected from you. Your personal information we collect from you is private. Access to this information is available only to you and the agency collecting the information and other statutorily authorized agencies, unless you or a court authorizes its release.

The Minnesota Government Data Practices Act requires that you be informed that the following information, which you are asked to provide, is considered private.

The purpose and intended use of the requested information is:

To assist City of Lakeville staff and designees to evaluate and respond to accessibility concerns within the public right of way.

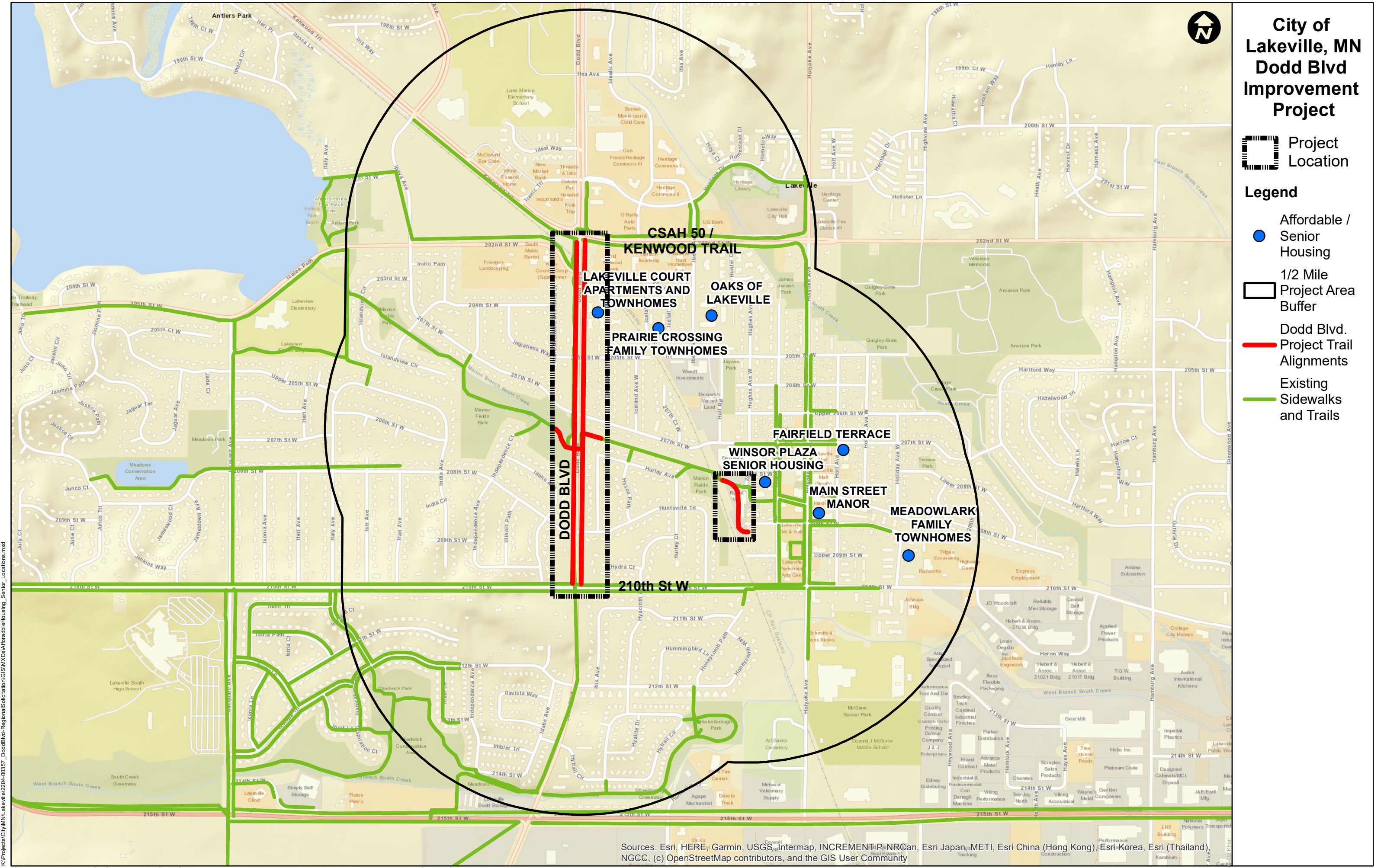
Authorized persons or agencies with whom this information may be shared include:

City of Lakeville officials, staff or designee(s)

Furnishing the above information is voluntary, but refusal to supply the requested information will mean:

City of Lakeville staff may be unable to respond to or evaluate your request.

MINN. STAT. §13.04(2)



City of
Lakeville, MN
Dodd Blvd
Improvement
Project

Project
Location

Legend

- Affordable /
Senior
Housing
- 1/2 Mile
Project Area
Buffer
- Dodd Blvd.
Project Trail
Alignments
- Existing
Sidewalks
and Trails

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



City of Lakeville
Positioned to Thrive

March 23, 2022

Mr. Zachary Johnson
City Engineer

RE: Letter of Support for Maintenance of Multi-modal Improvements along Dodd Boulevard

Dear Mr. Johnson:

This City of Lakeville, in partnership with Dakota County, programs the construction of multi-modal and pedestrian improvements along Dodd Boulevard between 210th Street and CSAH 50, including a grade separated crossing for the Lake Marion Greenway Corridor trail. The City of Lakeville Public Works Department is committed to providing snow and ice removal for the proposed multi-modal improvements, consistent with the current adopted Snow and Ice Control Policy, along with the Dakota County Joint Powers Agreement for Trail Maintenance.

Lakeville Public Works is also committed to maintaining the proposed trail system over the lifespan of the improvements.

Thank you for the opportunity to express my support for the proposed improvements. If you have any questions or comments, please contact me directly.

Sincerely,

Paul Oehme, P.E.
Public Works Director

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

April 5, 2022

Resolution No. 22-144

Motion by Commissioner Hamann-Roland

Second by Commissioner Atkins

Approval Of Grant Application Submittals For 2022 Regional Federal Funding Solicitation And Rebuilding American Infrastructure With Sustainability And Equity Grant Program

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

WHEREAS, the U.S. Department of Transportation is requesting project submittals for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program; and

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

WHEREAS, the RAISE federal grant program in rural areas funds up to 100 percent of project costs and 80 percent of project costs in urban areas; and

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

WHEREAS, project submittals are due on April 14, 2022; 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 TAB for federal funding:

- 1) County State Aid Highway (CSAH) 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township and Rosemount
- 2) CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings
- 3) CSAH 42 (150th Street) from Redwood Drive to 147th Street in Apple Valley
- 4) CSAH 26 (Lone Oak Road) from TH 13 to Interstate 35E in Eagan
- 5) CSAH 46 (160th Street) at CSAH 85 (Goodwin Avenue) in Nininger and Vermillion Townships
- 6) CSAH 60 (185th Street) from CSAH 50 (Kenwood Trail) to Ipava Avenue in Lakeville
- 7) CSAH 63 (Delaware Avenue) Trail from TH 62 to Marie Avenue in Mendota Heights and West St. Paul
– Safe Routes To School

STATE OF MINNESOTA

County of Dakota

	YES		NO
Slavik	<u>X</u>	Slavik	<u> </u>
Gaylord	<u>X</u>	Gaylord	<u> </u>
Halverson	<u>X</u>	Halverson	<u> </u>
Atkins	<u>X</u>	Atkins	<u> </u>
Workman	<u>Absent</u>	Workman	<u> </u>
Holberg	<u>X</u>	Holberg	<u> </u>
Hamann-Roland	<u>X</u>	Hamann-Roland	<u> </u>

I, Jeni 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 5th day of April 2022, 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 5th day of April 2022.



Clerk to the Board

- 8) CSAH 63 (Delaware Avenue) Trail from Marie Avenue to TH 149 (Dodd Road) in Mendota Heights and West St. Paul
- 9) Minnesota River Greenway – Railroad Overpass in Eagan
- 10) River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights
- 11) Mendota to Lebanon Hills Greenway - TH 149 South in Mendota Heights
- 12) Veterans Memorial Greenway from TH 3 to CSAH 32 (Cliff Road) in Eagan and Inver Grove Heights
- 13) CSAH 23 (Cedar Avenue) pedestrian overpass at 140th Street in Apple Valley
- 14) CSAH 42 Trail and Underpass from 145th Street to Dakota County Technical College in Rosemount

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following city led submittals to TAB for federal funding:

- 1) Nicollet Avenue and TH 13 interchange in Burnsville
- 2) CSAH 23 (Cedar Avenue) pedestrian overpass at 147th Street in Apple Valley – Transit Modernization
- 3) CSAH 9 (Dodd Boulevard) Trail from 210th Street to CSAH 50 (Kenwood Trail) in Lakeville
- 4) CSAH 73 (Babcock Trail) Trail from Upper 55th St. to I-494 in Inver Grove Heights
- 5) Lake Marion Greenway from Sunset Park to Rose Bluffs in Burnsville
- 6) Lake Marion Greenway from Ritter Farm to downtown in Lakeville
- 7) North Creek Greenway from 199th St. W to Rambling River Park in Farmington

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby approves the following County led project for submittal to U.S. Department of Transportation for the RAISE grant program:

- 1) County State Aid Highway (CSAH) 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township, and Rosemount
- 2) Mississippi River Greenway Trail, Rosemount east segment

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following city led submittal to U.S. Department of Transportation for the RAISE grant program:

- 1) TH 13 and Nicollet Avenue grade-separated intersection in Burnsville

; 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

	YES		NO
Slavik	<u>X</u>	Slavik	<u> </u>
Gaylord	<u>X</u>	Gaylord	<u> </u>
Halverson	<u>X</u>	Halverson	<u> </u>
Atkins	<u>X</u>	Atkins	<u> </u>
Workman	<u>Absent</u>	Workman	<u> </u>
Holberg	<u>X</u>	Holberg	<u> </u>
Hamann-Roland	<u>X</u>	Hamann-Roland	<u> </u>

I, Jeni 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 5th day of April 2022, 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 5th day of April 2022.



Clerk to the Board



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

April 12, 2022

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 Trail and Underpass on
CSAH 9 (Dodd Road)

Dear Ms. Koutsoukos:

Please see the attached Dakota County Board resolution regarding the
Regional Solicitation federal funding application for a trail and underpass on
CSAH 9 (Dodd Boulevard) from 210th Street to CSAH 50 (202nd Street) in
the City of Lakeville. The proposed project would add to pedestrian and
bicyclist safety for the residents of the City Lakeville.

The County has reviewed and supports the concept layout for the project.

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

Sincerely,

A handwritten signature in blue ink that reads "Erin Laberee".

Erin Laberee, P.E.
Transportation Director/County Engineer



ISD194 DISTRICT OFFICE
LAKEVILLE AREA SCHOOLS

17630 Juniper Path, Suite A
Lakeville, Minnesota 55044

April 4th, 2022

Mr. Zach Johnson
City Engineer
20195 Holyoke Ave
Lakeville, MN 55044

Re: Request for Letter of Support for future Improvements to Dodd Boulevard between County Road 50 and 210th Street Construction Project.

Dear Mr. Johnson,

Independent School District 194 supports the City of Lakeville and Dakota County's application for Federal funding for future Improvements.

Future improvements like adding pedestrian trails on both side of the roadway would greatly benefit Lakeville Area Schools. It will provide safe walking paths for our students and their families. Widening the road would make it safer for our students and families to travel wherever their destination may be. A grade separated pedestrian crossing between 207th and 208th Street along Lake Marion Greenway Trail would be beneficial for anyone crossing the roadway and also slow traffic in this area. We have three schools in the general vicinity that would benefit from this future construction project. John F Kennedy Elementary School, McGuire Middle School and Lakeville South High School.

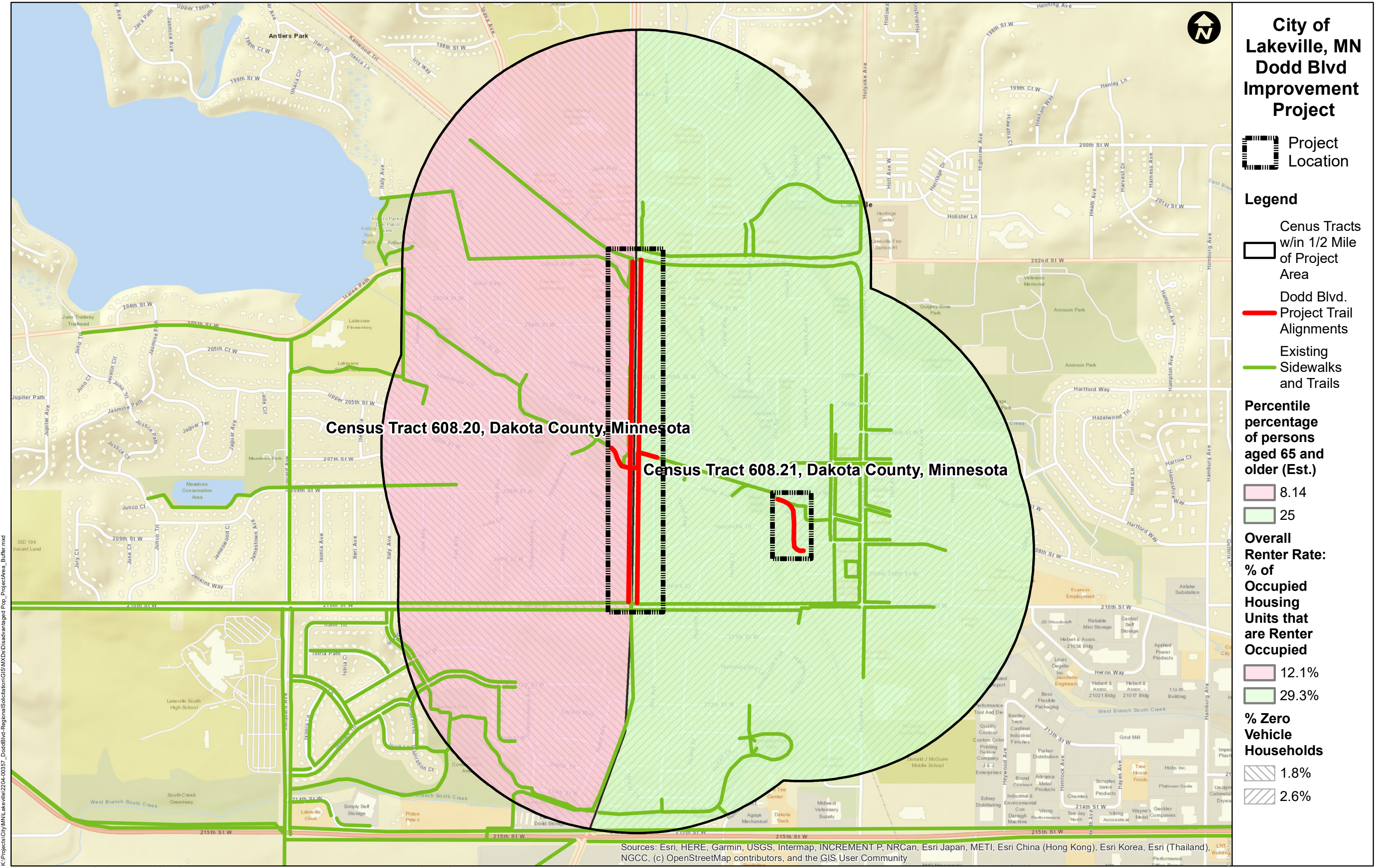
Thank you for pursuing this funding application to assist with future improvements and for the opportunity to provide support.

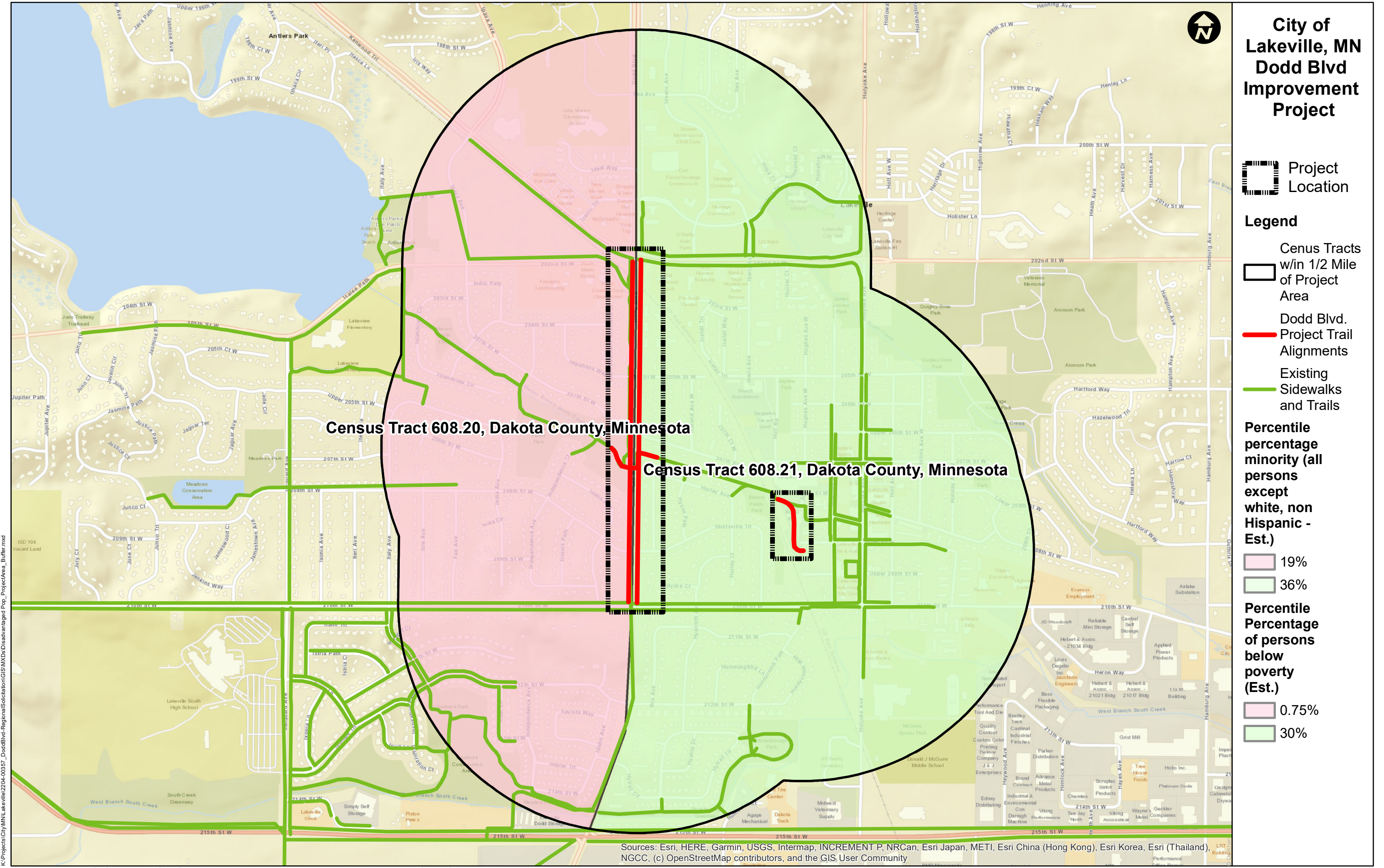
Sincerely,

A handwritten signature in black ink, appearing to read "Bill Holmgren", with a long, sweeping horizontal line extending to the right.

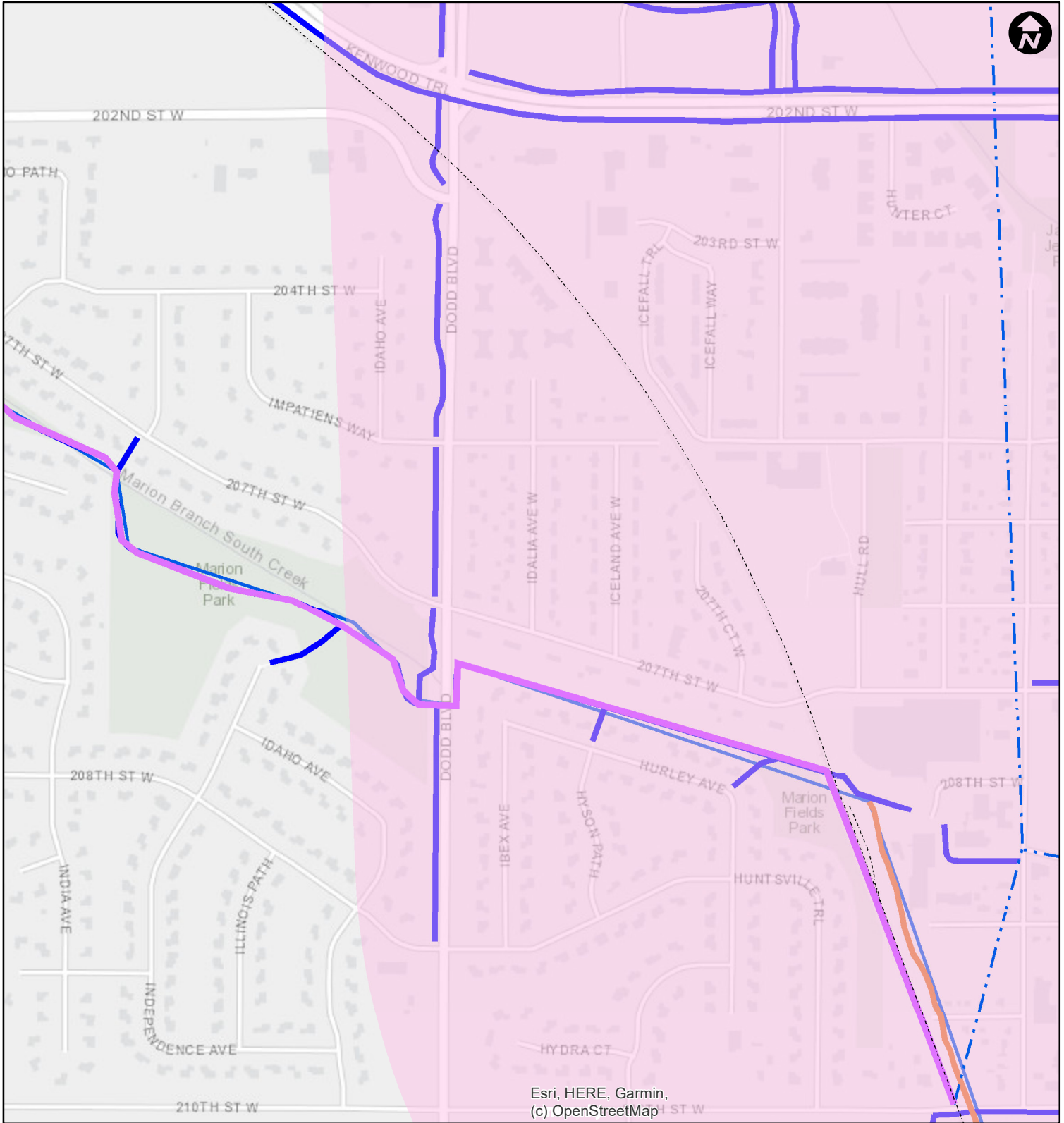
Bill Holmgren
Executive Director of Business Services
Lakeville Area Schools
952-232-2028
Bill.Holmgren@isd194.org

Student focused, community connected.





Regional Bicycle Barriers



Rail Barriers

--- Railroads

— RBTN Tier 2 Alignments

RBTN Tier 2

--- Corridor Centerlines

— RBTN Tier 2 Corridors

Regional Bikeways Inventory

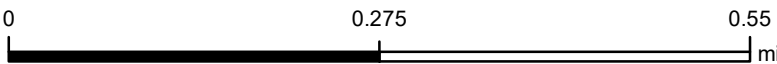
— Existing

— Planned

Regional Trails

— Planned

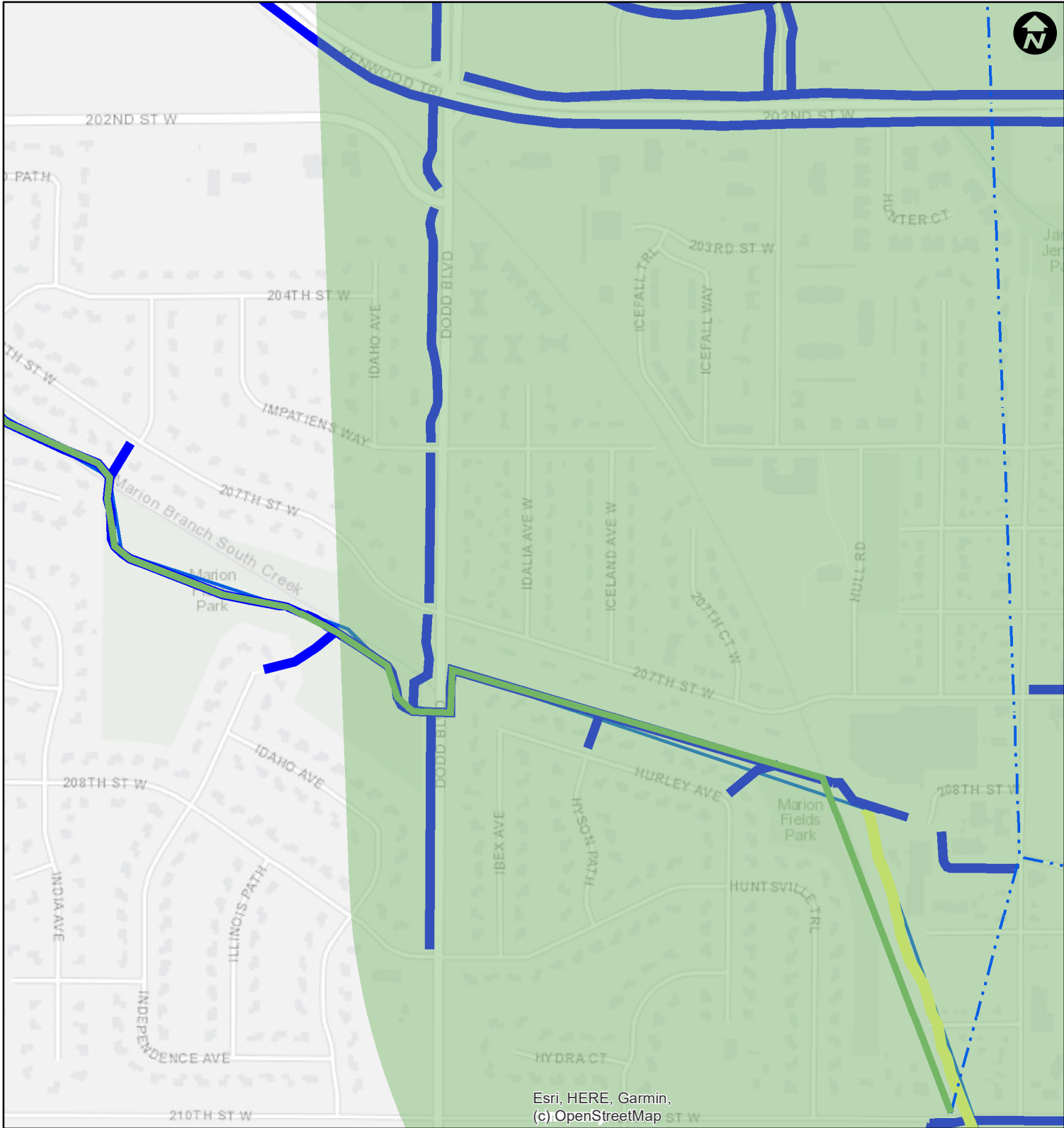
City and Township Boundaries



Created: 3/30/2022
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Regional Bicycle Transport Network



- RBTN Tier 2 Alignments

RBTN Tier 2 Corridor Centerlines

RBTN Tier 2 Corridors
- Regional Bikeways Inventory

Existing

Planned

Regional Trails

Planned
- A scale bar with markings for 0, 0.275, and 0.55 miles.
- Created: 3/30/2022
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>
- The logo for the Metropolitan Council, featuring a stylized blue triangle and the text "METROPOLITAN COUNCIL".

SNOW AND ICE CONTROL

Policy 5.11

1) PURPOSE

- a) This policy establishes and maintains uniform definitions and procedures concerning snow and ice control operations by the City of Lakeville.

2) OBJECTIVE

- a) It is the goal of the City's Public Works Department to maintain City roadways during the snow and ice season in order to assure delivery of emergency services and provide access to the motoring public.

3) PROCEDURE

- a) The Public Works Director, Streets Superintendent or his/her designated representative will determine when to begin snow and ice control operations.
- b) Every year, the Public Works Department prepares snow removal and ice control route maps. These maps are carried in all vehicles and equipment associated with snow removal and ice control and are not altered except for public safety emergencies.
- c) Any snow, freezing rain, sleet or wind conditions contributing to drifting may require operations to begin, depending on their effects to City roadways.
- d) Mainline plowing operations will occur upon the accumulation of approximately two or more inches of snow.
- e) Cul-de-sacs will be plowed to the center whenever possible with the intention of bulk snow storage in the center of the cul-de-sac. The Streets Superintendent or his/her designee will define exceptions after identifying a special need or circumstance.
- f) Applications of salt or other deicing chemicals will occur as a secondary effort following snow plowing, except for major intersections or critical areas where needed.
- g) Removal of snow from bridge shoulders, medians, and intersections may occur at some time after snow and ice control operations are complete. Normally, these efforts will occur during regular work hours.
- h) All plow routes will be checked and re-plowed as needed during the next regular work days following mainline plowing efforts.
- i) Additional plowing, scraping, and/or application of deicing materials will occur as determined by the Public Works Director, the Streets Superintendent, or his/her designee. Whenever possible, these additional operations will continue during normal work shifts.
- j) Snow plowing and ice control on county roads is the responsibility of the Dakota County Highway Department. State highways are the responsibility of the Minnesota Department of Transportation.
- k) During extraordinary snow and ice events, additional personnel and equipment may be utilized to supplement normal mainline and cul-de-sac operations. During periods of extended continuous snowfall or freezing rain, operations may be focused on primary transportation routes and emergency service delivery locations and may be performed on a limited scale.
- l) Snow removal and/or ice control operations will be coordinated with police and fire operations to accommodate emergencies. In the event a winter weather emergency is declared, the City Council approved Emergency Operation Plan will take precedence over this policy.
- m) The City has classified City streets based on street function, traffic volume, and importance to the welfare of the community. Accordingly, snowplow routing is designed to provide the maximum possible coverage to higher volume safety sensitive areas first.

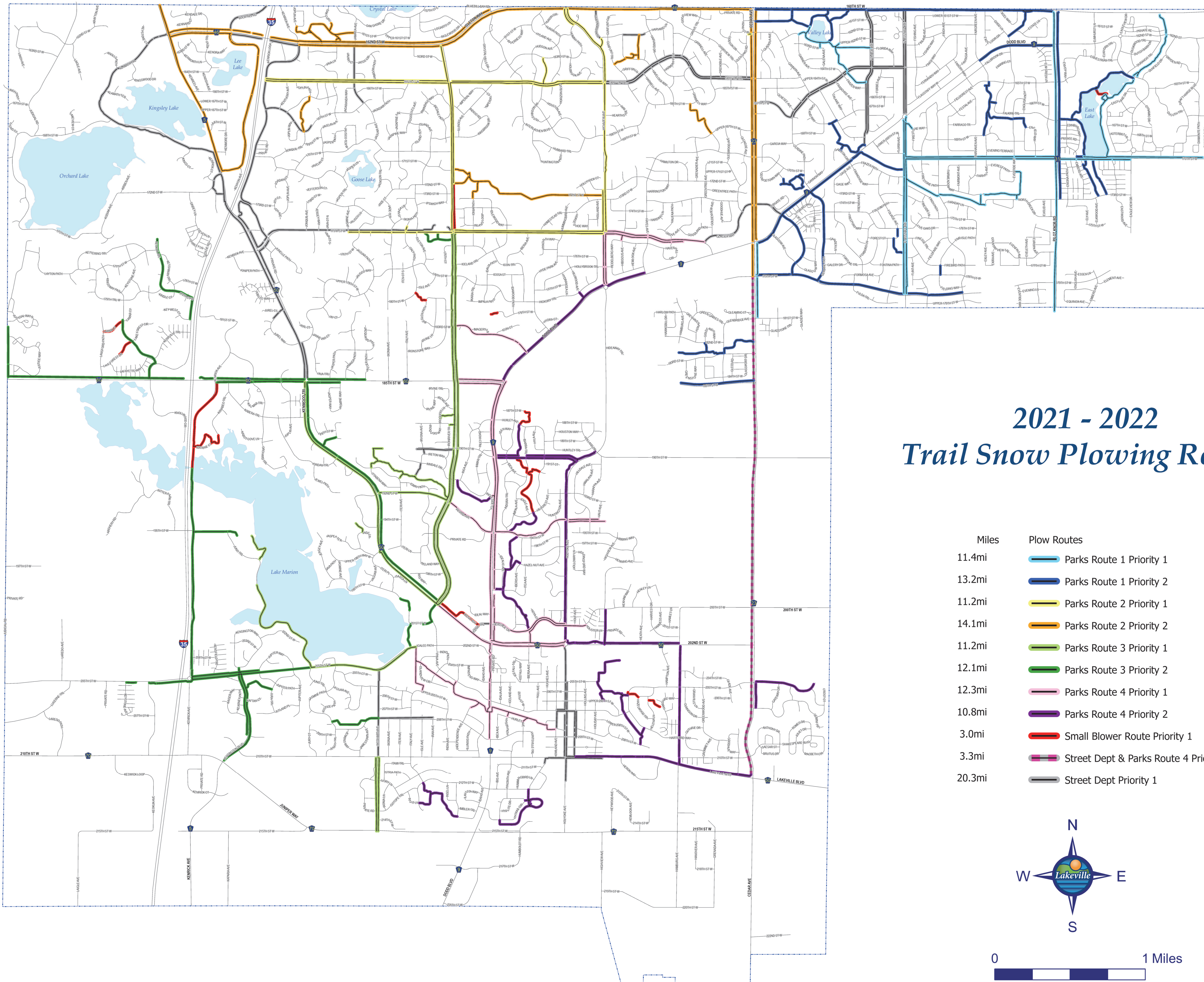
- n) On-street parking is not allowed between November 1 and April 1 between 2:00 a.m. and 6:00 a.m. or when two or more inches snowfall accumulation is forecast by the National Weather Service until streets have been cleared per City Code, Title 6, Chapter 1, Paragraph 6-1-1-3B.
- o) Safety of personnel and the public will always be a priority in snow removal and ice control operations.

4) BOULEVARD CONSIDERATIONS

- a) Snow and ice is stored on the public boulevard area adjacent to the street (normally 7 to 13 feet behind the curb). Any object that could hamper or be damaged by snow removal operations should be removed from this area. Trash awaiting pickup should be set in at least eight feet behind the curb line.
- b) Snow removal near mailboxes is completed by the City as safely as possible to not damage the mailbox. It is the mailbox owner's responsibility to remove any excess snow to allow for mail delivery.
- c) Most of the mainline plowing vehicles are equipped with a front plow and side wing for two-pass plowing of most residential streets. Plows are angled to the right for plowing from the centerline of the street toward the curb. For this reason, a certain amount of snow will be deposited in driveways and on the boulevards. The City does not plow private streets, accesses or driveways.
- d) The City will maintain pedestrian sidewalks and trails in the City as depicted on the pedestrian sidewalk/trail snow removal route maps. All other sidewalks are the responsibility of the owners and/or occupants.
- e) The City will repair turf damage on boulevards which was the direct result of plowing beyond the back of the curb. All other damage within the public right-of-way is the property owner's responsibility (i.e., shrubs, bushes, rocks, trees, irrigation systems, invisible pet fences, etc.)

5) MAILBOX REPLACEMENT POLICY

- a) Only mailboxes hit by a snowplow will be the responsibility of the City to replace or reimburse.
- b) The City will not be responsible for damage to mailboxes or support posts caused by snow or ice coming in contact with the mailbox.
- c) The City will not be responsible for replacement or reimbursement for mailboxes, support posts, or paper delivery boxes that are not constructed, installed or maintained per specifications.
- d) At the property owner's request, the City will replace the mailbox with a standard size non-decorative mailbox and replace the support post as necessary with a minimum of 4" x 4", decay-resistant wood support post, or the City will reimburse the property owner \$125.00.



2021 - 2022 Trail Snow Plowing Routes

Miles	Plow Routes
11.4mi	Parks Route 1 Priority 1
13.2mi	Parks Route 1 Priority 2
11.2mi	Parks Route 2 Priority 1
14.1mi	Parks Route 2 Priority 2
11.2mi	Parks Route 3 Priority 1
12.1mi	Parks Route 3 Priority 2
12.3mi	Parks Route 4 Priority 1
10.8mi	Parks Route 4 Priority 2
3.0mi	Small Blower Route Priority 1
3.3mi	Street Dept & Parks Route 4 Priority 2
20.3mi	Street Dept Priority 1

