



Application

17069 - 2022 Safe Routes to School Infrastructure

17697 - Delaware Avenue (CSAH 63) Trail Gap and School Safety Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

Name:* He/him/his Bryce LeBrun
Pronouns First Name Middle Name Last Name

Title: Project Manager

Department: Transportation

Email: bryce.lebrun@co.dakota.mn.us

Address: 14955 Galaxie Avenue

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

Phone:* 952-891-7213
Phone Ext.

Fax:

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

Organization Information

Name: DAKOTA COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government
Organization Website:
Address: TRANSPORTATION DEPT
14955 GALAXIE AVE

* APPLE VALLEY Minnesota 55124
City State/Province Postal Code/Zip
County: Dakota
Phone:* 952-891-7100
Ext.
Fax:
PeopleSoft Vendor Number 0000002621A15

Project Information

Project Name Delaware Avenue (CSAH 63) Trail Gap and School Safety Improvements
Primary County where the Project is Located Dakota
Cities or Townships where the Project is Located: West St. Paul, Mendota Heights
Jurisdictional Agency (If Different than the Applicant):

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

The Delaware Avenue Trail Gap and School Safety Improvements Project will provide multi-use trail along an important corridor for students to walk and bicycle to and from Two Rivers High School. The project is located east of the Two Rivers High School campus along the east side of Delaware Avenue (County State Aid Highway 63) along a Tier 2 RBTN alignment. Dakota County's proposed improvements include constructing one half mile of new multi-use trail along the east side of Delaware Avenue from Trunk Highway 62 to Marie Avenue, constructing a concrete median pedestrian refuge and RRFB system, and improving signage, lighting, and pavement markings at the crossing location. All improvements will be constructed within Dakota County Right of Way. The project is identified in the Dakota County 2040 Transportation Plan, and the 2018 Dakota County Bicycle and Pedestrian Study as a medium-priority trail gap, as well as in the 2021 Dakota County School Travel Safety Assessment's recommendations for the Two Rivers High School campus. In addition to student travel safety benefits, the project will provide needed bicycle and pedestrian connections to local and regional trail systems (such as the nearby River to River Greenway) for the single family and multi-family housing east of Delaware Avenue along this corridor.

(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.](#)

CSAH 63 FROM TH 62 TO MARIE AVENUE, CONSTRUCT TRAIL ON E SIDE FOR PEDS AND BIKES AND PED CROSSING MEDIAN, LIGHTING AND RRFB FOR CROSSING OF CSAH 63 NEAR TWO RIVERS HIGH SCHOOL

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)

0.5

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 \$600,000.00

Match Amount \$150,000.00

Minimum of 20% of project total

Project Total \$750,000.00

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 Dakota County and the City of West St. Paul

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: 2023, 2024, 2025

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

Project Information

County, City, or Lead Agency Dakota County

Zip Code where Majority of Work is Being Performed 55118

(Approximate) Begin Construction Date 05/01/2023

(Approximate) End Construction Date 08/31/2023

Name of Trail/Ped Facility: Delaware Avenue (CSAH 63) Trail

(i.e., CEDAR LAKE TRAIL)

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

From: Trunk Highway 62
(Intersection or Address)

To: Marie Avenue
(Intersection or Address)

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

Or At:

Miles of trail (nearest 0.1 miles): 0.5

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 0.5

Is this a new trail? Yes

Primary Types of Work

CLEARING, GRADE, AGG BASE, CONCRETE BASE, BIT BASE, PED RAMPS, CURB, RETAINING WALL, BIT TRAIL, LIGHTING, PED SIGNALS, SIGNING, STRIPING, ETC.

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:	N/A
New Bridge/Culvert No.:	N/A
Structure is Over/Under (Bridge or culvert name):	N/A

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

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

- Goal B: Safety and Security (page 2.5) Objective A, Strategy B6.

- Goal C: Access to Destinations (page 2.10) Objective A, Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C16, Strategy C17.

- Goal E: Healthy Environment (page 2.30) Objective A, Objective C, Objective D, Strategy E3.

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.35) - Objective A, Objective C, Strategy F6.

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

(Limit 2,800 characters; approximately 400 words)

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

West Saint Paul Pedestrian & Bicycle Master Plan
2011, Pg. E8 to E-9

Dakota County Pedestrian and Bicycle Study 2018,
Pg. ES-5

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

Dakota County 2040 Transportation Plan, Pg. 6-39

Dakota County 2022-2026 Transportation Capital
Improvement Program, Pg. Trans 81

Dakota County 2021 School Travel Safety
Assessment, Pg. C-47 to C-50

(Limit 2,800 characters; approximately 400 words)

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

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

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

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

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

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

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

Multituse 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: 06/12/2018

Link to plan: <https://www.co.dakota.mn.us/Transportation/TransportationStudies/Past/Documents/ADATransitionPlan.pdf>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

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. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$37,500.00
Removals (approx. 5% of total cost)	\$37,500.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$37,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$14,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$21,000.00
Traffic Control	\$5,000.00
Striping	\$5,000.00

Signing	\$5,000.00
Lighting	\$10,000.00
Turf - Erosion & Landscaping	\$30,000.00
Bridge	\$0.00
Retaining Walls	\$202,500.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$404,500.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$57,500.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$110,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$55,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$123,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$345,500.00

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	\$750,000.00
Construction Cost Total	\$750,000.00
Transit Operating Cost Total	\$0.00

Measure 1A: Relationship Between Safe Routes to School Program Elements

The 2021 Dakota County School Travel Safety Assessment (STSA) identified recommendations for safety improvements based on the 6E SRTS actions and strategies. ISD 197 and Two Rivers High School (TRHS, formerly Henry Sibley High School) staff and parents were active participants and partners in the study. A summary of the study's application of the strategies for TRHS is below:

- Evaluation: Data was collected on the school's transportation context, including an evaluation of transportation characteristics (traffic volumes, speed limits, bicycle/pedestrian infrastructure, crossing infrastructure, school speed zones, etc.), school characteristics (school walk zone, district-identified hazards), and school site characteristics (attendance, walk area, enrollment, operations, etc.). Qualitative observations and concerns raised from public engagement were also noted. On-site observations were not completed because schools were operating with full or partial remote learning due to COVID-19.

- Education: The study's conclusions for TRHS recommend that the School and District consider providing walking and biking safety education.

- Encouragement: The district does not provide free busing to students inside a 2-mile radius of TRHS. Only fee-based busing is offered in this area, providing an incentive to use other modes of transportation to school.

- Equity: The focus on bicycle/pedestrian safety addresses equity because some students, particularly lower-income students and students of color, do not have the option to drive, be driven to/from school, or take the bus. The student body of TRHS is 50% students of color, and nearly 40% of students qualify for free & reduced lunch. Additionally, 1/4 of households in the area have access to 0-1 vehicle. The completion of improved multi-modal facilities as part of this project will be a benefit to all students who walk/bike to school.

Response:

- Engagement: Dedicated engagement was carried out to develop the STSA. Virtual engagement was used due to the COVID-19 pandemic. The first round of engagement was in the summer of 2020. Walking/biking routes and areas of concern were identified via an issues map and open comments. A second round of engagement was held at the end of 2020 to gather feedback on a draft STSA. Stakeholder interviews with County, City, School District, law enforcement, and MnDOT staff were also held.
- Engineering: The final recommendations of the STSA outlined the scope of the proposed project. This scope addressed the issues raised in the evaluation/engagement process. Dakota County has hired a consultant to begin designing the recommended improvements as part of a CIP project programmed for construction in 2023. A school speed zone will be studied by the County after improvements are constructed.

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

The project, or the issue/barrier being addressed by the project, is specifically named in an adopted Safe Routes to School plan* Yes

** The Minnesota Department of Transportation has a grant award program for Safe Routes to School Planning.*

The project, while not specifically named, is consistent with an adopted Safe Routes to School plan highlighting at least one of the school(s) to which it is meant to provide access

The project is identified in a locally adopted transportation/mobility plan or study and would make a safety improvement, reduce traffic or improve air quality at or near a school

The school(s) in question do not have Safe Routes to School plan(s)

Measure A: Average share of student population that bikes or walks

Average Percent of Student Population

5.0%

Documentation Attachment

Please upload attachment in PDF form.

Measure B: Student Population

Student population within one mile of the school

48.0

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:

Due to the COVID-19 pandemic, all engagement for the the Dakota County School Travel Safety Assessment was done virtually. The project team relied on the members of an Advisory Committee made up of representatives from school districts, County agencies, MnDOT, and Cities to publicize the engagement opportunities.

All engagement content was available on the Dakota County project website in English and Spanish. The engagement opportunities were publicized primarily through announcements in regular school communications in order to reach the targeted audiences of school staff and families. Dakota County social media was used to promote the virtual open house. There were 316 views of the project intro video. Two rounds of virtual engagement were carried out, one at the beginning of the study and one after a draft study was developed.

Response:

The first virtual engagement was held from June 19 to August 31, 2020, and included the following components: a project introduction video, an interactive map, and a parent/caregiver survey. The first survey gathered behavioral data on biking and walking decisions within Dakota County households. The survey included questions about the number and age of school-aged children, perceptions of walking and biking safety, and their decision-making process in letting their child/children walk or bike to/from school. The survey was modeled after the standard parent/caregiver survey from the National Center for Safe Routes to School. 19 survey responses were received for Two Rivers HS, and 3 map comments were received.

The second virtual engagement was held from

November 20 to December 31, 2020 and included the following components: A project introduction video, interactive map, and a feedback form for comments. 19 comments on the second map, and two feedback forms were received as part of the second engagement effort.

Interviews were conducted with other safety professionals who work in Dakota County to gain insight into their perspectives and experiences with student active transportation. Dakota County has both an involved Toward Zero Deaths (TZD) traffic safety coalition as well as multiple law enforcement agencies that receive federal funding for additional traffic enforcement through the statewide Toward Zero Deaths program. Dakota County public health leaders were also asked to share their experience as they are important partners in school district programs to encourage students to walk and bike to school.

The project is also identified in the Dakota County 2040 Transportation Plan update, which included efforts to reach a diverse cross section of residents, including specific groups historically left out of traditional engagement activities including seniors, the Somali community and the African American community.

(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.

Response:

The project will provide improved safety, comfort, and accessibility for students walking and biking to school, as well as other residents using active transportation in the area. The project closes a trail gap along one side of a Tier 2 RBTN alignment, which currently leaves the neighborhood east of Delaware Avenue without easy access to the nearby trail systems. The current condition requires students and residents in the area to walk or bike in a narrow 4 foot shoulder along the corridor to get to an ADA compliant trail access along the west side of Delaware. Feedback received from the School Travel Safety Assessment and the County's 2040 Transportation plan update emphasized the need to provide trails and sidewalks along both sides of Delaware Avenue in this area. The proposed crossing of Delaware near Two Rivers High School will provide safe, more direct access to the school and surrounding trail systems. The additional connections to the TH 62 Tier 1 RBTN alignment and the River to River Greenway will also offer the area better non-motorized access to nearby destinations east and west of the project area, including the Dakota County Northern Service Center, the Dodge Nature Center, the commercial area along Robert Street, and the commercial area surrounding Dodd Road at TH 62.

(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.

Response:

Housing along the project corridor is a mix of single-family and multifamily residential that lies to the east of Delaware. With the addition of trail on the east side of Delaware, these housing units would be provided with barrier-free active transportation access to Two Rivers High School, nearby regional trail facilities such as the River to River Greenway. The improved connections to these facilities will offer area residents better access to destinations in Mendota Heights, West St. Paul, and South St. Paul without the need of a private vehicle.

(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):

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

Yes

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

1649916380211_Delaware SRTS Socio-Economic Conditions Map.pdf

Measure A: Gaps, Barriers, and Continuity/Connections

Delaware Ave (CR 63) adjacent to Two Rivers High School is a 3-lane, 40 mph County Highway with a 2018 ADT of 6400 that lies along a Tier 2 RBTN, and also intersects with TH 62. Due to high speeds, traffic volume, and roadway configuration, Delaware Avenue is a barrier for non-motorized users to/from the multi-family and single family housing east of the roadway looking to access Two Rivers High School, the River to River Greenway, the RBTN facilities, and transit stops along Delaware in the project area. The nearest safe non-motorized crossings of Delaware are currently 0.5 miles apart, located at the signal at TH 62 and at the four way stop at Marie Avenue. Cyclists and pedestrians looking to access the school or regional trail facilities from the area east of Delaware currently have to cross Delaware at unmarked crossings at the intersections with Mendota Road, Darla Court, Deer Run Trail or Preserve Path; none of which have ADA facilities to access the trail on the west side of Delaware. Alternatively, non-motorized users must travel north or south to the existing marked crossings with ADA facilities at TH 62 (which is adjacent to high speed traffic and subject to conflict with turning vehicles onto and off the state highway) or at Marie Avenue.

Response:

The proposed project will construct a new multi-use trail along the east side of Delaware Avenue between TH 62 and Marie Avenue, along with an enhanced crossing of Delaware Avenue near Two Rivers High School. The project will close a trail gap along a Tier 2 RBTN alignment which is identified in the Dakota County School Travel Safety Assessment, Dakota County Bicycle and Pedestrian Study, and the Dakota County 2040 Transportation Plan. The new trail will add connections to the Tier 1 RBTN Alignment along TH 62 at the southern terminus of the project, and to the River to River Greenway, which crosses Delaware Avenue at Marie Avenue at the northern

terminus of the project. The additional connections to the TH 62 Tier 1 RBTN alignment and the River to River Greenway will also offer the area better non-motorized access to nearby destinations east and west of the project area, including the Dakota County Northern Service Center, the Dodge Nature Center, the commercial area along Robert Street, and the commercial area surrounding Dodd Road at TH 62. Closing the trail gap on the east side of Delaware Ave and the addition of an enhanced crossing of Delaware will provide a safe, accessible route for people to walk or bike to school and to area destinations and transit stops from surrounding neighborhoods, as well as provide a safe crossing of Delaware Avenue where there is currently none.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1649450350881_Delaware SRTS RBTN Map.pdf

Please upload attachment in PDF form.

Measure B: Deficiencies corrected or safety or security addressed

A review of local and MnCMAT crash data shows no history of bicycle and pedestrian crashes along the project area in the last 10 years.

The 2021 Dakota County School Travel Safety Assessment identified risks and hazards for walking and biking to school at Two Rivers High School. Parent survey responses and conversations with stakeholders during public engagement indicated concerns with vehicle speeds, a lack of safe crossings of Delaware Avenue near the school, and safety concerns with students walking along the east shoulder of Delaware to get to the school from the single family and multifamily housing on the east side of Delaware. There is currently a trail gap along the east side of Delaware in the area of concern and the nearest marked pedestrian crossings of Delaware are 1/2 mile apart at Marie Ave and at TH 62. The existing crossing locations are unmarked and uncontrolled, and the marked locations are not convenient to much of the housing east of Delaware. Currently many students cross Delaware at the unmarked, uncontrolled locations at high risk to themselves. The current crossing locations are subject to conflict from both through-moving and turning vehicles. The Marie Avenue intersection is a four-way stop, and the intersection with TH 62 is nearby high speed highway traffic with vehicles entering and exiting the highway across the crosswalk.

Response:

The addition of a trail on the east side of Delaware Ave and the addition of a midblock crossing, lighting, RRFB, and a potential school speed zone will provide another safe route for students to walk or bike to school from surrounding neighborhoods and provide a safe crossing of Delaware Avenue where there is currently none. A marked crossing with lighting, a median refuge, and a pedestrian activated RRFB will increase vehicle yield

compliance for students at the crossing location. An enhanced mid-block crossing will also offer a high-visibility crossing location with only two points of conflict. Per the FHWA, median refuges alone can reduce the chance of crashes by up to 56%, and best practices including the additional enhancements can further reduce crash risk. A school speed zone in conjunction with the other measures will improve driver behavior and induce slower vehicle speeds through the corridor, as well as make the desirable lower speeds enforceable.

(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.

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. Yes

25%

No outreach has led to the selection of this project.

0%

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

Response:

The project is in the early stages of development and has not yet conducted project-specific outreach. The project scope and layout was developed based on input gathered from School District and community stakeholders in the process of completing the School Travel Safety assessment. Parent survey responses indicated concerns with a lack of safe crossings near the school, and safety concerns with students walking along the east shoulder of Delaware to get to the school from the single family and multifamily housing on the east side of Delaware.

At least two in-person public engagement events are planned be held as part of the project design process at the school campus, along with neighborhood notification mailings and public engagement materials posted on the Dakota County web page.

(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. Yes

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.

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

1649451261441_63 Trail Application Exhibit-62 to Marie.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

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

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

5.Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$750,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$750,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

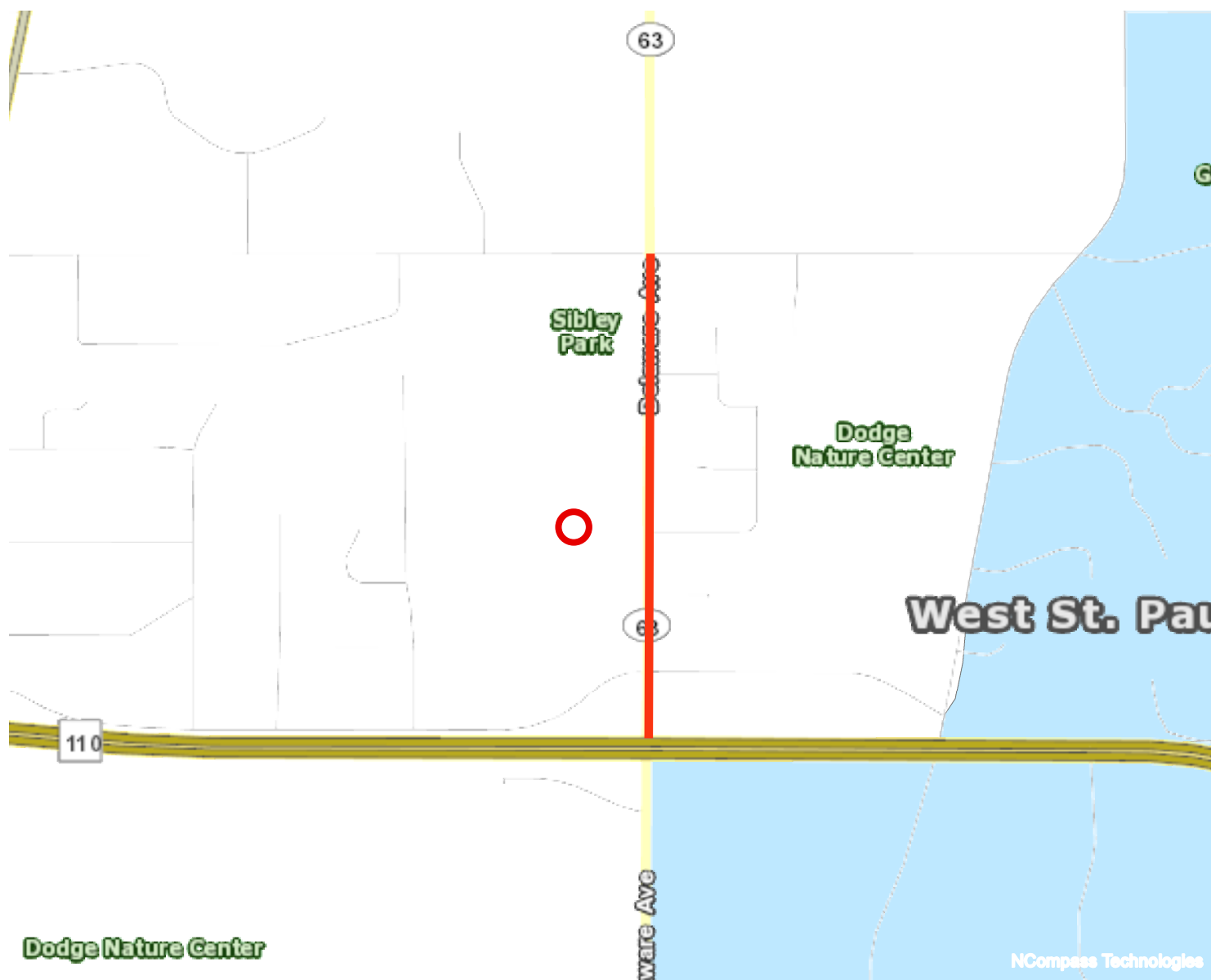
File Name	Description	File Size
County Board Resolution No. 22-144.pdf	Dakota County Board Resolution approving and supporting the Delaware Avenue (CSAH 63) funding application for the SRTS category.	79 KB
Delaware at Deer Run Trail.pdf	Photo of Delaware Avenue looking north at Deer Run Trail towards proposed trail and potential crossing location.	240 KB
Delaware SRTS Summary Sheet.pdf	One-page project summary sheet.	362 KB
ISD 197 SRTS Letter of Support.pdf	Two Rivers High School Letter of Support for funding application	106 KB
MH SRTS Letter of Support.pdf	City of Mendota Heights letter of support for funding application.	190 KB
RS MnDOT Letter Dakota County_projects.pdf	MnDOT letter of support for Dakota County funding applications including Delaware Avenue SRTS application.	257 KB
WSP SRTS Support Letter.pdf	City of West Saint Paul letter of support for funding application. Includes winter maintenance acknowledgement.	102 KB





Socio-Economic Conditions

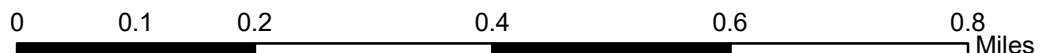
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 203

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



-  Points
-  Lines
-  Area of Concentrated Poverty
-  Regional Environmental Justice Area



Created: 4/8/2022
LandscapeRSA2



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



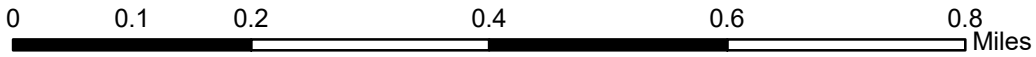
Project to RBTN Orientation

Results

Project **NOT IN** Regional Bicycle Transportation Corridor.



- Project Points
- Project
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- RBTN Tier 1
- Principal Arterials
- Minor Arterials
- RBTN Tier 2



Created: 4/8/2022
LandscapeRSA6

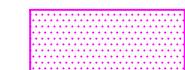





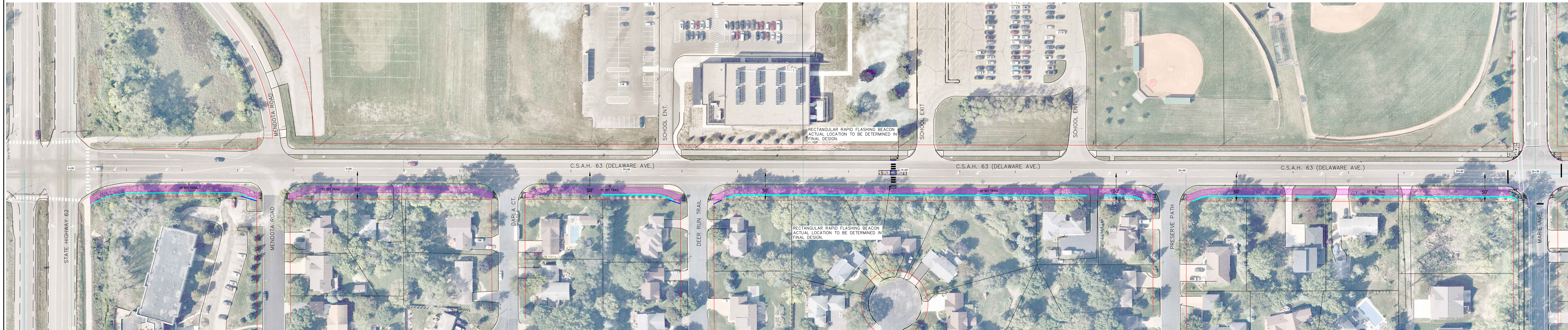
For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



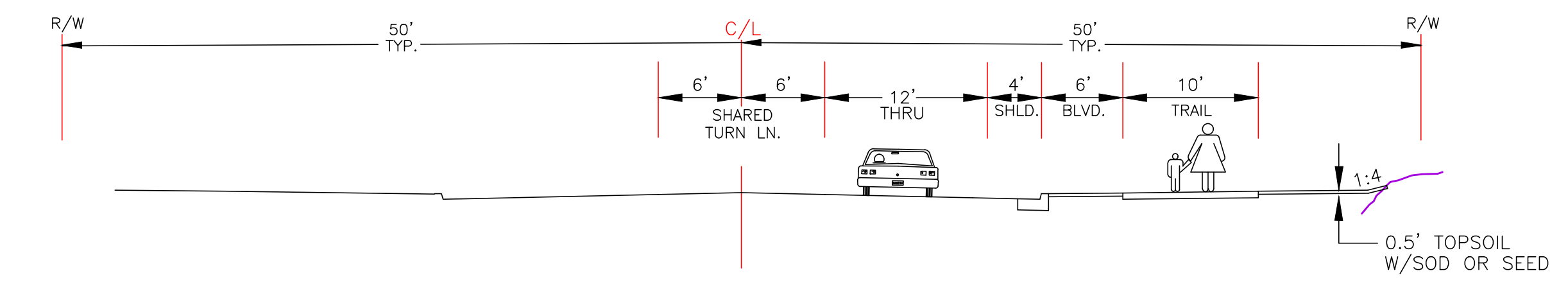
NCompass Technologies

C.S.A.H. 63 (DELAWARE AVE.) TRAIL PROJECT

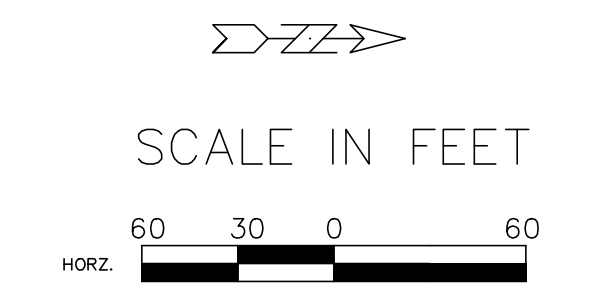
LEGEND:	
	BITUMINOUS TRAIL
	DENOTES POTENTIAL RETAINING WALL
	DENOTES EXISTING R/W LINE
	DENOTES NEW RIGHT OF WAY



DRAFT LAYOUT
MAR. 31ST, 2022



TYPICAL SECTION



**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	_____
Gaylord	<u> X </u>	Gaylord	_____
Halverson	<u> X </u>	Halverson	_____
Atkins	<u> X </u>	Atkins	_____
Workman	<u> Absent </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Hamann-Roland	<u> X </u>	Hamann-Roland	_____

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.

Jeni Reynolds

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	_____
Gaylord	<u> X </u>	Gaylord	_____
Halverson	<u> X </u>	Halverson	_____
Atkins	<u> X </u>	Atkins	_____
Workman	<u> Absent </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Hamann-Roland	<u> X </u>	Hamann-Roland	_____

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





Delaware Avenue Trail Gap and School Safety Improvements

MULTIUSE TRAIL AND SCHOOL CROSSING NEAR TWO RIVERS HIGH SCHOOL

PROJECT DESCRIPTION

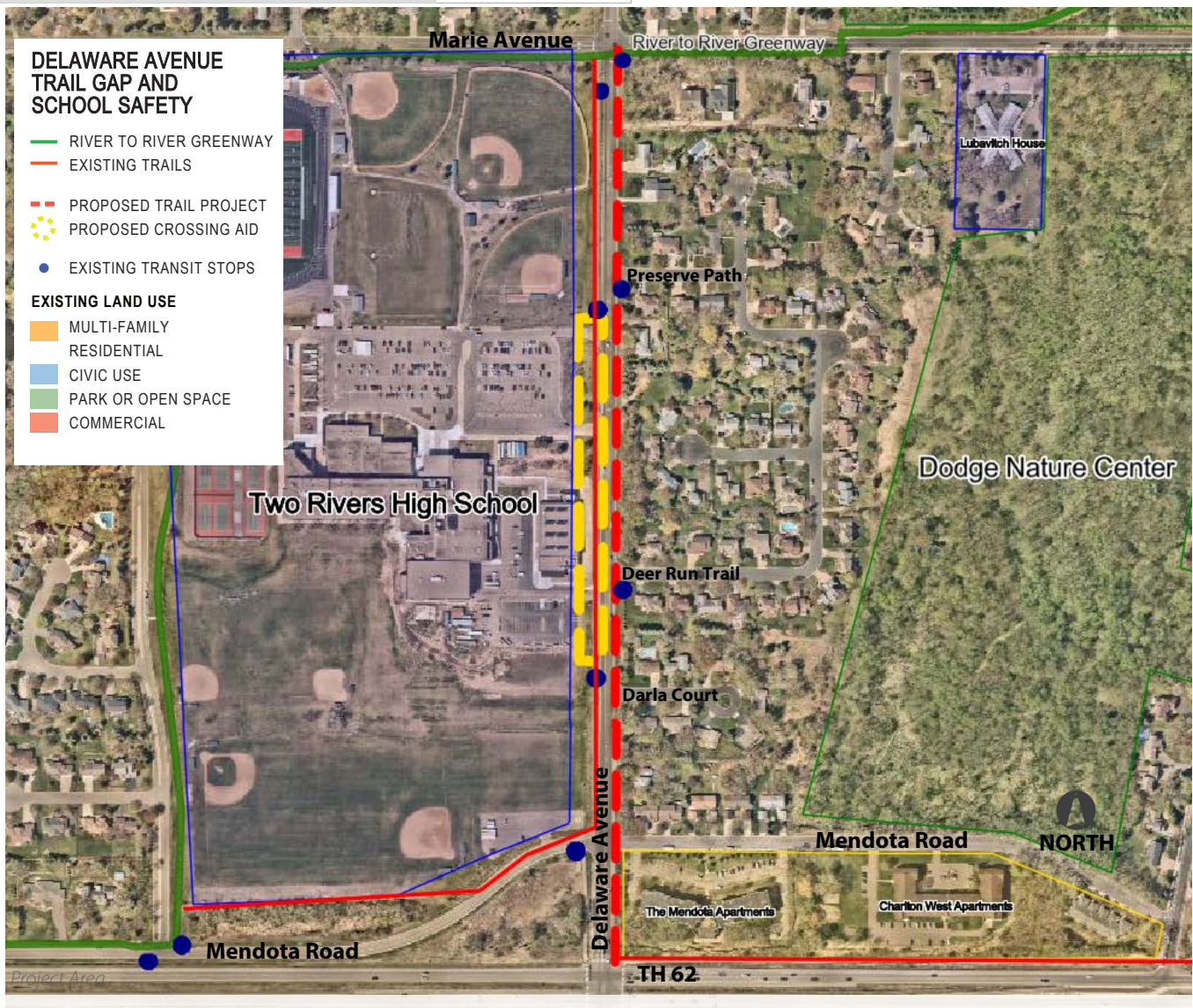
The Delaware Avenue Trail Gap and School Safety Improvements project will close a critical gap in the bicycle and pedestrian network near Two Rivers High School. The proposed project will construct a multi-use trail along the east side of Delaware Avenue from TH 62 to Marie Avenue. An enhanced crossing with a median refuge and RRFB near the school will create a safe crossing location for students and other users. The project will also increase multi-modal accessibility to the nearby River to River Greenway and Tier 1 RBTN alignment along TH 62.

Location: West Saint Paul and Mendota Heights

Requested Award Amount:	\$600,000
Total Project Cost:	\$750,000

PROJECT BENEFITS

- » Provides local connections between Two Rivers High School and nearby residential areas east of Delaware Avenue.
- » Fills a gap in the local trail network with strengthened connections to the River to River Greenway and the TH 62 Tier 1 RBTN Alignment.
- » Provides safer connections to transit stops along Delaware.
- » Direct access to neighborhood amenities including the Dodge Nature Center and Two Rivers High School Aquatic Center.
- » Improved safety for pedestrians and bicyclists with an off-road, separated trail and improved crossing of Delaware that meets ADA standards.





TWO RIVERS HIGH SCHOOL

1897 Delaware Ave. | Mendota Heights, MN | P: 651.403.7100 | F: 651.403.7110 | tworivers.isd.197.org

Dr. ALBERT JOHNSON | Principal | albert.johnson@isd197.org

4-12-2022

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

Dear Ms. Koutsoukos:

On behalf of Two Rivers High School, this letter is offered in support of the Regional Solicitation Safe Routes to School funding application. The plan to construct a multi-use trail along the east side of County Road 63 (Delaware Avenue) from Highway 62 to Marie Avenue is critical in order to provide an improved pedestrian crossing near the Two Rivers High School campus.

This improvement was the result of the Dakota County School Travel Safety Assessment recommendations, and will greatly improve the safety and accessibility of students walking and biking to school.

Two Rivers High School appreciates the opportunity to work with Dakota County in constructing and improving additional bicycle and pedestrian facilities to serve our students. We look forward to continuing our cooperative efforts in this regard and providing input as Dakota County seeks to construct trails to access our campus.

Thank you for the opportunity to express support for the Safe Routes to School grant. If you have any questions, please feel free contact me at albert.johnson@isd197.org or call my office 651-403-7101.

Sincerely,

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

Dr. Albert Johnson
Principal
Two Rivers High School



April 6, 2022

Gina Mitteco
Regional and Multi-Modal Transportation Manager
Dakota County Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124

Dear Gina,

On behalf of the City Council of the City of Mendota Heights, this letter is offered in support of the concept of constructing a recreational trail along the east side of County Road 63 (Delaware Avenue) from Highway 62 to Marie Avenue and providing an improved pedestrian crossing at Two Rivers High School. This improvement was the result of a Safe Routes to School study and will greatly improve student safety around the school.

The City of Mendota Heights appreciates the opportunity to work with Dakota County in exploring additional recreational trail facilities to serve the residents of our area. We look forward to continuing our cooperative efforts in this regard and providing input as Dakota County seeks to construct trails along its County Roads.

Sincerely,

A handwritten signature in black ink that reads 'Stephanie Levine'. The signature is written in a cursive style.

Stephanie Levine
Mendota Heights Mayor



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

April 11, 2022

Gina Mitteco, Regional and Multimodal Transportation Manager
Dakota County

Re: MnDOT Letter for Dakota County's Metropolitan Council/Transportation Advisory Board 2022 Regional Solicitation funding request for projects

Gina,

This letter documents MnDOT Metro District's recognition for Dakota County to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2022 Regional Solicitation for the following projects.

As proposed, the projects have impacts to MnDOT right-of-way and MnDOT will allow Dakota County to seek improvements proposed in the applications. Details of any future maintenance agreement with the County will need to be determined during project development to define how the improvements will be maintained for the project's useful life if the project receives funding.

County State Aid Highway (CSAH) 46 from TH 3 to TH 52 in Coates, Empire Township and Rosemount. Project includes the reconstruction of CSAH 46 from an undivided 2-lane roadway to a divided 4-lane roadway, a trail along the north side from Trunk Highway (TH) 3, a grade separated crossing for the Vermillion Highlands Greenway, modifying the CSAH 46/TH 52 interchange bridge into 4-lane roadway, constructing roundabouts at both TH 52 ramps, pavement preservation work, and implementing access management strategies along the corridor.

CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings. The project includes the reconstruction of CSAH 46 from Pleasant Drive east to TH 61 from an undivided 2-lane roadway to a divided 2-lane roadway with turn lanes, constructing multi-use trail along the north side of CSAH 46 from General Sieben Drive to TH 61, constructing multi-use trail along the south side of CSAH 46 from Pleasant Drive to the Vermillion River Bridge (east of 31st Street), constructing single lane roundabouts at both Pleasant Drive and Pine Street, implementing access management strategies, and replacing the existing bridge over the Vermillion River (east of 31st Street).

CSAH 26 (Lone Oak Road) from TH 13 to Interstate 35E in Eagan The project will reconstruct CSAH 26 between TH 13 and Pilot Knob Road and include bicycle and pedestrian facilities and drainage improvements. The project will tie into the planned signal improvements at TH 13 and CSAH 26. The section between Pilot Knob Road and I-35E will include a mill and overlay and a 4 to 3 lane conversion.

CSAH 63 (Delaware Avenue) Trail from Marie Avenue to TH 149 (Dodd Road) in Mendota Heights and West St. Paul This project will construct a multiuse trail and sidewalk along CSAH 63 between TH 149 and Marie Avenue.

The trail and sidewalk will be included in a larger roadway reconstruction project. The project's new pedestrian and bicycle facilities will tie into the ADA facilities on TH 149.

River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights—This project will construct an underpass of TH 149 north of TH 62.

Mendota to Lebanon Hills Greenway - TH 149 South in Mendota Heights—Project will construct a multiuse trail along TH 149 ROW connecting an existing trail along Mendota Heights Road to the existing Mendota to Lebanon Hills Greenway trail south of TH 62.

Veterans Memorial Greenway from TH 3 to CSAH 32 (Cliff Road) in Eagan and Inver Grove Heights – The project will create a grade separated pedestrian/bicycle bridge over TH 3 north of CSAH 32.

CSAH 63 (Delaware Avenue) Trail from TH 62 to Marie Avenue in Mendota Heights and West St. Paul – This project will construct a multi-use trail on the east side of Delaware between TH 62 and Marie Avenue to provide a safe pedestrian route and enhanced crossing of Delaware for students accessing Two Rivers High School. The trail will tie-in to MnDOT's ADA facilities at the intersection of TH 62 and Delaware.

There is no funding from MnDOT currently planned or programmed for these improvements. If your project receives funding, continue to work with MnDOT Area staff to coordinate needs and opportunities for cooperation.

If you have questions or require additional information at this time, please reach out to South Area Manager Ryan Wilson at ryan.wilson@state.mn.us or 651-234-4216.

Sincerely,

Michael Barnes, PE
Metro District Engineer

CC: Ryan Wilson, Metro District Area Manager; Dan Erickson, Metro State Aid Engineer; Molly McCartney, Metro Program Director

April 4, 2022

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

Dear Ms. Koutsoukos:

The City of West St. Paul is in support of Dakota County's application for a Safe Routes to School Grant along Delaware Avenue (County Road 63) between Trunk Highway 62 and Marie Avenue. With the Two Rivers High School campus adjacent to this corridor, there is a lot of pedestrian activity that would benefit from new walking and biking facilities and a safe crossing of the busy county road.

Delaware Avenue bisects Mendota Heights and West St. Paul. The proposed trail along the east side of Delaware Avenue would allow those walking and biking to and from West St. Paul to Two Rivers High School a safe travel route, and the City supports the attached layout. Per City policy, the new trail would be cleared by West St. Paul Public Works in the wintertime.

Thank you for the opportunity to express support for the Safe Routes to School grant. If you have any questions, please contact me at rbeckwith@wspmn.gov or 651 552-4130.

Sincerely,



Ross A. Beckwith, P.E.
City Engineer/ Public Work & Parks Director