



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities  
20196 - CSAH 42 Trail Gap, Burnsville  
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
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### Primary Contact

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Pronouns First Name Middle Name Last Name

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952-891-7114 Ext.  
Phone

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

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### Organization Information

**Name:** DAKOTA COUNTY  
**Jurisdictional Agency (if different):**  
**Organization Type:** County Government  
**Organization Website:**  
**Address:** TRANSPORTATION DEPT  
14955 GALAXIE AVE

**County:** APPLE VALLEY Minnesota 55124  
City State/Province Postal Code/Zip

**Phone:** 952-891-7100 Ext.  
Phone

**Fax:**  
**PeopleSoft Vendor Number** 0000002621A15

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### Project Information

**Project Name** CSAH 42 Trail Gap Project  
**Primary County where the Project is Located** Dakota  
**Cities or Townships where the Project is Located:** City of Burnsville  
**Jurisdictional Agency (If Different than the Applicant):** N/A

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

The CSAH 42 Trail Gap project will close a key gap in the trail system along the north side of CSAH 42 between CSAH 5 and Nicollet Avenue. When the project is complete, the CSAH 42 trail will extend nearly five miles and create a continuous trail across the city of Burnsville, connecting users to neighboring cities of Savage and Apple Valley.

The project corridor passes through one of Burnsville's highest concentrations of shopping, entertainment, employment, and services. This includes the Burnsville Center mall and surrounding commercial areas, as well as the Burnsville YMCA and M Health Fairview Ridges Hospital. The area will continue to develop as large projects, such as the Burnsville Center Village Redevelopment and Cub Foods redevelopment, bring new commerce and housing to the area.

The corridor has a high share of disadvantaged residents relative to the region. It also overlaps Burnsville's only Justice40 census tract (607.11), which has the city's largest portion of households without access to a vehicle and largest portion of residents with a disability. There are 513 subsidized rental housing units in census tracts within ½ mile of the project.

Today, 5-foot sidewalks are provided along the north side of CSAH 42. Under these conditions, cyclists must choose between riding with traffic on the busy highway or mixing with pedestrians on the narrow sidewalk. This causes safety risks due to the crowding of nonmotorized users on the sidewalk or mixing of bicyclists and vehicles within the roadway. These conditions are a deterrent to people who might choose biking or walking instead of driving. For residents that rely on active modes for daily travel, this creates disproportionate exposure to safety risks and barriers to opportunity.

The project will replace 1.2 miles of 5' sidewalk on the north side of CSAH 42 with 10', ADA-compliant multiuse trail. This will include improved crossings at 12 roadways and driveways between and including CSAH 5 and Nicollet Ave. The project will make geometric improvements, replace pedestrian ramps, move signal poles, and add/modify push buttons for accessible pedestrian signals (APS) where needed.

Closing the CSAH 42 trail gap will enhance connectivity within regional multimodal networks. It will fill a gap in a RBTN corridor and connect to new trails made by the City of Burnsville on the RBTN. Additionally, the new trail will connect with the future north-south Lake Marion Greenway Trail west of CSAH 5. It will also serve existing and planned transit service. Importantly, the new trail will support future development projects and allow residents to fully leverage the jobs, services, and other opportunities available in this growing area of the city.

*(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.** Construct multiuse trail on the north side of CSAH 42 from CSAH 5 to Nicollet Avenue in Burnsville

*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)** 1.2

*to the nearest one-tenth of a mile*

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## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?** No

**If yes, please identify the source(s)** N/A

**Federal Amount** \$1,444,000.00

**Match Amount** \$361,000.00

Minimum of 20% of project total

**Project Total** \$1,805,000.00

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 Capital Improvement Program Trail Gap Setaside

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:** 2028, 2029

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

**Additional Program Years:** 2026, 2027

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

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## Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

**Location**

**County, City, or Lead Agency** Dakota County

**Name of Trail/Ped Facility:** CSAH 42 Trail

(example: CEDAR LAKE TRAIL)

**IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:**

**Road System** CSAH

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

**Road/Route No.** 42

(Example: 53 for CSAH 53)

**Name of Road** Egan Drive

(Example: 1st ST., Main Ave.)

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

**From:** CSAH

**Road System**

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

**Road/Route No.** 5

(Example: 53 for CSAH 53)

**Name of Road** Highway 5

(Example: 1st ST., Main Ave.)

**To:** MSAS

**Road System**

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

**Road/Route No.** Nicollet Avenue

(Example: 53 for CSAH 53)

**Name of Road** Nicollet Avenue

(Example: 1st ST., Main Ave.)

**In the City/Cities of:** Burnsville

(List all cities within project limits)

**IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:**

**Termini: Termini listed must be within 0.3 miles of any work**

**From:**

**To:**

**Or**

**At:**

**In the City/Cities of:**

(List all cities within project limits)

**Primary Types of Work (Check all that apply)**

**Multi-Use Trail** Yes

**Reconstruct Trail**

**Resurface Trail**

**Bituminous Pavement** Yes

**Concrete Walk**

**Pedestrian Bridge**

Signal Revision Yes

Landscaping

Other (do not include incidental items)

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Zip Code where Majority of Work is Being Performed 55337

Approximate Begin Construction Date (MO/YR) 04/01/2026

Approximate End Construction Date (MO/YR) 10/31/2026

Miles of Pedestrian Facility/Trail (nearest 0.1 miles): 1.2

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 1.2

Is this a new trail? Yes

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**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.

Briefly list the goals, objectives, strategies, and associated pages: The proposed project is consistent with the 2040 Transportation Policy Plan's (TPP) and aligns with the following TPP pedestrian and bicycle goals, objectives, and strategies:

Goal A: Transportation System Stewardship (p 2.2). Objective A (p 2.2).

Goal B: Safety and Security (p 2.5). Objective A (p 2.5), Strategy B6 (p 2.8).

Goal C: Access to Destinations (p 2.10). Objective A (p 2.10), Objective D (p 2.10), Objective E (p 2.10), Strategy C1 (p 2.10), Strategy C2 (p 2.11), Strategy C4 (p 2.14), Strategy C15 (p 2.22), Strategy C16 (p 2.23), Strategy C17 (p 2.24).

Goal D: Competitive Economy (p 2.26). Objective A (p 2.26), Objective B (p 2.26), Strategy D3 (p 2.27).

Goal E: Healthy and Equitable Communities (p 2.30). Objective A (p 2.30), Objective C (p 2.30), Objective D (p 2.30), Strategy E3 (p 2.31).

Goal F: Leveraging Transportation Investments to Guide Land Use (p 2.35). Objective A (p 2.35), Objective C (p 2.35), Strategy F5 (p 2.37), Strategy F6 (p 2.37).

(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.

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

- Burnsville Multi-Modal Plan (2021) (pp.55, 47, 65)
- Dakota County Pedestrian and Bicycle Study (2018) (pp.25, 29, 50, 52)
- The Lake Marion Greenway Trail Gap Study (ongoing) (Lake Marion Trail | Burnsville, MN - Official Website (burnsvillemn.gov))
- County Highway 42 Management Plan (2022) (p.19-20)
- Burnsville Center Village Redevelopment Plan (2019) (p.36)

(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 2024 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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: 06/01/2018

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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. 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)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$220,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$220,000.00</b>

### Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$500,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00

Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$275,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$400,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$300,000.00
Other Bicycle and Pedestrian Elements	\$110,000.00
<b>Totals</b>	<b>\$1,585,000.00</b>

## 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
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

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

## PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

*INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).*

**Response:**

Potential eligible items include erosion control/landscaping related to the turf excavation and embankment and turf restoration. Together, these items are estimated to constitute \$75,000 to \$100,000 in PROTECT-eligible costs.

## Totals

Total Cost	\$1,805,000.00
Construction Cost Total	\$1,805,000.00
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

1702507112193\_Make-a-Map Project to RBTN Orientation.pdf

Please upload attachment in PDF form

## Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

37002

Existing Employment Within One Mile (Integer Only)

20359

Upload the "Population Summary" map

1702507163856\_Make-a-Map Population\_Employment Summary.pdf

Please upload attachment in PDF form

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## 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:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

**Response:**



The project area is highly diverse with several populations relevant to Metropolitan Council's equity goals. According to U.S DOT's Screening Tool for Equity Analysis of Projects (STEAP), within ½ mile of the project 42% of residents identify as people of color, nearly half of residents are younger than 17 or 65+, 30% of household incomes are \$35,000 or less, 18% of residents have a disability, and 58% of households have access to one or less cars. These portions of vulnerable residents are significantly higher than those for the surrounding area, with Dakota County having 19% residents of color, 28% residents younger than 17 or 65+, 16% of households with incomes \$35,000 or less, 12% of residents with a disability, and 33% of households having access to one or less cars.

The project area overlaps Burnsville's only Justice40 census tract (607.11), which also has the city's highest portion of households without access to a vehicle (28%) and highest portion of residents with a disability (18%).

Engagement with diverse residents was a key priority within the studies and planning efforts that led to the CSAH 42 Trail Gap project.

Engagement conducted through the 2021 City of Burnsville Multi-Modal Plan identified the corridor as one of the City's most critical trail gaps. Input emphasized the need for quality multimodal facilities to support current and future development along the corridor, current user safety and comfort challenges, and the lack of connectivity with larger multimodal networks. Engagement included distribution of flyers in three languages, posts to social media in three languages, and 10 pop-up events. Outreach prioritized underserved residents by focusing flier distribution and pop-up events at affordable housing as well as organizations and businesses that cater to BIPOC and immigrant communities.

Broad outreach conducted during the 2022 Dakota County Highway 42 Corridor Management Plan helped designate the study corridor as a Pedestrian and Bicycle Focus Area and a key bicycle network gap. The study area was also identified as a Transportation Equity Focus Area. Input with diverse residents emphasized safety concerns associated with inadequate infrastructure, infrastructure age and condition, and the need for additional capacity. Engagement included three pop up events and one in-person open house, as well as multi-lingual flyers and hotlines.

Equitable engagement is a focus of the ongoing CR 42 & 5 Trails Study. Given the project area's diverse residents, engagement strategies have been designed to reach a large number of people, provide flexibility, and involve traditionally underserved populations. Strategies include open houses, informational fliers hand-delivered to adjacent residents, and an interactive project website.

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

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## **Measure B: Disadvantaged Communities Benefits and Impacts**

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

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

**Response:**

The project corridor has a high share of disadvantaged residents relative to the region. It overlaps Burnsville's only Justice40 census tract (607.11), which has the city's largest portion of households without access to a vehicle (28%) and largest portion of residents with a disability (18%). By replacing the existing 5-foot sidewalk with an ADA-compliant 10-foot multiuse trail and improved crossings, the project will have a range of benefits for adjacent disadvantaged communities.

With households in low-income areas typically owning fewer vehicles and having higher relative transportation costs, the lack of quality multimodal infrastructure reduces access to opportunities. The CSAH 42 corridor passes through one of Burnsville's highest concentrations of shopping, entertainment, employment, and services. The "Socio-Economic Conditions" map shows 513 publicly subsidized rental housing units in census tracts within 1/2 mile of the project. M Health Fairview Hospital is north of CSAH 42 at Nicollet. The new multiuse path will fill a gap between existing trails to the east and west to create a seamless network for access to medical services, jobs, and other essential needs in Burnsville, Savage and Apple Valley.

The new multiuse path will enhance non-motorized access to the many existing transit stops along the corridor, with the potential to support additional transit investments in the future. The corridor is served by several transit lines including MTA routes 425 (Orange Line Connector), 442, 444, 447, and 467. The Orange Line BRT provides high-frequency service from downtown Minneapolis to Burnsville Pkwy north of the project, and a potential Orange Line extension could bring service south to the Burnsville Center Village site.

The project will increase safety and accessibility for those relying on the corridor's multimodal facilities for daily travel, which is extremely important given the overrepresentation of disadvantaged and BIPOC populations in nonmotorized crashes. MnCMAT shows that 15 bicycle and pedestrian crashes occurred along the corridor from 2013 to 2022, and the Dakota County Pedestrian and Bicycle Study identifies the corridor as high-risk and high-stress for non-motorized users given the speeds and traffic volumes on the roadway. Multimodal facilities that are too narrow, such as the existing 5' sidewalk, can push users onto the adjacent roadway, a high-volume Principal Arterial. The new 10' paths will be ADA-compliant and wide enough to accommodate a high volume of both pedestrian and bicycle users.

The project will result in more safe, convenient, and efficient travel for those who rely on active transportation for access to jobs, transit, services, and other daily needs.

There are no known negative impacts of this project.

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

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## Measure C: Affordable Housing Access

*Describe any affordable housing developments?existing, under construction, or planned?within 1/2 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 1/2 mile of the project. Benefits must relate to affordable housing residents. Examples may include:*

- ? specific direct access improvements for residents*
- ? improved access to destinations such as jobs, school, health care or other;*
- ? new transportation services or modal options;*
- ? and/or community connection and cohesion improvements.*

*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:**

As shown on the Socio-Economic Conditions map, there are 513 publicly subsidized rental housing units in census tracts within ½ mile of the project. The City of Burnsville Multi-Modal Plan identifies the following affordable housing developments with over 40 units located within ½ mile of the project:

- Timber Ridge Apartments
- Chancellor Manor
- West Apartments

The project will provide a variety of benefits to existing and future affordable housing residents, including those that may be included in the Burnsville Center Village development. Disadvantaged communities more often rely on active transportation and transit for their daily travel, and are most affected when safe, convenient, and accessible facilities are not available. This project will provide a 10-foot multi-use trail to provide safe and comfortable access to destinations on the corridor for people who walk, bike, and use transit. The project will also make intersection and ADA improvements at local street crossings to improve safety and accessibility for residents who travel along the corridor.

The project corridor is surrounded by one of Burnsville's highest concentrations of shopping, entertainment, employment, and services. This includes Burnhaven Library, Burnsville Family Physicians, Cub Foods, Target, Costco, Barnes & Noble, and a variety of other destinations located within Burnhill Plaza, Burnsville Center mall, and surrounding commercial areas. Burnsville YMCA and M Health Fairview Ridges Hospital are located north of the project at the eastern limits. The area will continue to develop as development projects, such as the Burnsville Center Village Redevelopment and Cub Foods redevelopment, bring new commerce and housing to the area.

In summary, the CSAH 42 Trail Gap project area includes a large number of affordable housing residents who are likely to experience a range of transportation-related disadvantages. The project area includes many of the essential elements to reduce transportation costs and burdens and provide affordable access to employment and daily needs. Missing in this list is a complete, safe and connected system for non-motorized transportation. By filling in a critical gap along CSAH 42, this project will be essential in allowing residents that rely on active transportation to access the jobs, medical services, transit, and other opportunities located along CSAH 42 and adjacent multimodal facilities.

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

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**Measure D: BONUS POINTS**

Project is located in an Area of Concentrated Poverty: Yes

Project's 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):

Upload the Socio-Economic Conditions map used for this measure. 1702336464877\_Attachment C\_Make-a-Map Socio-Economic Conditions.pdf

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**Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities**

*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 jurisdiction's bicycle facility.*

**Response:**

The project will fill a critical gap in the regional multimodal network and improve safety and comfort for bicyclists by replacing the existing 5-foot sidewalk along the north side of CSAH 42 with a 10-foot multi-use trail. The trail will provide an east-west connection within a Tier 2 Corridor that connects to a Tier 1 Corridor at Nicollet Avenue. When this gap is filled, the CSAH 42 trail will extend nearly five miles and create a continuous trail across the city, connecting users from Savage to Apple Valley. Burnsville recently invested \$1 million in new trail along Nicollet Ave (a Tier 1 RBTN Corridor) between CR 38 and CR 42, and along Grand Ave from CR 42 to Southcross Dr. The CSAH 42 trail will link to these trails, creating a connection north to the existing RBTN Tier 2 alignment on CR 38 and south to Southcross Dr. The trail will also connect with the future north-south Lake Marion Greenway Trail west of CSAH 5.

Locally, the corridor will see non-motorized demand grow as adjacent residential and commercial developments are advanced. The Center Village Redevelopment Plan emphasizes the need for a network of bicycle infrastructure - including along CSAH 42 - to connect new and existing residents with shopping, services, and entertainment located in the mixed-use development. The proposed Cub Foods redevelopment and other projects will further increase the need for a safe and continuous bike network.

Project improvements will be important to meet future demand, but they are critical in addressing the safety conditions faced by non-motorized users today. This section of CSAH 42 lacks any bike facilities, pushing bicyclists onto the existing 5-foot sidewalk or to the travel lanes of this Principal Arterial which carries more than 50,000 vehicles per day. MnCMAT shows that 15 bicycle and pedestrian crashes occurred along the corridor from 2013 to 2022, with 10 of these involving bicyclists. This indicates the presence of bicyclists on the corridor today and highlights the crucial need for adequate bicycle facilities as non-motorized volumes grow. The project will also make geometric improvements and ADA accessibility improvements to local street crossings to further enhance safety.

The trail gap along CSAH 42 from CSAH 5 to Nicollet is highlighted in several local planning documents. The Burnsville Multimodal Plan identifies the project corridor as one of its top trail gaps and includes trail along the north of CSAH 42 as part of its Long-Term Active Transportation Network. The County Highway 42 Management Plan echoes this, showing the CSAH 42 corridor as a Bicycle Focus Area and a Bicycle Network Gap. The Dakota County Pedestrian and Bicycle Study designates this section of CSAH 42 as high-risk and high-stress for non-motorized users.

*(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**

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

**Tier 3**

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

**Non-tiered**

Yes

Crossings of non-tiered Regional Bicycle Barrier segments

**No improvements**

No Improvements to barrier crossings

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

**Multiple**

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

---

**Measure B: Deficiencies corrected or safety problems addressed**

Response:

The project corridor has a demonstrated non-motorized safety issue with 15 bicycle- or pedestrian-involved crashes occurring within the project extents from 2013 to 2022 (MnCMAT). Of these, 10 crashes involved bicyclists - including one serious injury - indicating bicycle use on the corridor today and highlighting the need for adequate bicycle facilities along this portion of CSAH 42. The new multiuse path will address existing deficiencies by providing a dedicated, accessible multiuse path that physically separates non-motorized users from motorized traffic.

Today, 5-foot sidewalks are provided along the north side of CSAH 42. Under these conditions, cyclists must choose to ride in the highway, mix with pedestrians on the 5' sidewalk, or drive if they are able. This causes safety risks due to the crowding of sidewalk users and mixing of motorized and non-motorized traffic within the highway, a Principal Arterial carrying over 50,000 vehicles per day. The project will replace 1.2 miles of 5-foot sidewalk on the north side of CSAH 42 with a 10-foot, ADA-compliant trail. The new trail will connect with existing trail at CSAH 5 (west project limits) and Nicollet Ave (east project limits) to create a continuous path from Savage to Apple Valley. The result will be safe and comfortable dedicated multimodal facilities and a significantly stronger network connecting the wide range of origins and destinations in the project area.

The project also will improve crossings at roadways and driveways along the north side of CSAH 42. The trail will cross 12 roadways and driveways between and including CSAH 5 and Nicollet Ave. The project includes replacing pedestrian ramps, geometric improvements, moving signal poles and adding/modifying push buttons and accessible pedestrian signals where needed. These added features will improve safety, comfort, and ADA-compliance.

Crash Modification Factors (CMFs) point to the benefits of improvements similar those included in the project. The CMFs focus on the benefits of separating bicyclists and pedestrians from vehicle traffic, providing adequate facility width, and adding new shared-use paths where none currently exist. Relevant countermeasures include CMF 4034 (Installation of a cycle track 2-5m from the side of the main road with cyclist priority at intersections), CMF 2197 (Change sidewalk width from X to Y meters) and CMF 9250 (Install shared path).

Safety benefits from the project are numerous, and include the protection provided by separating motorized and non-motorized users and enhanced, more accessible crossings. While all roadway users will benefit from the new multiuse trail, the greatest positive impacts will be felt by the roadway's most vulnerable users - bicyclists, pedestrians, and wheelchair users.

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

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## **Measure A: Multimodal Elements**

**Response:**

The project will add multi-use trail along the north side of CSAH 42 between CSAH 5 and Nicollet Ave, filling a key gap in the trail network that will complete a continuous 5-mile trail from Savage to Apple Valley. Given the corridor's rapid growth and role within larger trail networks, these improvements are essential in providing safe and comfortable pedestrian and bicycle travel while enhancing access to transit service.

Pedestrians currently use available 5' sidewalks between CSAH 5 and Nicollet Ave to access a range of retail, employment, and service destinations along the corridor. This includes access to the bus stops located at and near CSAH 5, Burnhaven Dr, Aldrich Ave, and Nicollet Ave, which are served by MMTA buses 425, 442, 444, 447, and 467. A potential Orange Line BRT extension would provide high-frequency service between the Burnsville Center Village mixed-use development and downtown Minneapolis.

The corridor's existing conditions impact the comfort and safety of pedestrian travel and reduce the viability of walking as a travel mode to local destinations, including bus stops. The lack of bicycle facilities through this section of CSAH 42 results in cyclists riding on the narrow sidewalk to avoid mixing with traffic on this corridor, which has an AADT of 50,000. This creates a crowded and unsafe sidewalk for vulnerable users such as pedestrians and people with disabilities. The project will replace 1.2 miles of 5' sidewalk on the north side of CSAH 42 with 10', ADA-compliant trail. Planned crossing enhancements at the 12 roadways and driveways between CSAH 5 and Nicollet Ave will provide safety benefits for pedestrians, bicyclists, and transit riders. Enhancements include replacing curb ramps, geometric improvements (tightening vehicle turning radii, potential free right turn removal), and adding or modifying push buttons for accessible pedestrian signals.

The project will provide a safe, inviting, and ADA-compliant travel environment for all. The 10' multi-use path will provide adequate space for pedestrians to maintain separation from bicyclists and reduce conflicts. For bicyclists, the multi-use path will be a safe and comfortable alternative to riding in the high-volume roadway. For all users, the new path will allow safer, more accessible, and more convenient access to existing and future destinations and transit service along the corridor. The project will also make non-motorized travel more attractive, safe, and convenient, which may reduce vehicle trips along a heavily congested Principle Arterial and ultimately avoid the need for future roadway capacity improvements.

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

[Upload Transit map](#)

1702507307117\_Make-a-Map Transit Connections.pdf

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## 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.*

**Response:**

The CSAH 42 trail gap project has its origins in the 2021 Burnsville Multi-Modal Plan, where it was identified as a top priority through the community engagement process. Engagement was conducted from May-Sept 2021 and was organized in two phases:

-Phase 1 gathered information from the public on multimodal issues, opportunities, and funding priorities. It included two rounds of advertising and targeted engagement for historically underrepresented populations. Efforts combined online outreach with in-person events and stakeholder conversations. Engagement resulted in over 1,500 clicks or conversations with community members and hundreds of location-based comments.

-Phase 2 focused on presenting the draft plan to stakeholders for review and refinement. This included contacting past participants and advertising on social and traditional media to let the public know about the completion of the plan.

Engagement for the ongoing CR 42 & 5 Trails Study builds on the foundation of the Burnsville Multi-Modal Plan. The CSAH 42 trail gap is a core focus of the Study, and engagement for the CSAH 42 trail gap project has been conducted as a part of this effort. Engagement for the CR 42 & 5 Trails Study has leveraged the following strategies:

-Property Owner Meetings: Two virtual property owner group meetings were held to give a project overview and discuss potential impacts to private property. The meetings were held as two online sessions on Sept 21, 2023 and included a presentation followed by a short Q&A session.

-Open House: The second event was an open house held on Oct 5, 2023 at the Burnhaven Library. Postcards advertising the event were sent to all residents living adjacent to the project. The open house was also advertised to the general public. This event provided informational display boards and a large project layout for attendees to discuss with the project team.

-Project Website: The city of Burnsville is currently hosting a project website, which includes general information, gives the opportunity to sign up for an email list, and links to event engagement materials. The website can be accessed here: <https://burnsvillemn.gov/CR42-CR5-trails>.

Project events were advertised in various ways. For the property owner meetings, invitations were sent to the owners of properties adjacent to the project. For the public open house, postcards were sent to all adjacent residents, with additional flyers hand-delivered to multifamily buildings. The open house was also advertised to the general public through City of Burnsville social media channels.

This engagement gave stakeholders and the public multiple opportunities to engage with the project team and provide input to help develop and refine the project design.

*(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 project?s 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**

1702507465114\_CSAH 42 North Layout.pdf

*Please upload attachment in PDF form*

**Additional Attachments**

1702415167384\_Letters of Support\_Combined.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

Yes

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

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):	\$1,805,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,805,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

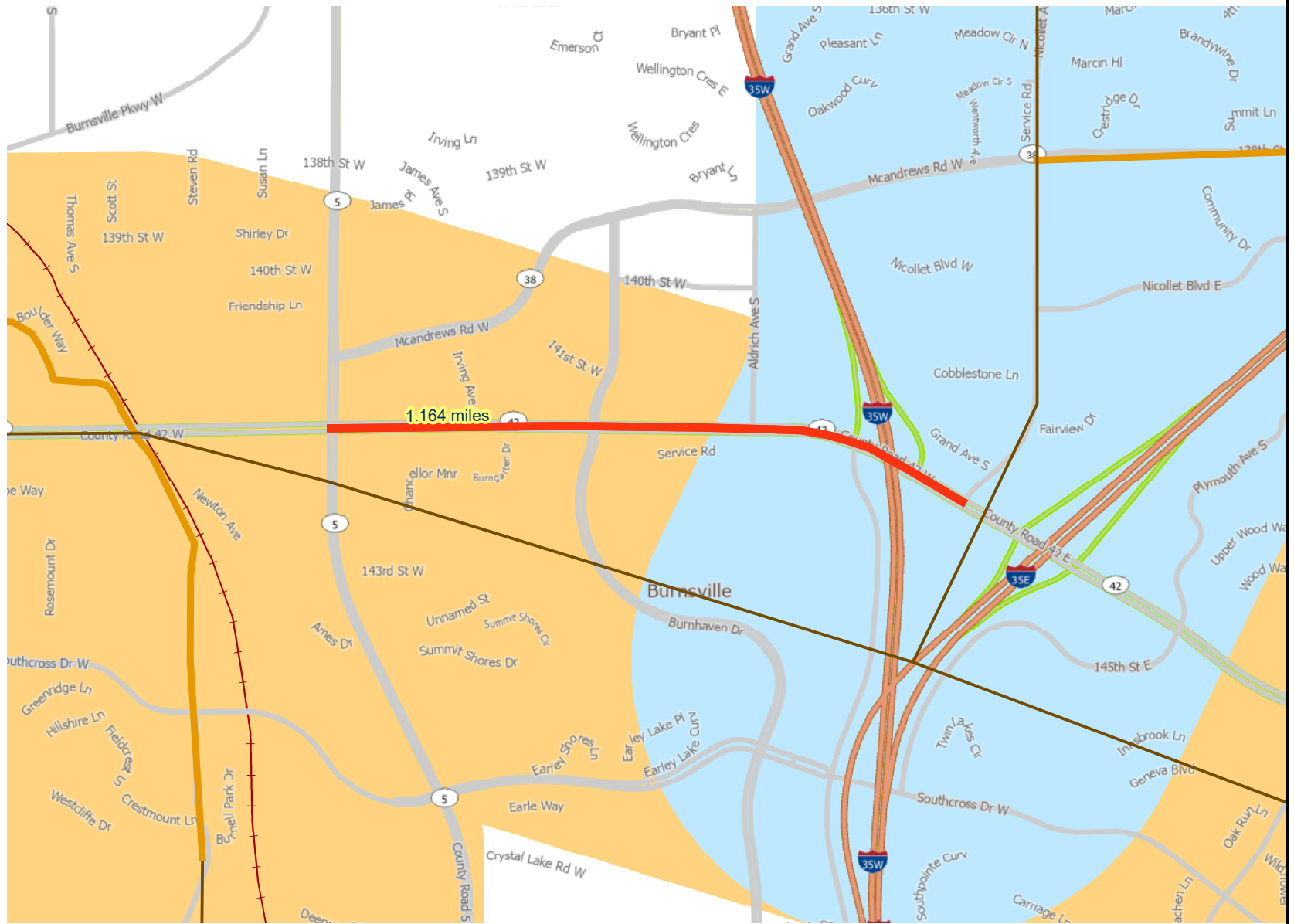
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## Other Attachments

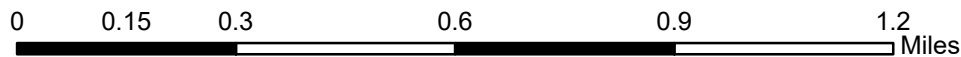
File Name	Description	File Size
Attachment A_One-Pager.pdf	One-Page Project Summary	807 KB
Attachment B_Photo_Existing Conditions.pdf	Existing Conditions Photographs	1.9 MB
Attachment C_Crash Summary.pdf	Project Crash Summary	397 KB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: CSAH 42 Trail Gap in Burnsville | Map ID: 1700064630975



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



Created: 11/15/2023  
LandscapeRSA6



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

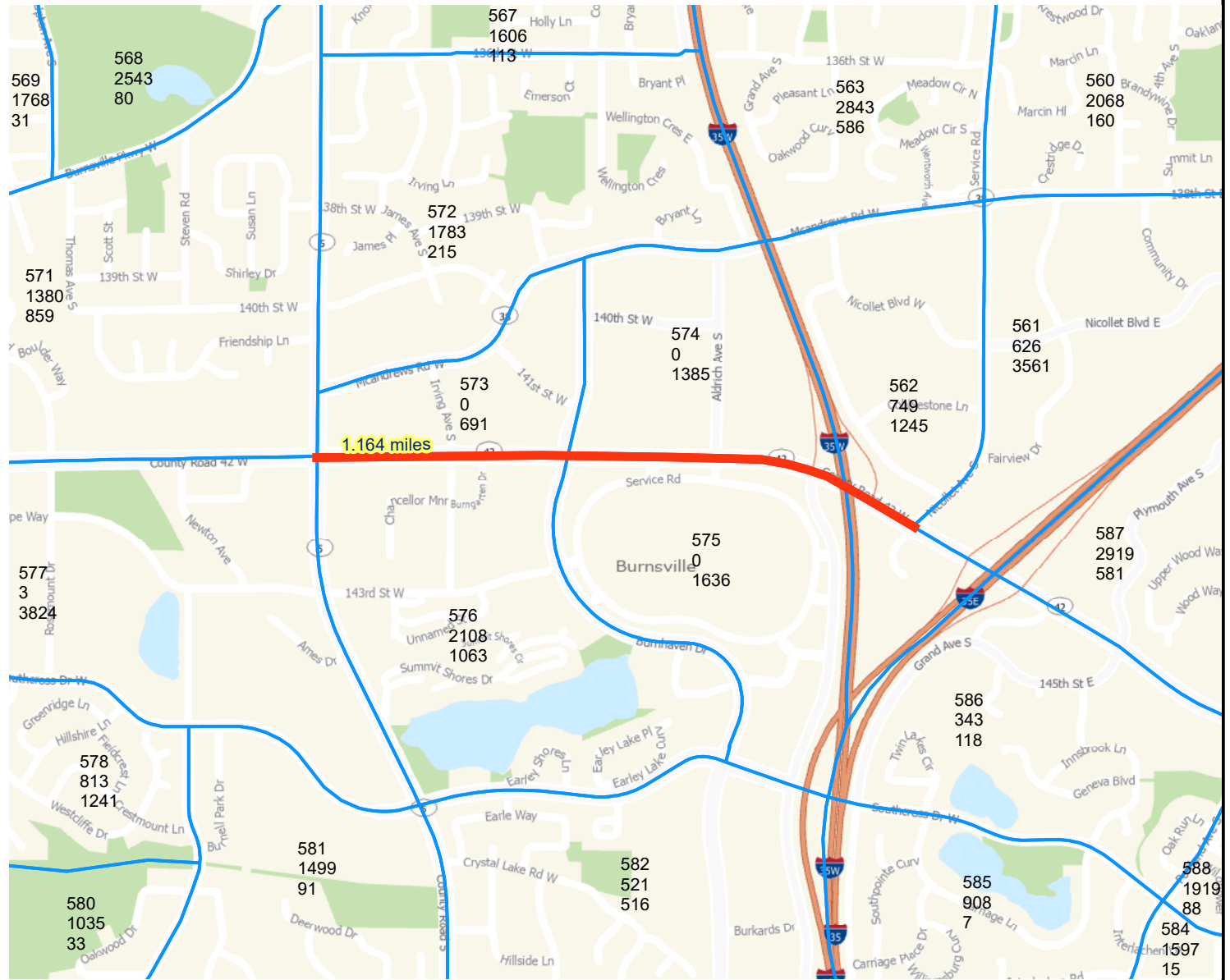


# Population/Employment Summary

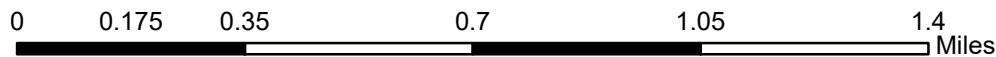
Multiuse Trails and Bicycle Facilities Project: CSAH 42 Trail Gap in Burnsville | Map ID: 1700064630975

## Results

Within ONE Mile of project:  
 Total Population: 37002  
 Total Employment: 20359



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 11/15/2023  
 LandscapeRSA4



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



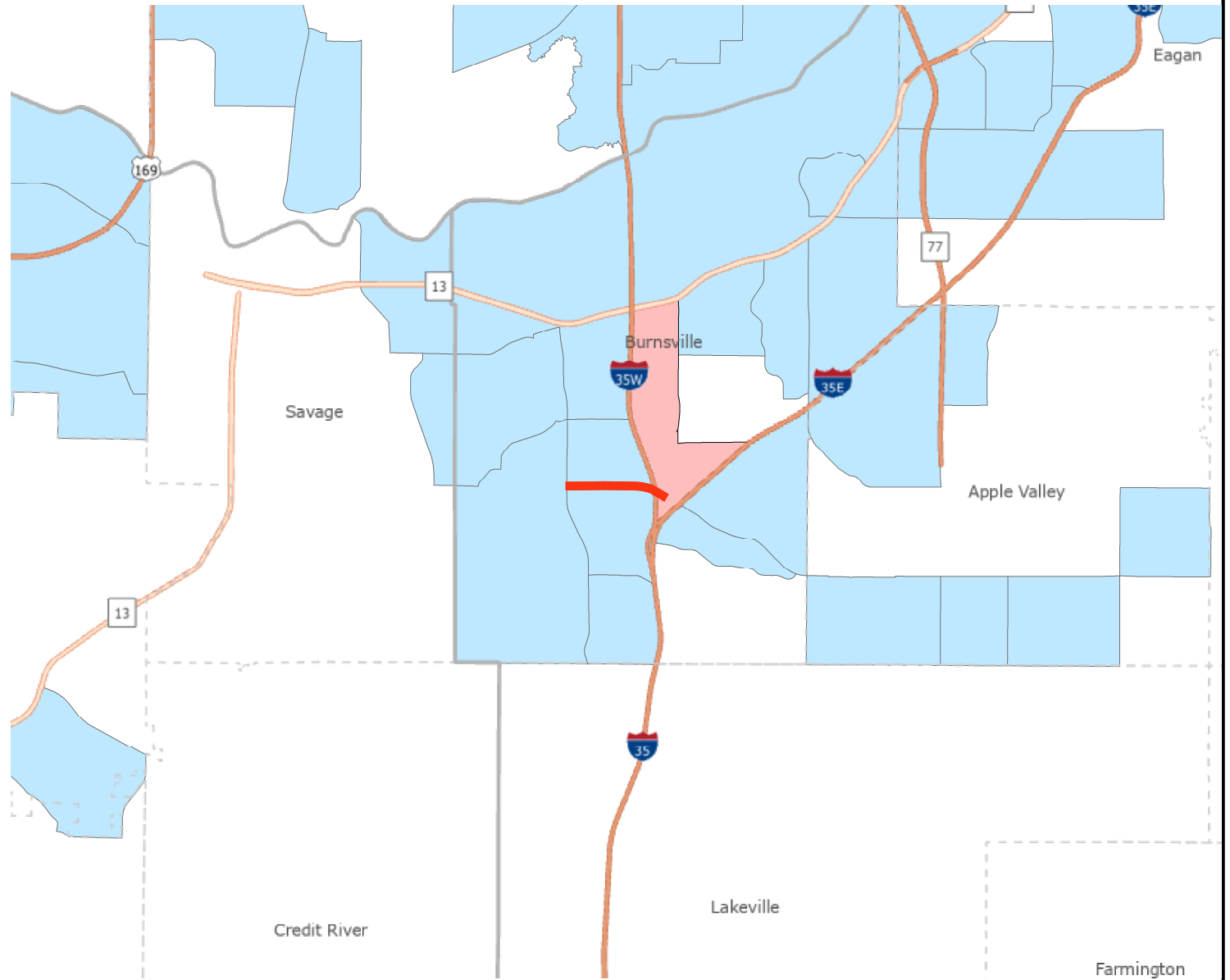
# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: CSAH 42 Trail Gap in Burnsville | Map ID: 1700064630975

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 513

Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 11/15/2023  
LandscapeRSA2



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



# Transit Connections

Multiuse Trails and Bicycle Facilities Project: CSAH 42 Trail Gap in Burnsville | Map ID: 1700064630975

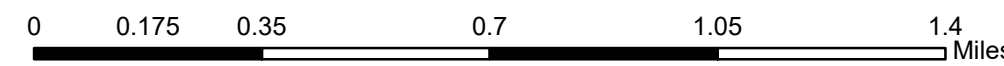
## Results

Transit with a Direct Connection to project:  
425 442 444 447 467  
\*Orange Line Extension

\*indicates Planned Alignments

Transit Market areas: 3, 8

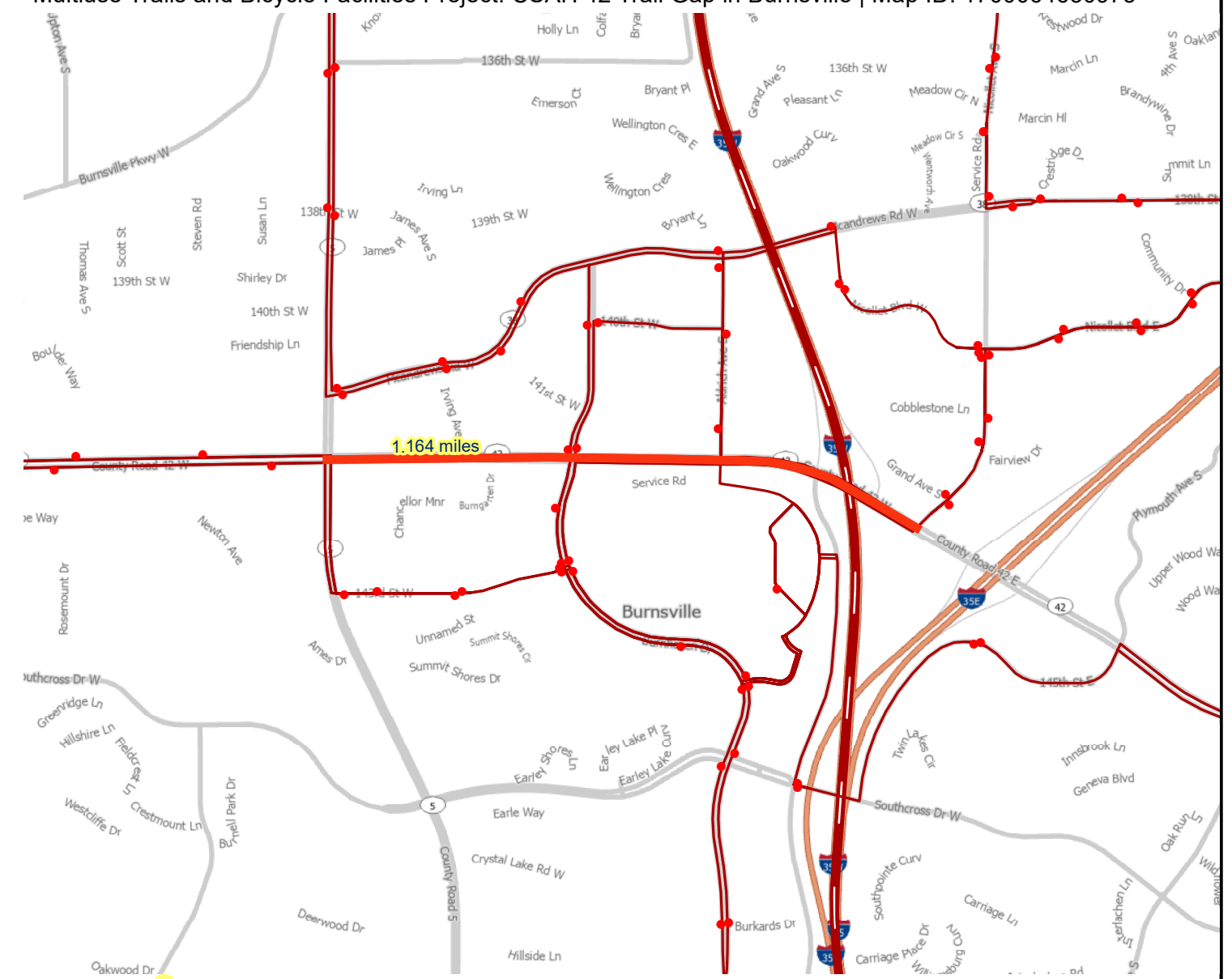
- |  |                            |  |                             |  |                             |  |                             |  |                             |  |                           |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
|  | Project Points             |  | Commuter Rail               |  | Commuter Rail               |  | Arterial Bus Rapid Transit  |  | Undetermined                |  | Light Rail                |
|  | Project                    |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Modern Streetcar          |
|  | Project Area               |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Commuter Rail               |  | Undetermined              |
|  | Active Stop                |  | Light Rail                  |  | Light Rail                  |  | Light Rail                  |  | Dedicated Bus Rapid Transit |  | Highway Bus Rapid Transit |
|  | Arterial Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Transit Routes              |  | Modern Streetcar            |  | Highway Bus Rapid Transit   |  |                           |



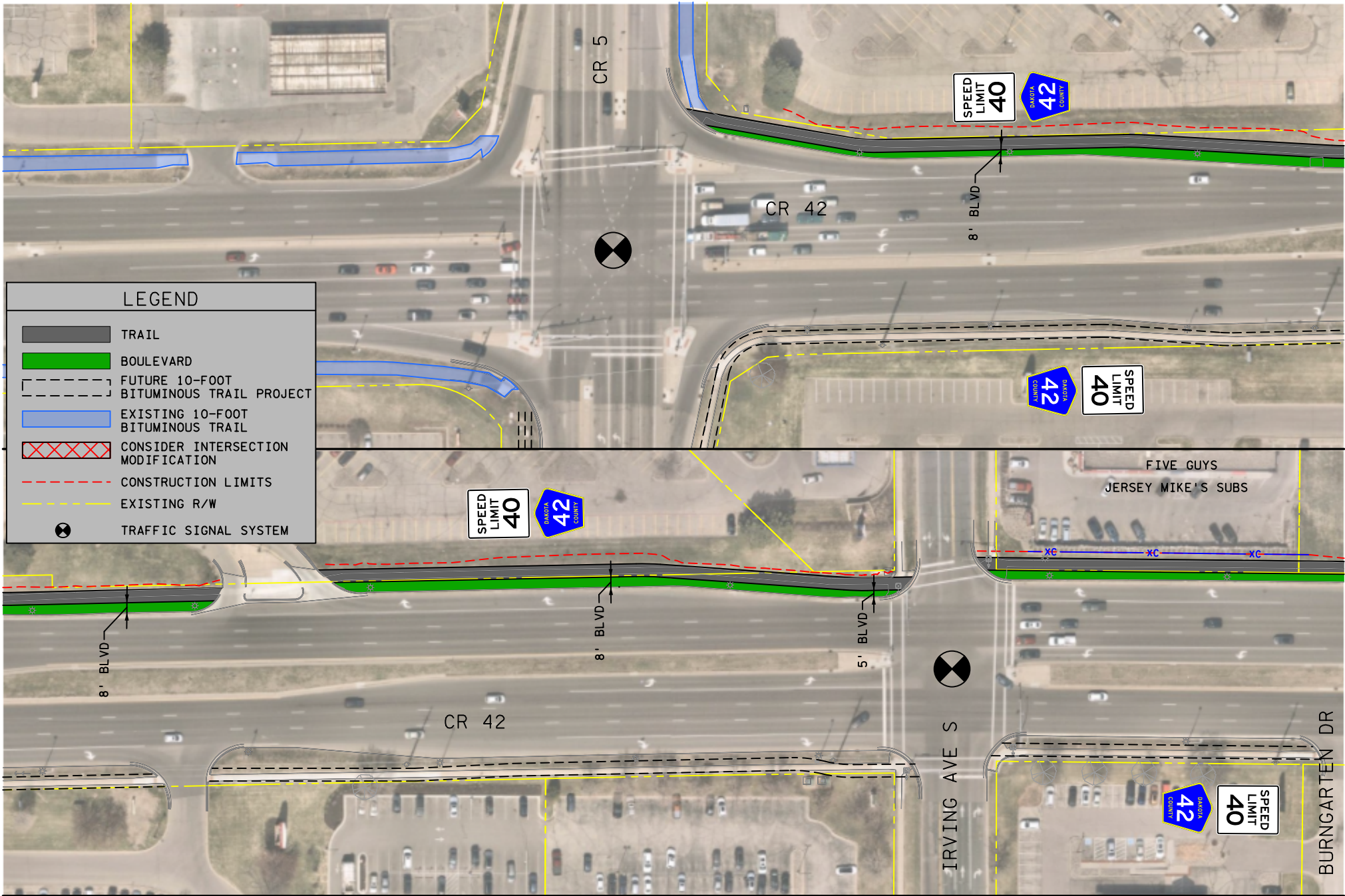
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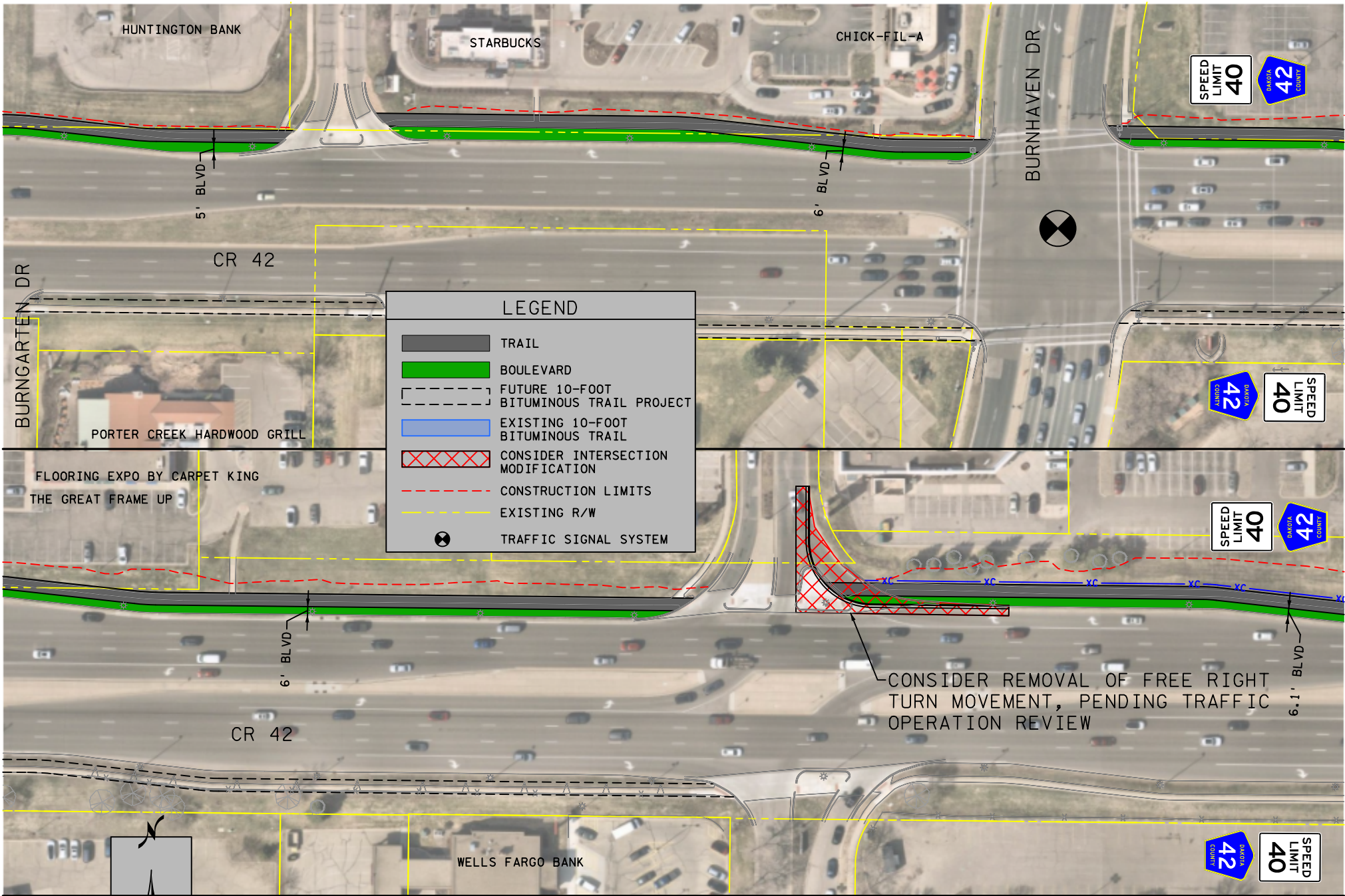
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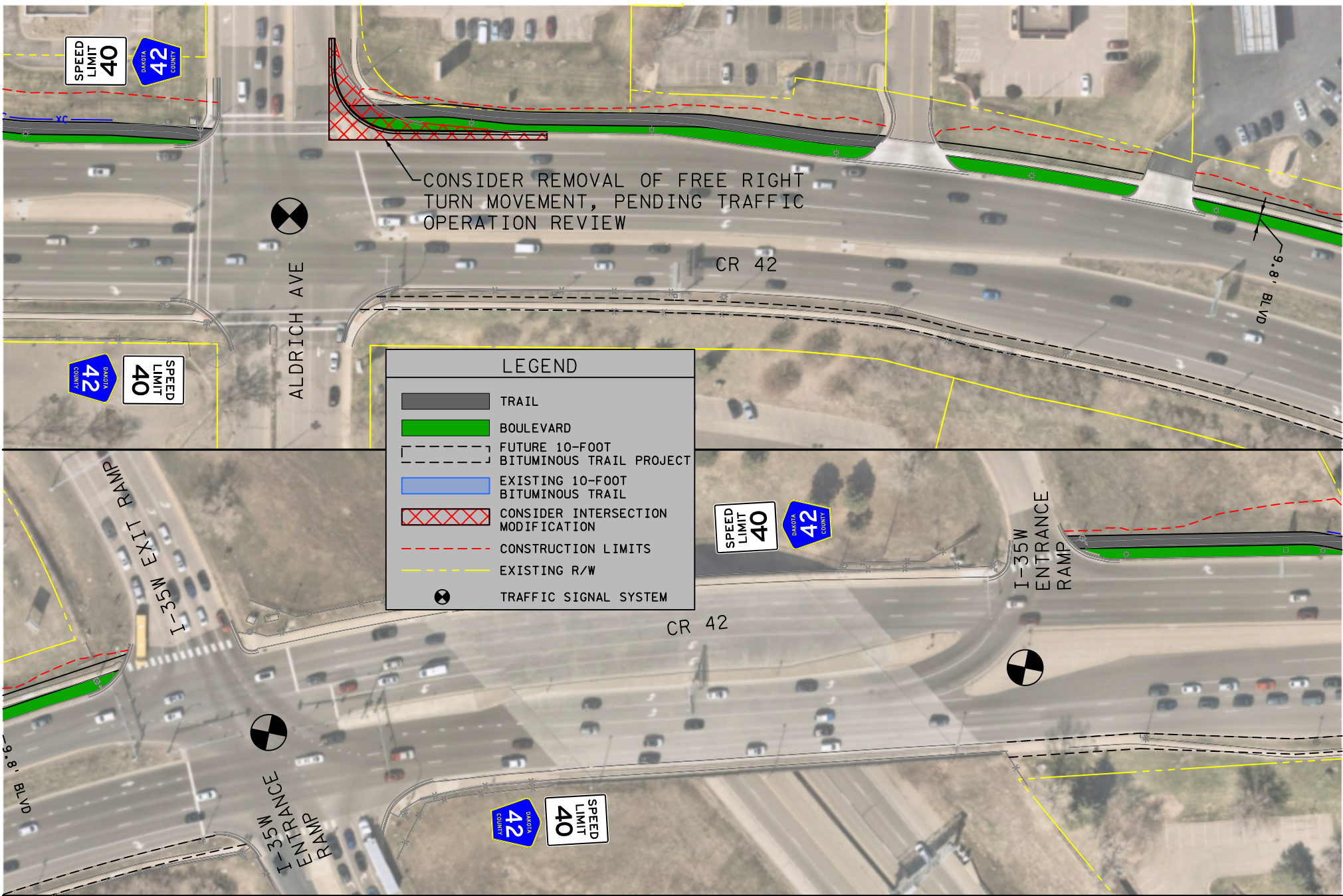
CSAH 42/CSAH 5  
 TRAIL GAP  
 DATE: 12/8/2023



**ALLIANT**




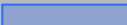






CSAH 42/CSAH 5  
 TRAIL GAP  
 DATE: 12/8/2023



CSAH 42/CSAH 5  
 TRAIL GAP  
 DATE: 12/8/2023



LEGEND	
	TRAIL
	BOULEVARD
	FUTURE 10-FOOT BITUMINOUS TRAIL PROJECT
	EXISTING 10-FOOT BITUMINOUS TRAIL
	CONSIDER INTERSECTION MODIFICATION
	CONSTRUCTION LIMITS
	EXISTING R/W
	TRAFFIC SIGNAL SYSTEM



CSAH 42/CSAH 5  
 TRAIL GAP  
 DATE: 12/8/2023

11/29/2023

Erin Laberee  
Transportation Director  
14955 Galaxie Ave.  
Apple Valley, MN 55124-8579

**Re: MnDOT Letter for Dakota County  
Metropolitan Council/Transportation Advisory Board 2024 Regional Solicitation Funding  
Request for Various Projects**

Dear Erin Laberee,

This letter documents MnDOT Metro District's recognition for Dakota County to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2024 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 as proposed in the applications. Details of any future maintenance agreement with the County will need to be determined during the project development to define how the improvements will be maintained for its useful life if the project receives funding.

**County State Aid Highway (CSAH) 4 from TH 3 (Robert Street) to TH 52 in West St. Paul.** Project will construct a multi-use trail along the south side of CSAH 4 (Butler Avenue) from TH 3 (Robert Street) in West St. Paul to Sperl Street/Stassen Lane and along the north side of CR 4 from Sperl Street/Stassen Lane to TH 52. The trail will tie into MnDOT's ADA facilities at both CSAH 4 intersections with TH 3 and with TH 52.

**117th Street from CSAH 71 (Rich Valley Boulevard) to TH 52 in Inver Grove Heights.** This project includes the reconstruction of 117th Street from an undivided 2-lane road to a divided 2-lane roadway with turn lanes and shoulders, the upgrade of two existing railroad crossings to current design standards, and the construction of a multiuse trail on the north side.

**CSAH 46 (160th Street) from 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 2-lane divided roadway with turn lanes, construction of a multi-use trails on north side for the entire length and the south side from Pleasant Dr to Pine St, constructing single-lane roundabouts at the Pleasant Drive and Pine Street intersections, implementing access management strategies, and replacing the existing bridge over the Vermillion River (east of 31st Street).

**CSAH 42 trail (North Side) from CSAH 5 and Nicollet Avenue in Burnsville.** This project will upgrade the existing sidewalk to a ten-foot multi-use trail, provide accessible minor-approach crossings, and include any necessary utility relocations.

**CSAH 46 from TH 3 to TH 52 in Coates, Empire, and Rosemount.** The project includes the reconstruction of CSAH 46 from an undivided 2-lane roadway to a divided 4-lane roadway with turn

lanes, construction of a new multi-use trail along the north side, modifying the CSAH 46 bridge over TH 52 to accommodate 4-lanes, a grade-separated crossing for the Vermillion Highlands Greenway, constructing multilane roundabouts for the CSAH 46/TH 52 interchange intersections, and implementing access management strategies along the corridor.

**CSAH 32 (Cliff Road) at the intersection of the I-35W east frontage road in Burnsville.** This project includes the construction of a roundabout, reconstruction of the east frontage road, and construction of a multi-use trail around the intersection and along the east side of the east frontage road.

**River to River Greenway from Marie Avenue to TH 149 (Dodd Road) underpass in Mendota Heights.** This project will construct a 1-mile segment of the River to River Greenway regional trail through Valley Park as well as a grade-separated crossing of TH 149 just north of the TH 62 intersection.

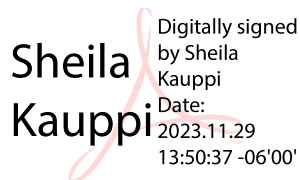
MnDOT does not anticipate partnering on local projects beyond current agreements. If your project receives funding, continue to work with MnDOT Area staff to coordinate and review needs and opportunities for cooperation.

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

If you have questions or require additional information at this time, please reach out to South Area Manager Bryant Ficek at [bryant.ficek@state.mn.us](mailto:bryant.ficek@state.mn.us) or 651-443-2564.

Sincerely,

Digitally signed  
by Sheila  
Kauppi  
Date:  
2023.11.29  
13:50:37 -06'00'

A digital signature block for Sheila Kauppi. It includes the text "Digitally signed by Sheila Kauppi" followed by "Date: 2023.11.29 13:50:37 -06'00'". To the left of this text, the name "Sheila Kauppi" is written in a large, bold, black font. A red, stylized signature scribble overlaps the text and the name.

Sheila Kauppi, PE  
Metro District Engineer

CC: Bryant Ficek, Metro District Area Manager; Aaron Tag, Metro Program Director; Dan Erickson, Metro State Aid Engineer

December 5, 2023

Metropolitan Council  
Transportation Advisory Board (TAB)  
Attn: Elaine Koutsoukos, TAB Coordinator  
390 Robert Street North  
Saint Paul, MN 55101

RE: Letter of support for Dakota County's CSAH 42 Trail Gap Project

Dear Ms. Koutsoukos:

The City of Burnsville is writing to express support for Dakota County's federal grant application for the CSAH 42 Trail Gap Project, which will address a key gap in the local and regional trail system by adding a multiuse path along the north side of CSAH 42 between CSAH 5 and Nicollet Avenue.

The trail gap along this segment of CSAH 42 has been identified as a priority in various City of Burnsville and Dakota County planning documents and is within a RBTN corridor. The City and County are currently completing a study to finalize concept designs for this and future trail segments on CSAH 42 and CSAH 5. These efforts have included engagement with diverse stakeholders and residents, and input has consistently highlighted the need for safe, comfortable, and accessible non-motorized facilities in this location. The area has a high share of disadvantaged residents relative to the region and overlaps Burnsville's only Justice40 census tract. When complete, the CSAH 42 trail will extend nearly five miles and create a continuous trail across Burnsville, connecting residents from Savage to Apple Valley.

Today, the project corridor has AADT of more than 50,000, has a posted speed of 40 mph, and lacks bicycle facilities. Under these conditions, cyclists must choose to ride in the travel lanes, mix with pedestrians on the 5-foot sidewalk, or drive if they are able. Fifteen bicycle and pedestrian crashes occurred along the corridor from 2013 to 2022, with 10 of these involving bicyclists. This indicates both the presence of cyclists on the corridor today and the need for adequate bicycle facilities. With large adjacent development projects advancing, including the Center Village Redevelopment, the demand for safe and accessible facilities will continue to grow.

In addition to providing a 10-foot multiuse trail, the project will include enhanced crossings at 12 roadways and driveways between CSAH 5 and Nicollet Ave. Improvements will replace pedestrian ramps, make geometric improvements, and accessible pedestrian signals at selected intersections.

The City and County partnered to prepare the draft concept layout submitted with the application, which the City approves. Burnsville is an active partner in development of this project, and we will include it in Burnsville's 2025-2029 Capital Improvement Plan (CIP) – confirming the City's participation in costs with federal funds and per Dakota County's Cost Share Policy.

In keeping with Dakota County maintenance policy, the City of Burnsville will be responsible for snow and ice removal to accommodate year-round bicycle and pedestrian use.

We are pleased to offer our support to Dakota County for its Regional Solicitation application.

Sincerely,

A handwritten signature in black ink, appearing to read 'L. Vlasaty', written in a cursive style.

Logan Vlasaty  
Burnsville Interim City Engineer



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

September 26, 2023

Resolution No. 23-424

Motion by Commissioner Hamann-Roland

Second by Commissioner Atkins

**Authorization To Submit And Accept Grant Funds For 2023-2024 Regional Federal Funding Solicitation Grant Opportunity**

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Infrastructure Investment and Jobs Act (IIJA) through the Regional Solicitation process; and

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

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

WHEREAS, project submittals are due on December 15, 2023; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County 2040 Comprehensive Plan; and

WHEREAS, subject to federal funding award for the projects identified hereto, 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 authorizes the submittal of the following County-led projects to the Regional Solicitation application process for federal funding:

Highway Projects

- 1.1 County State Aid Highway (CSAH) 50 (Kenwood Trail) from 172<sup>nd</sup> to 175<sup>th</sup> and Interstate-35 interchange in Lakeville (Strategic Capacity Category)
- 1.2 CSAH 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township and Rosemount (Strategic Capacity Category)
- 1.3 CSAH 32 (117<sup>th</sup> Street) from US 52 to CSAH 71 in Inver Grove Heights (Reconstruction Category)
- 1.4 CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings CSAH 32 (117<sup>th</sup> Street) from US 52 to CSAH 71 in Inver Grove Heights (Reconstruction Category)
- 1.5 CSAH 32 (122<sup>nd</sup> St) at frontage road on east side of interstate 35 in Burnsville (Spot Mobility Category)
- 1.6 CSAH 4 (Butler Ave) trail from Roberts Street to US Highway 52 in West St. Paul (Multi-Use Trails Category)
- 1.7 CSAH 42 (Egan Drive) trail from CSAH 5 to CSAH 11 in Burnsville (Multi-Use Trails Category)

Safe Routes to School Projects

- 2.1 CSAH 4 (Butler Ave) from CSAH 63 to Smith Ave. in West St. Paul
- 2.2 CSAH 60 (185<sup>th</sup> St) from CSAH 50 to CSAH 9 in Lakeville

**STATE OF MINNESOTA**  
County of Dakota

	YES		NO
Slavik	<u>  X  </u>	Slavik	_____
Atkins	<u>  X  </u>	Atkins	_____
Halverson	<u>  X  </u>	Halverson	_____
Droste	<u>  X  </u>	Droste	_____
Workman	<u>  X  </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 26<sup>th</sup> day of September 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 26<sup>th</sup> day of September 2023.

*Jeni Reynolds*

Clerk to the Board

Greenway Multiuse Trails and Bicycle Facilities Projects

- 3.1 North Creek Greenway – CSAH 42 Grade Separation and Trail to Flagstaff Road in Apple Valley
- 3.2 Lake Marion Greenway through the Industrial Park in Lakeville
- 3.3 North Creek Greenway from 199<sup>th</sup> Street to downtown Farmington
- 3.4 River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to accept grant funds, if awarded, and execute grant agreements subject to approval as to form by the Dakota County Attorney’s Office.

**STATE OF MINNESOTA**  
County of Dakota

	YES		NO
Slavik	<u>  X  </u>	Slavik	_____
Atkins	<u>  X  </u>	Atkins	_____
Halverson	<u>  X  </u>	Halverson	_____
Droste	<u>  X  </u>	Droste	_____
Workman	<u>  X  </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 26<sup>th</sup> day of September 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 26<sup>th</sup> day of September 2023.



\_\_\_\_\_  
Clerk to the Board



Transportation Department  
14955 Galaxie Ave.  
Apple Valley, MN 55124-8579

December 14, 2023

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

RE: 2023 Regional Solicitation Application for County State Aid Highway (CSAH) 42 trail gap project from CSAH 5 to Nicollet Ave. in Burnsville

Dear Ms. Koutsoukos:

Dakota County has reviewed and approved the general layout of the CSAH 42 trail gap project from CSAH 5 to Nicollet Ave. in Burnsville. The project layout has been attached to this letter.

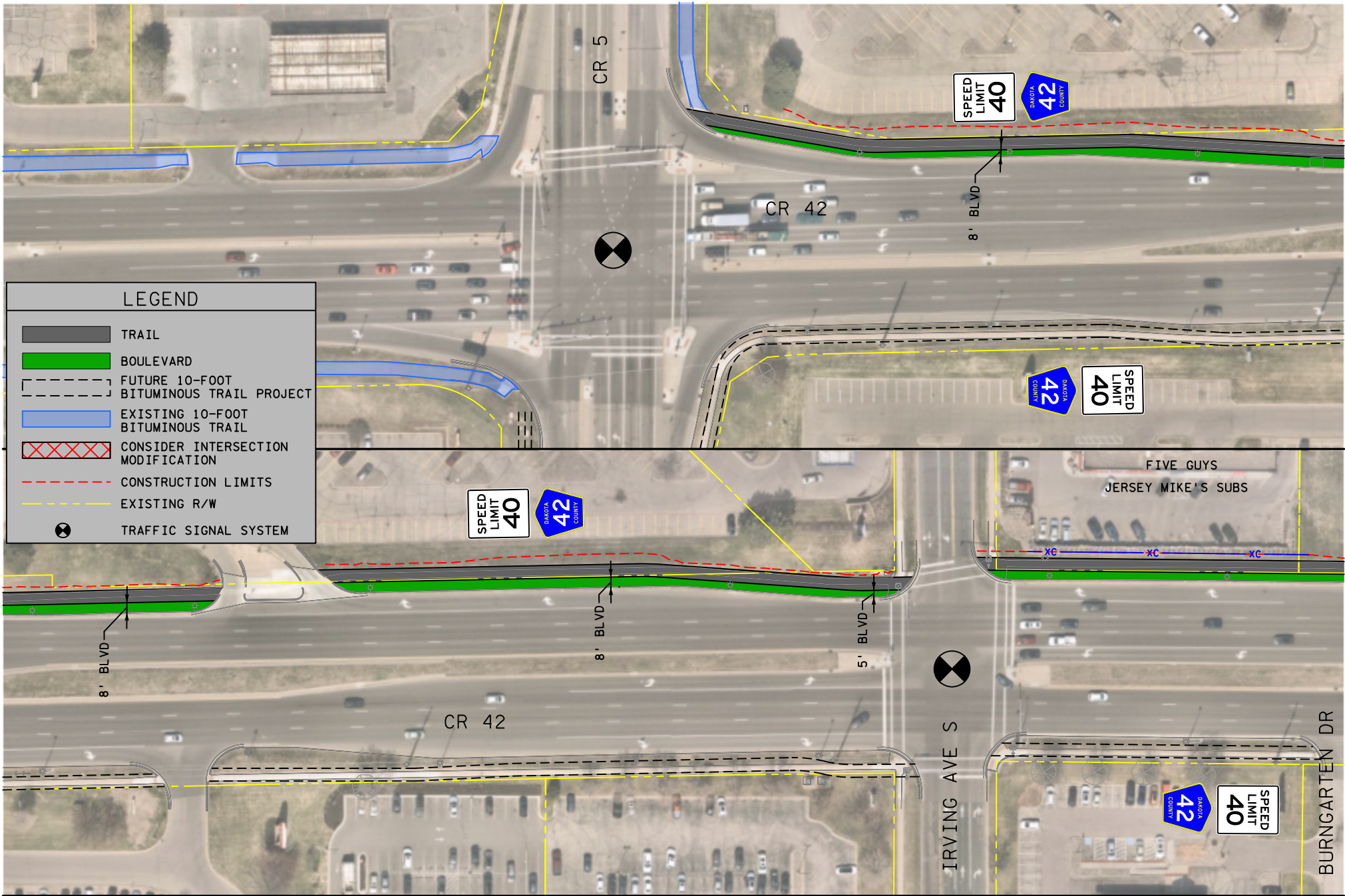
We will be happy to answer any questions you may have regarding this project.

Sincerely,

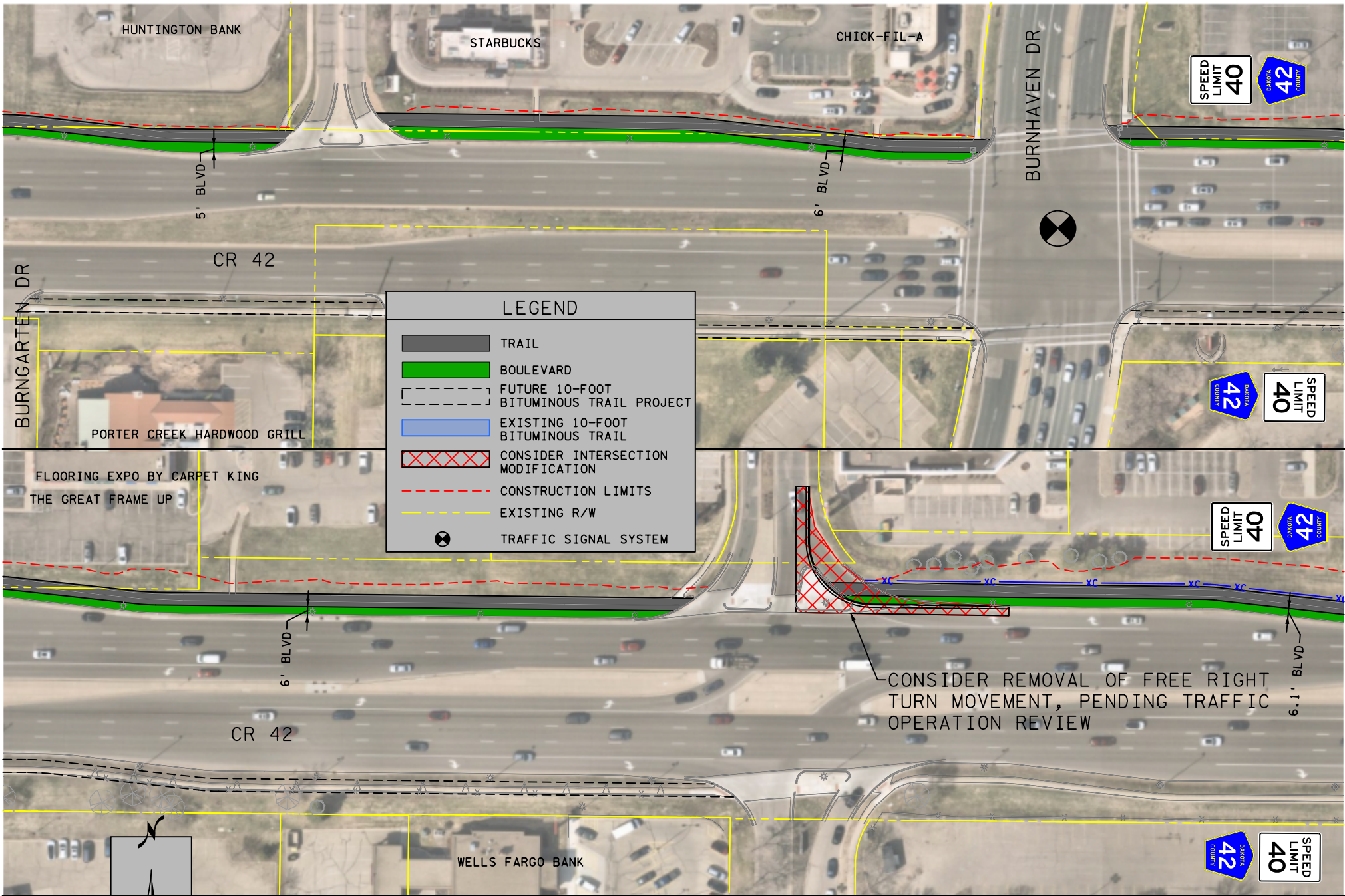
A handwritten signature in blue ink, appearing to read "Erin Laberee".

Erin Laberee  
Dakota County Transportation Director/County Engineer

CC:



CSAH 42/CSAH 5  
 TRAIL GAP  
 DATE: 12/8/2023

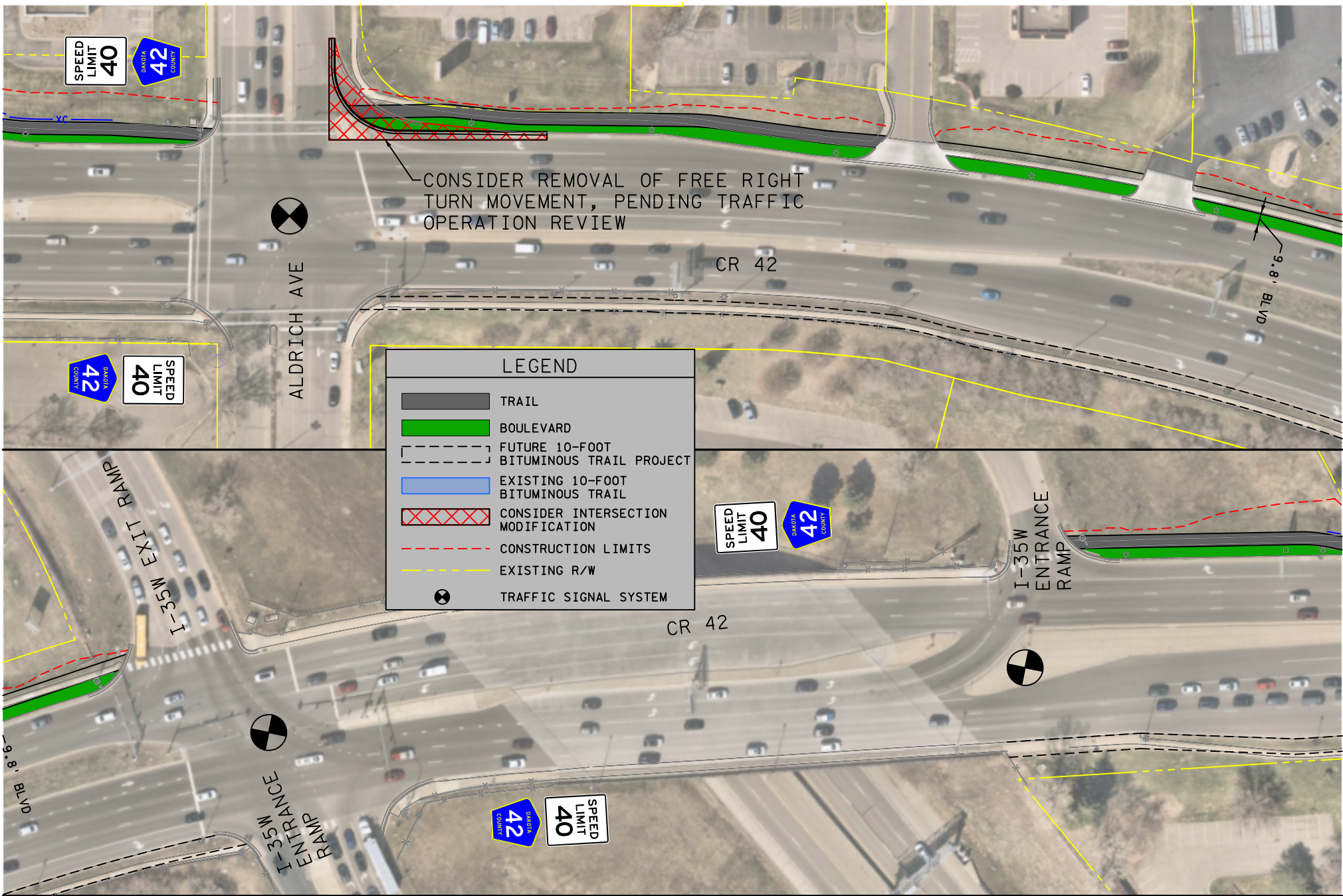


**ALLIANT**

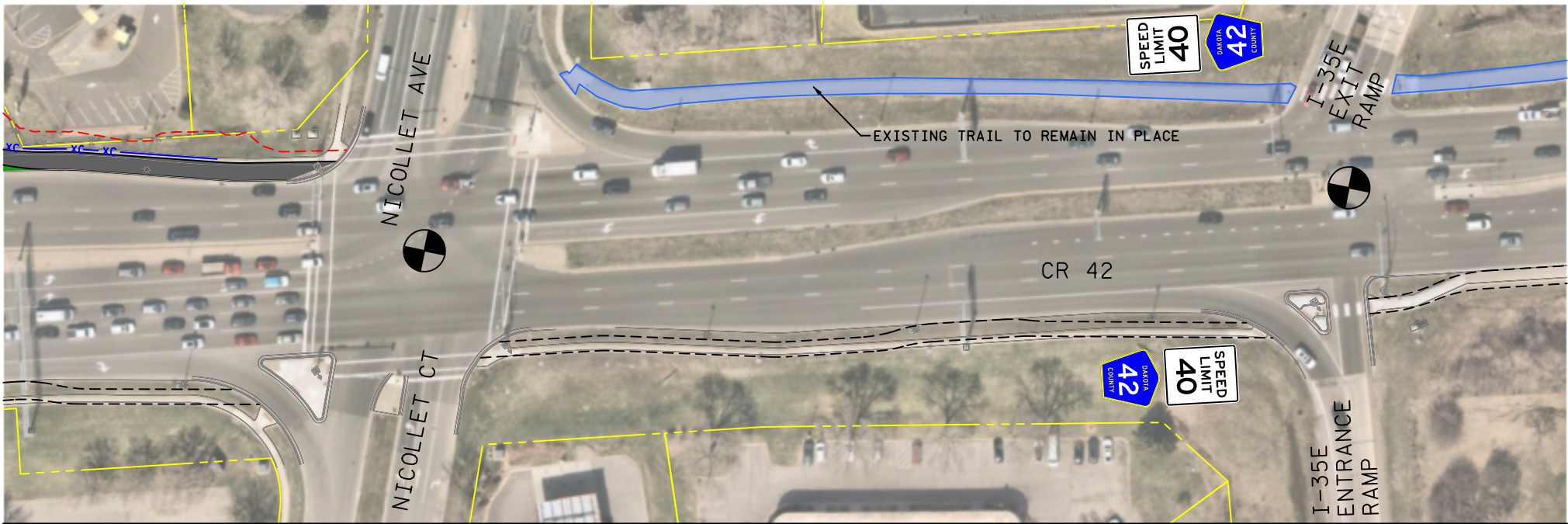





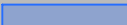




**City of Burnsville**

CSAH 42/CSAH 5  
 TRAIL GAP  
 DATE: 12/8/2023



CSAH 42/CSAH 5  
 TRAIL GAP  
 DATE: 12/8/2023



LEGEND	
	TRAIL
	BOULEVARD
	FUTURE 10-FOOT BITUMINOUS TRAIL PROJECT
	EXISTING 10-FOOT BITUMINOUS TRAIL
	CONSIDER INTERSECTION MODIFICATION
	CONSTRUCTION LIMITS
	EXISTING R/W
	TRAFFIC SIGNAL SYSTEM



CSAH 42/CSAH 5  
 TRAIL GAP  
 DATE: 12/8/2023

# CSAH 42 Trail Gap Project

Multiuse Trails & Bicycle Facilities

## Project Summary

The project will add multiuse trail to a high-speed principal arterial through one of Burnsville's highest concentrations of shopping, entertainment, employment, and services. The mixed-use area will continue to develop as large projects, such as Burnsville Center Village, bring new business and housing. A history of bicycle- and pedestrian-involved crashes demonstrates current use and highlights urgent safety issues associated with the lack of adequate multimodal facilities. This is particularly concerning given the area's high share of disadvantaged residents relative to the region.

The project will close a key gap in the trail system along the north side of CSAH 42 between CSAH 5 and Nicollet Avenue. When complete, the CSAH 42 trail will extend nearly five miles across Burnsville, connecting users between Savage and Apple Valley. Improvements will replace 1.2 miles of 5' sidewalk on the north side of CSAH 42 with 10' multiuse trail. The project will provide safety and accessibility enhancements at 12 driveway and intersection crossings along the path.



## Project Location

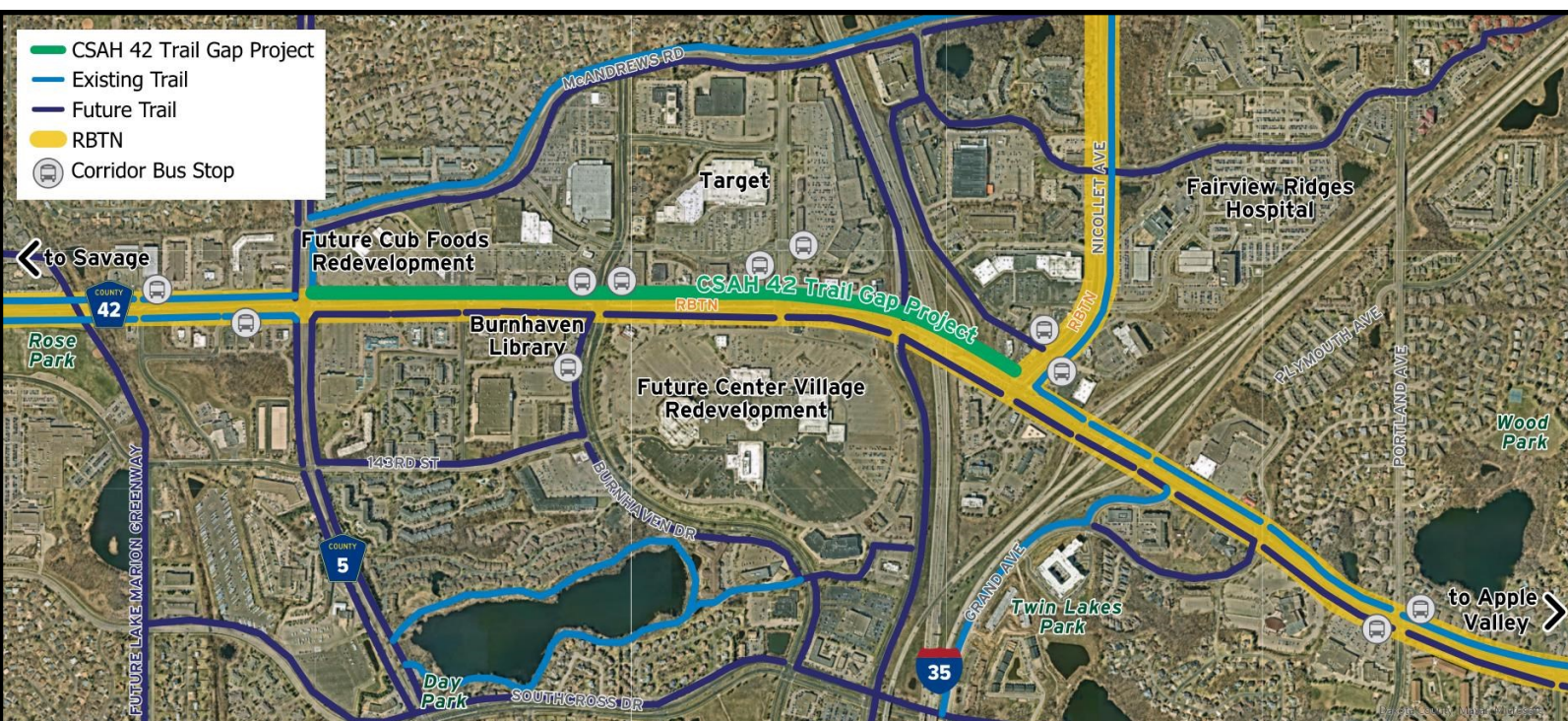
- ◆ CSAH 42 from CSAH 5 to Nicollet Avenue in the City of Burnsville

## Funding Request

- ◆ Federal: \$1,444,000
- ◆ Local Match: \$361,000 (20%)
- ◆ Project Total: \$1,805,000

## Summary of Project Benefits

- ⇒ Closes a key gap in the trail system along the north side of CSAH 42 between CSAH 5 and Nicollet Avenue
- ⇒ Addresses urgent safety concerns along the corridor caused by the lack of bicycle facilities, which results in the crowding of users on the sidewalk, discourages non-motorized travel, and may push bicyclists onto the roadway
- ⇒ Provides safe and ADA-compliant non-motorized access to the numerous jobs, commercial destinations, and services located along the corridor
- ⇒ Enhances multimodal connectivity by filling a RBTN Tier 2 Corridor gap and connecting to recent trail investments made by the City of Burnsville along a RBTN Tier 1 Corridor. Will also link to the future Lake Marion Greenway Trail
- ⇒ Creates a continuous five-mile trail on CSAH 42 that extends across Burnsville and connects users to the neighboring cities of Savage and Apple Valley





# Regional Solicitation Application 2024: CSAH 42 Trail Gap Project

## Existing Conditions Photographs

### CSAH 42 between I-35W and Nicollet Avenue

*Examples of existing 5-foot sidewalk that will be replaced with new 10-foot multiuse trail.*

Looking east on the north side of CSAH 42



Looking west on the north side of CSAH 42



CSAH 42 and Nicollet Ave (connection to M Health Fairview Ridges Hospital)

*Examples of recently constructed trail and Improved crossings that will connect to the new CSAH 42 trail and greatly expand multimodal connectivity to this key destination.*

Looking north on Nicollet Ave south of Fairview Dr



Looking north on Nicollet Ave at Fairview Dr



**Existing sidewalk on CSAH 42 east of Burnhaven Drive**

*Examples of existing 5-foot sidewalk that will be replaced with new 10-foot multiuse trail.*

Looking east on the north side of CSAH 42



Looking west on the north side of CSAH 42





# Crash Summary

## CSAH 42 Trail Gap Project

Crash Severity/Crash Year												
Crash Severity	Total	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	1	0	0	0	0	0	1	0	0	0	0	0
B - Minor Injury	5	0	0	0	1	0	1	1	0	0	2	0
C - Possible Injury	9	1	1	1	0	4	1	0	0	0	1	0
N - Prop Dmg Only	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	1	0	1	0	0
B - Minor Injury	5	0	5	0	0
C - Possible Injury	9	0	9	0	0
N - Prop Dmg Only	0	0	0	0	0
<b>Total</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>

Relationship to Intersection Summary		Total	%
Not at Intersection/Interchange		1	6.7
Four-Way Intersection		8	53.3
T or Y Intersection		2	13.3
Five-Way Intersection or More		1	6.7
Roundabout		0	0.0
Intersection Related		1	6.7
Driveway Access Related		1	6.7
At School Crossing		0	0.0
Railway Grade Crossing		0	0.0
Shared Use Path or Trail		0	0.0
Interchange or Ramp		1	6.7
Crossover Related		0	0.0
Acceleration/Deceleration Lane		0	0.0
Other/Unknown		0	0.0
<b>Total</b>		<b>15</b>	<b>100.0</b>

Basic Type Summary			Total	%
Pedestrian			5	33.3
Bike			10	66.7
Single Vehicle Run Off Road			0	0.0
Single Vehicle Other			0	0.0
Sideswipe Same Direction			0	0.0
Sideswipe Opposing			0	0.0
Rear End			0	0.0
Head On			0	0.0
Left Turn			0	0.0
Angle			0	0.0
Other			0	0.0
<b>Total</b>			<b>15</b>	<b>100.0</b>

Weather 1 Summary		Total	%
Clear		11	73.3
Cloudy		2	13.3
Rain		2	13.3
Snow		0	0.0
Sleet, Hail (Freezing Rain/Drizzle)		0	0.0
Fog/Smog/Smoke		0	0.0
Blowing Sand/Soil/Dirt/Snow		0	0.0
Severe Crosswinds		0	0.0
Other/Unknown		0	0.0
<b>Total</b>		<b>15</b>	<b>100.0</b>

First Harmful Event Summary			Total	%
Pedestrian			5	33.3
Bicyclist			10	66.7
Motor Vehicle In Transport			0	0.0
Parked Motor Vehicle			0	0.0
Train			0	0.0
Deer/Animal			0	0.0
Other - Non Fixed Object			0	0.0
Collision Fixed Object			0	0.0
Non-Collision Harmful Events			0	0.0
Other/Unknown			0	0.0
<b>Total</b>			<b>15</b>	<b>100.0</b>

Light Condition Summary		Total	%
Daylight		8	53.3
Sunrise		0	0.0
Sunset		1	6.7
Dark (Str Lights On)		6	40.0
Dark (Str Lights Off)		0	0.0
Dark (No Str Lights)		0	0.0
Dark (Unknown Light)		0	0.0
Other/Unknown		0	0.0
<b>Total</b>		<b>15</b>	<b>100.0</b>



# Crash Summary

## CSAH 42 Trail Gap Project

Time of Day/Day of Week														Total	%
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59			
SUN	0	0	0	0	0	0	0	1	0	0	0	0	1	6.7	
MON	0	0	0	0	0	0	0	1	1	2	0	0	4	26.7	
TUE	0	0	0	2	0	0	0	0	0	1	0	0	3	20.0	
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
THU	0	0	0	0	0	0	0	0	2	0	1	0	3	20.0	
FRI	0	0	0	0	0	1	0	1	0	0	0	0	2	13.3	
SAT	0	0	0	0	0	0	0	1	1	0	0	0	2	13.3	
<b>Total</b>	0	0	0	2	0	1	0	4	4	3	1	0	15	100.0	
<b>%</b>	0.0	0.0	0.0	13.3	0.0	6.7	0.0	26.7	26.7	20.0	6.7	0.0	100.0	100.0	

Driver & Non-Motorist Age/Gender Summary						
Age	M	F	NR	No Value	Total	%
<14	1	0	0	1	2	6.7
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	0	0	1	0	1	3.3
17	0	0	0	0	0	0.0
18	0	1	0	0	1	3.3
19	1	1	0	0	2	6.7
20	0	0	0	0	0	0.0
21-24	2	1	0	0	3	10.0
25-29	1	0	0	0	1	3.3
30-34	1	2	0	0	3	10.0
35-39	3	1	0	0	4	13.3
40-44	1	1	0	0	2	6.7
45-49	0	0	0	0	0	0.0
50-54	1	1	0	0	2	6.7
55-59	2	2	0	0	4	13.3
60-64	0	0	0	0	0	0.0
65-69	0	3	0	0	3	10.0
70-74	0	0	0	0	0	0.0
75-79	0	0	0	0	0	0.0
80-84	0	1	0	0	1	3.3
85-89	0	0	0	0	0	0.0
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	1	0	0	0	1	3.3
<b>Total</b>	14	14	1	1	30	100.0
<b>%</b>	46.7	46.7	3.3	3.3	100.0	100.0

Month Summary		Total	%
January		2	13.3
February		1	6.7
March		0	0.0
April		1	6.7
May		0	0.0
June		0	0.0
July		2	13.3
August		2	13.3
September		0	0.0
October		4	26.7
November		1	6.7
December		2	13.3
<b>Total</b>		15	100.0

Physical Condition Summary		Total	%
Apparently Normal (Including No Drugs/Alcohol)		26	86.7
Physical Disability (Short Term or Long Term)		0	0.0
Medical Issue (Ill, Sick or Fainted)		0	0.0
Emotional (Depression, Angry, Disturbed, etc.)		0	0.0
Asleep or Fatigued		0	0.0
Has Been Drinking Alcohol		2	6.7
Has Been Taking Illicit Drugs		0	0.0
Has Been Taking Medications		0	0.0
Other/Unknown		2	6.7
Not Applicable		0	0.0
<b>Total</b>		30	100.0

Selection Filter:

WORK AREA: County('659464') - FILTER: City('2393472'), Unit Type('5','6'), Year('2013','2014','2015','2016','2017','2018','2019','2020','2021','2022') - SPATIAL FILTER APPLIED

Analyst:  
Nick Graze

Notes: