



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities  
20228 - Lake Marion Greenway - Lakeville South Creek  
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/15/2023 10:59 AM

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### Primary Contact

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Pronouns      First Name      Middle Name      Last Name

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

952-891-7036      Ext.

Phone

**Fax:**

**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

Dakota

**Phone:** 952-891-7100      Ext.

Phone

**Fax:**

**PeopleSoft Vendor Number** 0000002621A15

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### Project Information

**Project Name** Lake Marion Greenway Lakeville Trail

**Primary County where the Project is Located** Dakota

**Cities or Townships where the Project is Located:** Lakeville

**Jurisdictional Agency (If Different than the Applicant):**

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

This 1.5 mile segment of the Lake Marion Greenway is located in Lakeville and goes from the major collector roadways of Holyoke Avenue and 210th St southeast to the intersection of the principal arterial roadways of CSAH 23/Cedar Avenue and CSAH 70. This multi-use trail will provide an off-road trail connecting areas of housing, employment, and education along the west branch of South Creek. The trail will bridge a gap in the RBTN and in Dakota County's Lake Marion Greenway. It connects downtown Lakeville to Airlake Industrial Park, one the largest industrial parks in MN with 1,500 acres, more than 120 businesses, and 4,200 jobs. Airlake includes two employment centers - Express Employment Professionals and Kota Connections, which provides disability employment services. This trail also provides a safe nonmotorized transportation option and recreational opportunities for McGuire Middle School and John F. Kennedy Elementary School. This trail will also help to navigate the barrier posed by the west branch of South Creek and give an expedient option for bikes and pedestrians to have a trail experience that is not along busy roadways. Other trail amenities to be included in the project are lighting, areas for resting and interpretation with benches, waste receptacles, and interpretive signage, as well as wayfinding at junctions with existing trails.

*(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.** Lakeville, Holyoke Avenue and 210th Street to CSAH 23/Cedar Avenue and CSAH 70, Construct multi-use trail

*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)** 1.5

*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)**

**Federal Amount** \$2,800,000.00

**Match Amount** \$700,000.00

*Minimum of 20% of project total*

**Project Total** \$3,500,000.00

*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

*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:** 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:** Lake Marion Greenway Lakeville Trail

*(example: CEDAR LAKE TRAIL)*

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

**Road System**

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

**Road/Route No.**

*(Example: 53 for CSAH 53)*

**Name of Road**

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

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

**From:**

**Road System**

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

**Road/Route No.**

(Example: 53 for CSAH 53)

**Name of Road**

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

**To:**

**Road System**

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

**Road/Route No.**

(Example: 53 for CSAH 53)

**Name of Road**

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

**In the City/Cities of:**

(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:**

210th Street and Holyoke Avenue

**To:**

Cedar Avenue and CSAH 70

**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**

Yes

**Signal Revision**

**Landscaping**

Yes

**Other (do not include incidental items)**

Creek crossing construction

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

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

Not yet assigned

**Structure is Over/Under**

**(Bridge or culvert name):**

South Creek

**Zip Code where Majority of Work is Being Performed**

55044

**Approximate Begin Construction Date (MO/YR)**

04/01/2028

**Approximate End Construction Date (MO/YR)**

10/01/2028

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

1.5

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

1.5

**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 TPP goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies. Examples include:

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

-Goal C: Access to Destinations (page 2.10) - Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C15, Strategy C16, Strategy C17

-Goal D: Competitive Economy (page 2.26) - Objective A, Objective B, Strategy D3

-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, Strategy F7

(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. -Lake Marion Greenway Master Plan (2013): Pg. 1-107

-Lakeville Transportation Plan (2009): Pg. 55-57

-Lakeville Comprehensive Plan (2019): Pg. 146

-Dakota County Comprehensive Plan (2019); Pg 81; 84

(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

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## 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.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### 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)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00

Lighting	\$0.00
Turf - Erosion & Landscaping	\$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>\$0.00</b>

## Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,500,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$2,000,000.00
<b>Totals</b>	<b>\$3,500,000.00</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:** This project does not have significant elements that would be eligible for PROTECT funds.

## Totals

Total Cost	\$3,500,000.00
Construction Cost Total	\$3,500,000.00
Transit Operating Cost Total	\$0.00

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## 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

1702565014924\_Project to RBTN Orientation.pdf

Please upload attachment in PDF form

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

14820

Existing Employment Within One Mile (Integer Only)

8581

Upload the "Population Summary" map

1702565242004\_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 population within the census tract where the trail is proposed to be located is 5% Black, 6% Asian, 5% two or more races, and 9% Hispanic or Latino. This census tract has a more highly diverse population than the surrounding census tracts in regards to race and ethnicity.

The engagement process has been ongoing since the creation of the Lake Marion Greenway Plan which was completed in 2013. The concept for a county wide greenway system was established in the 2008 Dakota County Park System Plan. The greenway planning processes involved several open houses, stakeholder meetings, and the development of a project website. Materials from the open houses were posted online for feedback and an online questionnaire was available for comments and suggestions. More recently as the Feasibility Study has been underway a Community Pop-up event was held which asked a series of questions to residents regarding their thoughts on the Lake Marion Greenway, what they enjoy about other greenways, and what improvements they would like to see.

The importance of the development of the Lake Marion Greenway was also identified through Lakeville's SRTS. This plan received input through engagement with many different stakeholder groups, a survey of school administrators, and an interactive online map which allowed students, parents, and community stakeholders to identify destinations, routes, and barriers for walking and biking. Additionally, staff attended parent teacher conferences and the Christina Huddleston Glow Dance to collect direct feedback. In total staff spoke to 155 students, parents, and staff during these events. Through the engagement staff learned many things that influenced the trail routing including that:

-Many students live within a quarter mile or half-mile of school and could feasibly walk or bike if it was the safe, inviting, and easy choice.

-Caregivers expressed interest and excitement in allowing their students to walk or bike to school if improvements, such as paths and walking groups, are implemented

-There are significant gaps in the network that make it difficult for students to safely access schools, especially along 210TH Street W & Holyoke Avenue.

The Lakeville Comprehensive Plan also involved community engagement with neighborhood meetings supplemented by a community outreach effort offering opportunities for input via email, online survey, and social media. Presentations were also given to local community organizations. Many respondents were in favor of continued improvement to the City's transportation network and trails.

*(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:**

This project will provide specific benefit to lower income populations, persons with disabilities, youth, and people of color. Surrounding the project site are many different options for multifamily housing, schools, a dense job center area, and two employment centers for job seekers. This project falls into a census tract that is above the regional average for population in poverty or population of color. It is also part of a regional environmental justice area. Kota Connections, an employment service for individuals with disabilities, is directly along the trail route. There is an elementary school and middle school right off of the planned trail alignment, as well as several other education centers in the surrounding area. There are a high number of individuals in this area who would benefit from the increased connectivity and safe recreational opportunities that a trail would bring.

This trail will further connect disadvantaged populations with the many valuable resources and destinations in Lakeville. The location of the trail between higher volume roadways will help to move bike and pedestrian traffic off of roadways, giving them a scenic trail experience and increasing safety for users of all modes. This trail also provides safer, easier access to downtown for the employment area, multifamily housing, and schools. This will help to reduce car dependence and provide those without cars a safe biking and walking alternative.

The Lake Marion Greenway is planned to be a 20 mile route extending from the Minnesota River to downtown Farmington. In the long term it is planned to be extended to further link the Minnesota River and the Minnesota River Greenway to Murphy-Hanrehan Park Reserve, Ritter Farm Park, Lake Marion, downtown Lakeville, South Creek and downtown Farmington giving trail users increased access to many important employment and recreation destinations via walking and biking.

No ongoing negative impacts are anticipated from this project. The typical, temporary, negative impacts of construction anticipated include noise, dust, runoff, etc. The project partners will work to minimize all temporary negative impacts. Minimal disruption to daily routines for nearby residents is expected, however at the locations where the trail starts and ends (Holyoke Ave and Cedar Ave) as well as at Hamburg Ave there may be some minor disruptions to traffic during the construction process. Since most of the trail is fully out of the roadway the majority of construction will not impact access or traffic flow for the surrounding area.

(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 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:

- ? 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:**

This project will have substantial benefits to residents of subsidized and affordable housing in the area. There are 304 publicly subsidized rental units within a half-mile of the project area. There also are many multifamily housing units within a half-mile of the project area. Directly along the proposed trail location are the Lake Village Apartments, which is an older affordable apartment complex. North of the proposed trail there are several pockets of townhomes, including Meadowlark Family townhomes that offer housing options for lower income individuals and an alternative to single family home ownership. BeeHive Homes of Lakeville South is a twenty-unit memory care and assisted living facility very close to the start of the trail segment at Holyoke and 210th St.

The proposed trail is important in providing a safer and more enjoyable non-motorized option to connect those who are living in the affordable housing options to the nearby commercial, educational, and recreational destinations. The proposed trail also provides improved connect to the nearby employment opportunities as it passes through Airlake Industrial Park, one of the largest industrial park in Minnesota with 1,500 acres and 4,200 jobs. This trail will provide a key transportation connection for workers in this industrial park and beyond.

For families with children, the proximity to schools, daycare facilities, and learning and arts centers to the affordable housing options provides more and safer opportunities to use active transportation to travel to their destinations. Others living in the surrounding area who also work in this key employment area will have more connections between these employment areas and the surrounding housing making the option to walk or bike to work a more convenient and reasonable choice. There are also several churches at either end of the proposed trail segment, one of which has a food pantry. This trail will increase safe access for those in the neighboring housing area that attend these institutions or utilize services that they provide to the community.

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

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### Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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

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

Upload the ?Socio-Economic Conditions? map used for this measure. 1702565998885\_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 proposed trail will close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and improve connections between jurisdictions. The proposed trail segment falls into the RBTN Tier 2 corridor as an important element in the metropolitan trail system. Closing a gap in the RBTN corridor will allow for safer and more efficient travel within and between communities.

A physical barrier that this trail will help to overcome is the west branch of South Creek. This creek is indicated as a stream barrier on the Regional Bicycle Barriers map. This trail would provide a crossing that would allow for easier travel, especially between the more than 150 industrial and commercial businesses surrounding the proposed trail alignment. Additionally, the development of a trail along a creek will increase the scenic value of the trail which will encourage trail use and even provide educational opportunities through interpretive signage.

On the Regional Bicycle Barriers map, Cedar Ave is listed as an expressway barrier as it is a principal arterial and a high-volume roadway. Although this planned segment will not cross Cedar Ave through this project, the proposed trail gives users a safer route alongside the roadway to where it eventually terminates at the intersection of Cedar Ave and 215th St. The intersection of Cedar Ave and 215th St is marked as a tier 2 expressway barrier crossing. This project will include the addition of a signal at the intersection which is currently a four way stop, with a controlled at-grade pedestrian crossing. The eventual planned extension of this trail includes a bridge crossing of Cedar Ave.

Overall, this trail will improve community connections through the construction of a segment of the Lake Marion Greenway, which when completed will be a 20-mile trail. The completed Lake Marion Greenway will link the Minnesota River and the Minnesota River Greenway to Murphy-Hanrehan Park Reserve, Ritter Farm Park, Lake Marion, downtown Lakeville, South Creek and downtown Farmington, where it will connect with the North Creek Greenway. The Lake Marion Greenway is part of the larger Dakota County's regional greenway system which serves to provide broader access to the wider region including Farmington, Burnsville, and Savage.

*(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 & MRBBCs)*

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

**Response:**

The majority of the trail is not along roadways so direct crash data is not applicable. The segment along Cedar Ave will be the only area of the proposed trail that follows a roadway; however, it will be a separated trail. This segment of the proposed trail will help to improve pedestrian interaction with the roadway and decrease model conflict points caused by vehicle traffic. Currently there is no bike lane or sidewalk on this side of Cedar for this segment. The proposed trail will decrease conflict points by moving bikes and pedestrians on to a bike trail alongside the roadway while also providing a connection with an existing trail.

By having the trail be away from roadways for the majority of this segment, trail users will have a safer and more relaxed trail experience while still arriving at their destination efficiently. Giving users an entirely off-road trail experience all but eliminates conflicts with vehicles making it more appealing and safer for families with children, those with disabilities, the elderly etc. to travel along this proposed trail. Because this area is such a key employment area there are significant volumes of automobile and truck traffic along this roadway. Potential model conflict points are very limited with this improvement and the wide trail pathway will also help to prevent conflict between bikes and pedestrians using the trail.

As this trail is almost entirely separated from roadways there is no cash data that is directly applicable, however, the trail users who will be diverted from using roadways by the presence of this trail will serve to decrease the potential for conflict between transportation modes on many surrounding roadways. Over the last 10 years there have been four crashes involving bike and pedestrians within a half mile of the proposed trail segments. Providing bikes and pedestrians with an alternative that will move them off of the road way will increase safety for all transportation modes.

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

**Measure A: Multimodal Elements**

**Response:**

Currently there are no transit stops, transit hubs, or park & rides located within a ½ mile radius of the proposed trail. However, a future BRT line, the METRO Red Line Extension is planned to extend to CSAH 70/215th St, coinciding with the terminus of the proposed trail segment. With this extension, the Red Line BRT line would go from the Mall of America in Bloomington to CSAH 70 in Lakeville providing a vital connection to the rest of the Twin Cities transit network. The Red Line currently extends to the Apple Valley Transit Station. This area does not have any bus or train lines at this time and falls into the Met Council's Transit Market 3 and 4 areas.

The LOOP bus in Lakeville provides accessibility from senior housing locations to Lakeville amenities like retail, groceries and the Heritage Center at a reasonable cost. Transit Link on-demand dial-a-ride service is provided through the Metropolitan Council throughout Dakota County and could be used in combination with this trail route for extending mobility options.

The proposed project is a needed solution to provide multimodal transportation between Downtown Lakeville, Lake Marion, Farmington and beyond to destinations in Apple Valley. Increasing trails like this one can help to close the last mile gap that these limited transit options create in the multimodal system. The proposed project will establish a 10-ft wide, ADA compliant bituminous trail, with a grade-separated crossing (bridge) across a natural water barrier, the West Branch South Creek. The proposed trail will provide enough room for bicyclists and pedestrians to comfortably move past each other as they travel to their destinations. The project will increase the safety and comfort of pedestrians and bicyclists as they will have the option to use completely off-road greenway trail and will have decreased interactions with moving vehicles and intersection crossings. Other trail amenities that will be provided alongside this project include bench seating at multiple locations along the trail, lighting, interpretative signage, and wayfinding at intersections with existing trails. These trail amenities will help to increase the accessibility of the trail for many users.

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

**Upload Transit map**

1702567370678\_Transit Connections.pdf

---

## 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 Lake Marion Greenway has been a part of greenway system planning in Dakota County for the last decade. The Lake Marion Greenway Master Plan was adopted in 2013 and lays out a long-range vision for recreation, transportation, water quality, and habitat improvements for the greenway. This document involved a yearlong planning process collaborating with multiple agencies and jurisdictions with advice from a technical advisory group. There were two open house events. Residents within 500 feet of the greenway alignment were notified of the open house by mail and most attendees were residents of Lakeville or Burnsville within 500 feet of the greenway. There were also stakeholder meetings, and a project website was established that gave community members an opportunity to review the plan.

The Lake Marion Greenway Feasibility Study and Preliminary Design Report is currently ongoing. There is a project website with information about the proposed trail as well as an online survey. They are also encouraging those interested to sign up for updates and submit feedback directly. A Community Pop-up event, held in September 2022, offered a series of questions to residents regarding their thoughts on the Lake Marion Greenway, what they enjoy about other greenways and what improvements they would like to see on Lake Marion. Feedback from this event included:

-Significant support of the route going through downtown Lakeville.

-High enthusiasm and support for greenways throughout the county.

-Many expressed desire to have grade separation over Cedar.

The Lakeville Safe routes to school plan also references the Lake Marion Greenway. The Lakeville section of the Marion Greenway passes two schools with an SRTS Plan. John F. Kennedy Elementary and McGuire Middle School. The SRTS Planning Team included representatives from Lakeville Area Schools, the City of Lakeville, Dakota County, and the Minnesota Department of Transportation. They also hosted a Rapid Planning Workshop, conducted a survey of school administrators, hosted tables during parent-teacher conferences and a dance event (staff spoke to a combined 155 students? parents and staff during these events), and created an interactive online map to allow students parents and community stakeholders to participate in sharing feedback.

<https://storymaps.arcgis.com/stories/6bbf875e316449ed922a50646e9e5055>

(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**

1702584212783\_Layout.pdf

*Please upload attachment in PDF form*

**Additional Attachments**

1702584212772\_2023.12.14 Letter of Support.pdf

*Please upload attachment in PDF form*

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

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

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):	\$3,500,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,500,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

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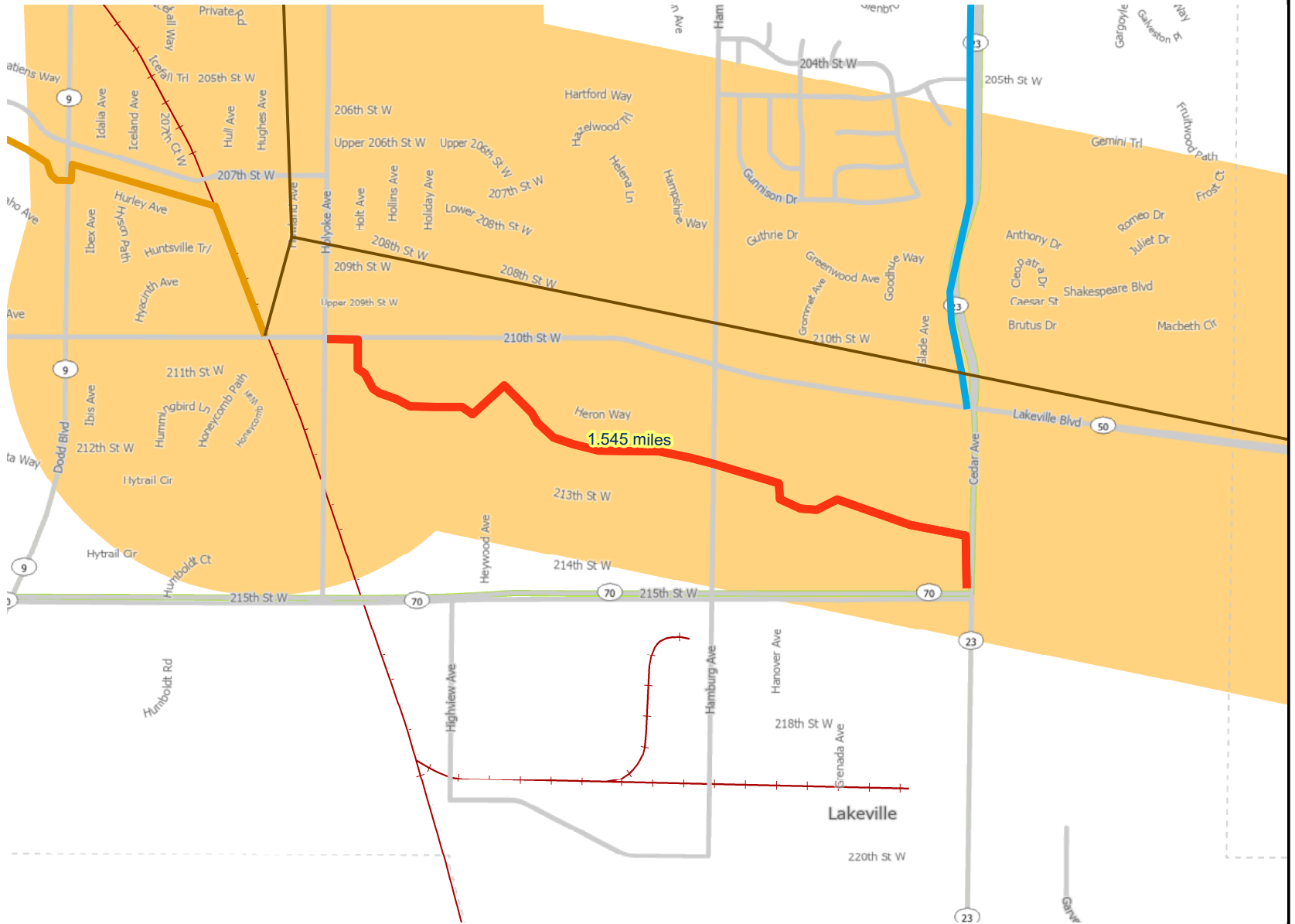
**Other Attachments**

File Name	Description	File Size
2023.12.14 Letter of Support Lakeville.pdf	City of Lakeville Letter of Support	238 KB
DakotaCounty_Lake Marion_Project Summary.pdf	Project Summary	2.4 MB
DC Layout and Snow and Ice.pdf	Snow and Ice	124 KB
Existing Conditions Photos.pdf	Existing Condition Photos	827 KB
Lake Marion Multi Use Trail.pdf	Project Location Map	1.4 MB
Multifamily Housing and Destinations.pdf	Multifamily Housing and Destinations Map	1.5 MB
Resolution No. 23-424.pdf	Dakota County Resolution	78 KB

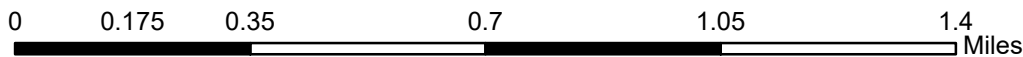


# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Lake Marion Greenway | Map ID: 1699899133877



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



Created: 11/13/2023  
LandscapeRSA6



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

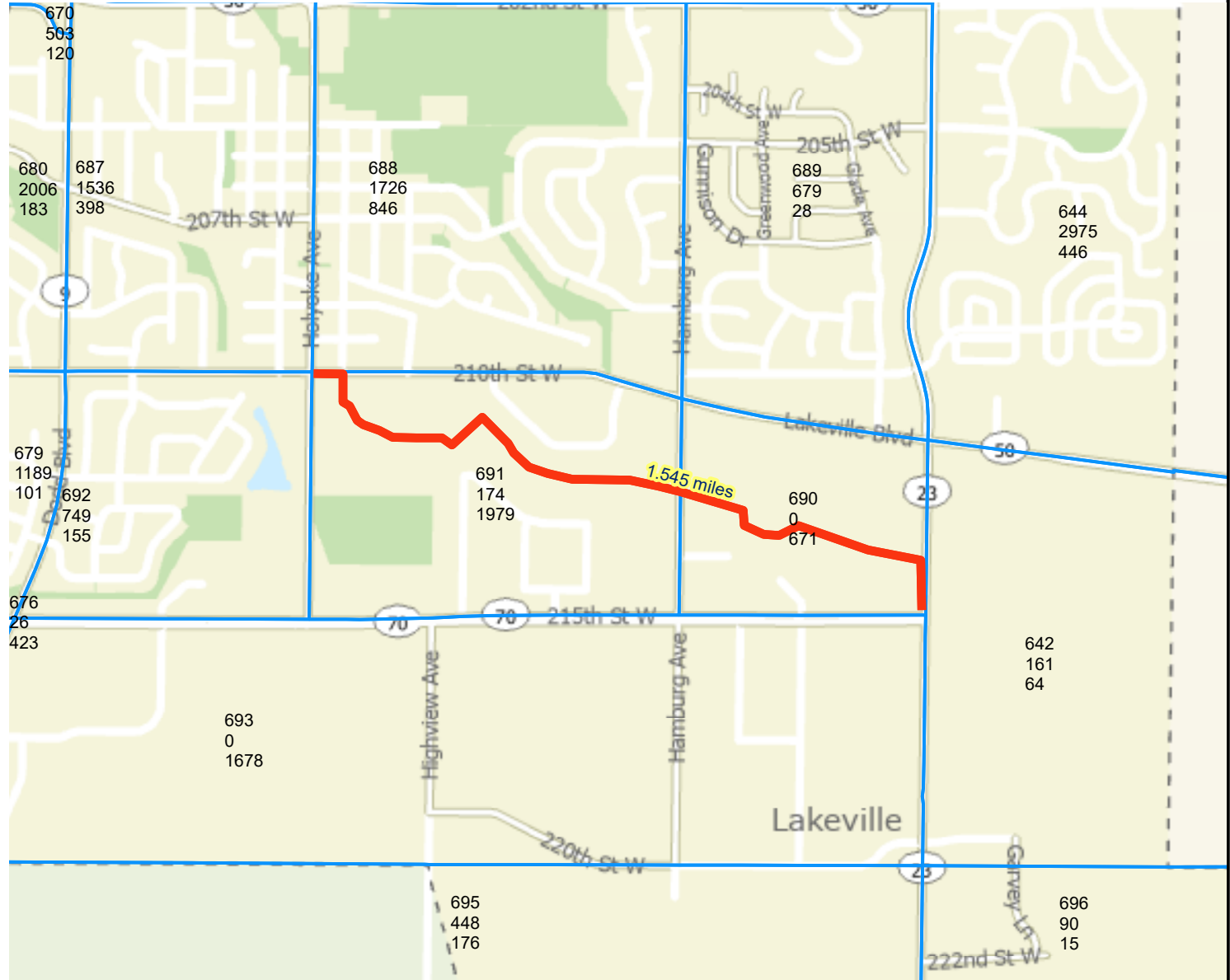



# Population/Employment Summary

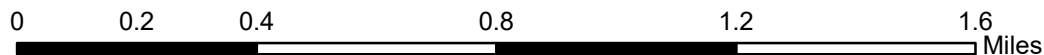
Multiuse Trails and Bicycle Facilities Project: Lake Marion Greenway | Map ID: 1699899133877

## Results

Within ONE Mile of project:  
 Total Population: 14820  
 Total Employment: 8581



-  Project Points
-  Project
-  Project Area
-  2016 TAZ



Created: 11/13/2023  
 LandscapeRSA4



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



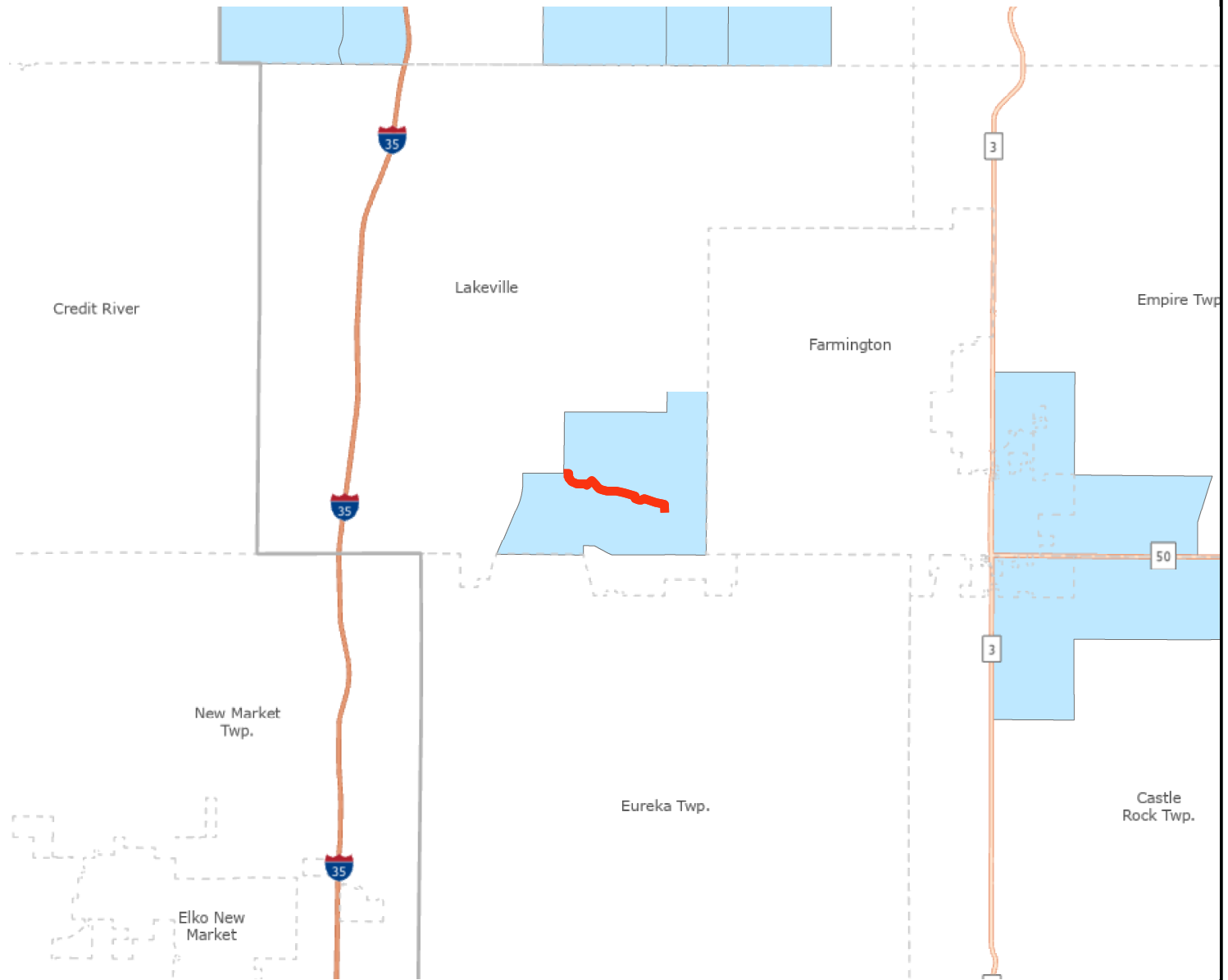
# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Lake Marion Greenway | Map ID: 1699899133877

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 304

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



Created: 11/13/2023  
LandscapeRSA2

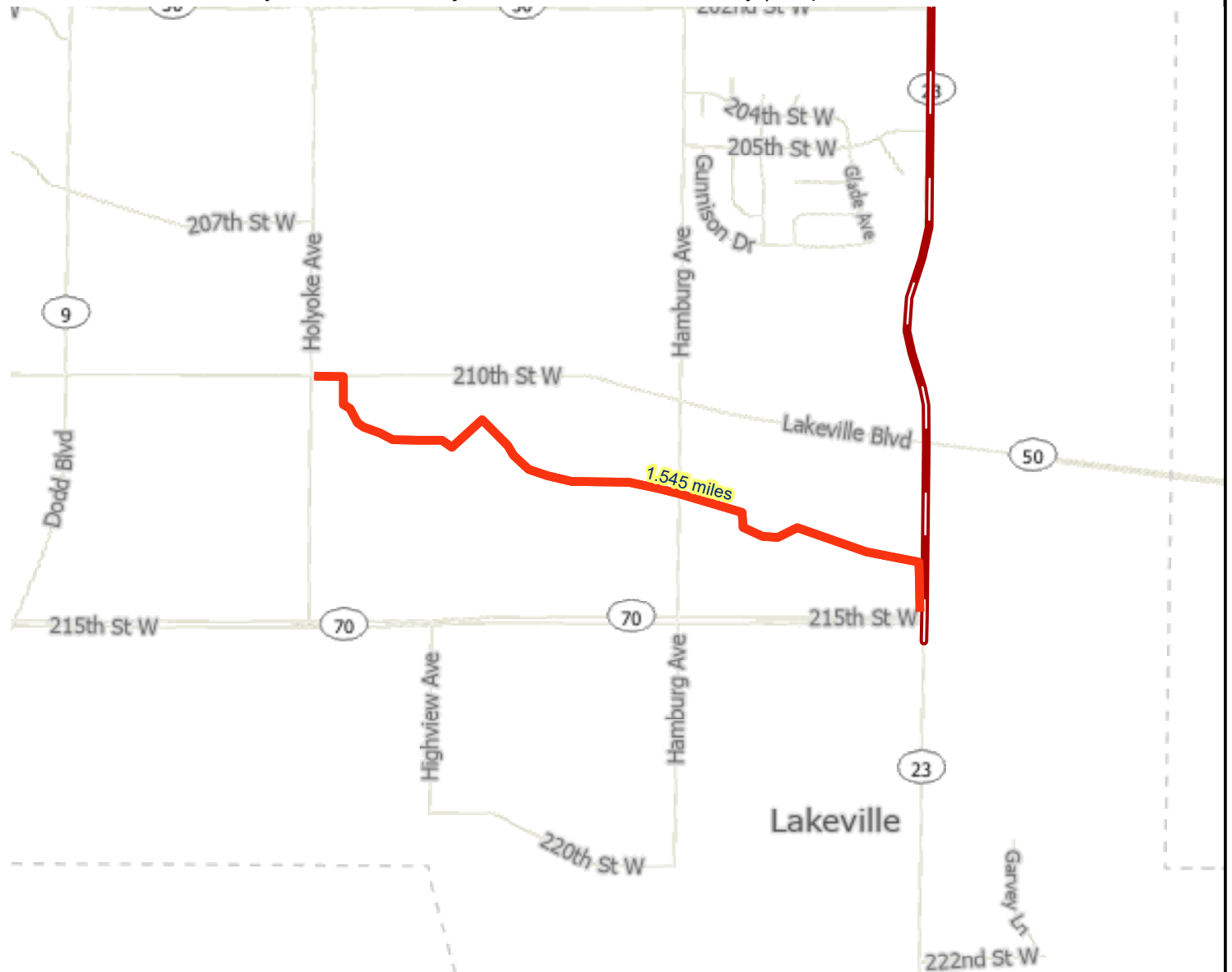


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gisite/notice.aspx>



# Transit Connections

Multiuse Trails and Bicycle Facilities Project: Lake Marion Greenway | Map ID: 1699899133877

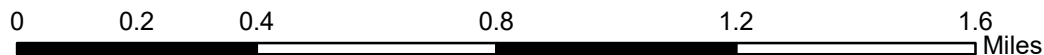


## Results

Transit with a Direct Connection to project:  
\*Red Line Extension

\*indicates Planned Alignments

Transit Market areas: 3, 4



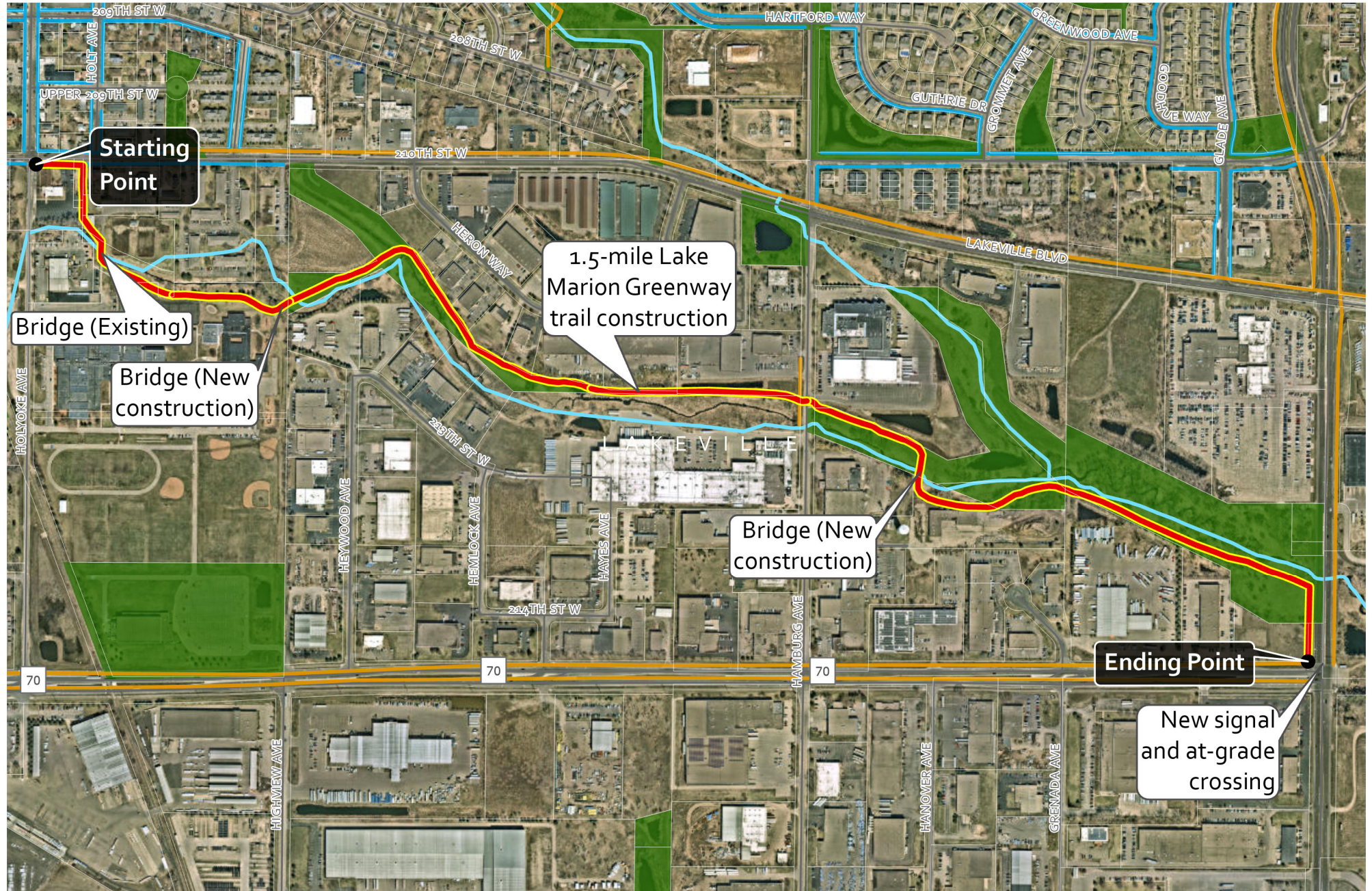
Created: 11/13/2023  
LandscapeRSA3







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

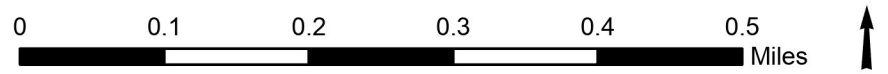


# Lake Marion Greenway- Lakeville



-  Dakota County
-  Proposed Project
-  Municipal Boundaries
-  Streets

- Bicycle and Pedestrian Network**
-  Multi Use Trail
  -  Sidewalk
  -  Parks and Open Space





City of Lakeville  
*Positioned to Thrive*

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: Lake Marion Greenway Project

Dear Ms. Koutsoukos:

The City of Lakeville and Dakota County are working in partnership to construct a multi-use trail between downtown Lakeville and Cedar Avenue (Dakota County State Aid Highway 23).

The Lake Marion Greenway supports the City's park and trail system by connecting key points of interest including downtown Lakeville, McGuire Middle School, John F. Kennedy Elementary School, and Airlake Industrial Park businesses. The project's multimodal improvements will provide convenient, comfortable, and safe transportation (community access) for residents, eliminate a gap on the RBTN, and provide crossings of the west branch of South Creek. As part of Dakota County's greenway system, users of the Lake Marion Greenway will be able to travel to destinations throughout the region.

The purpose of this letter is to indicate the City of Lakeville's approval of the project layout being submitted with this application. The project layout is attached to this letter. The City of Lakeville is aware of and understands the project being submitted and commits to operate and maintain the public facilities for the duration of their design life to ensure safe and accessible public access.

Respectfully,

Zach Johnson  
City Engineer



City of Lakeville  
*Positioned to Thrive*

December 14, 2023

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Respectfully,

Zach Johnson  
City Engineer



# Lake Marion Greenway | Lakeville

MULTIUSE TRAIL

## PROJECT DESCRIPTION

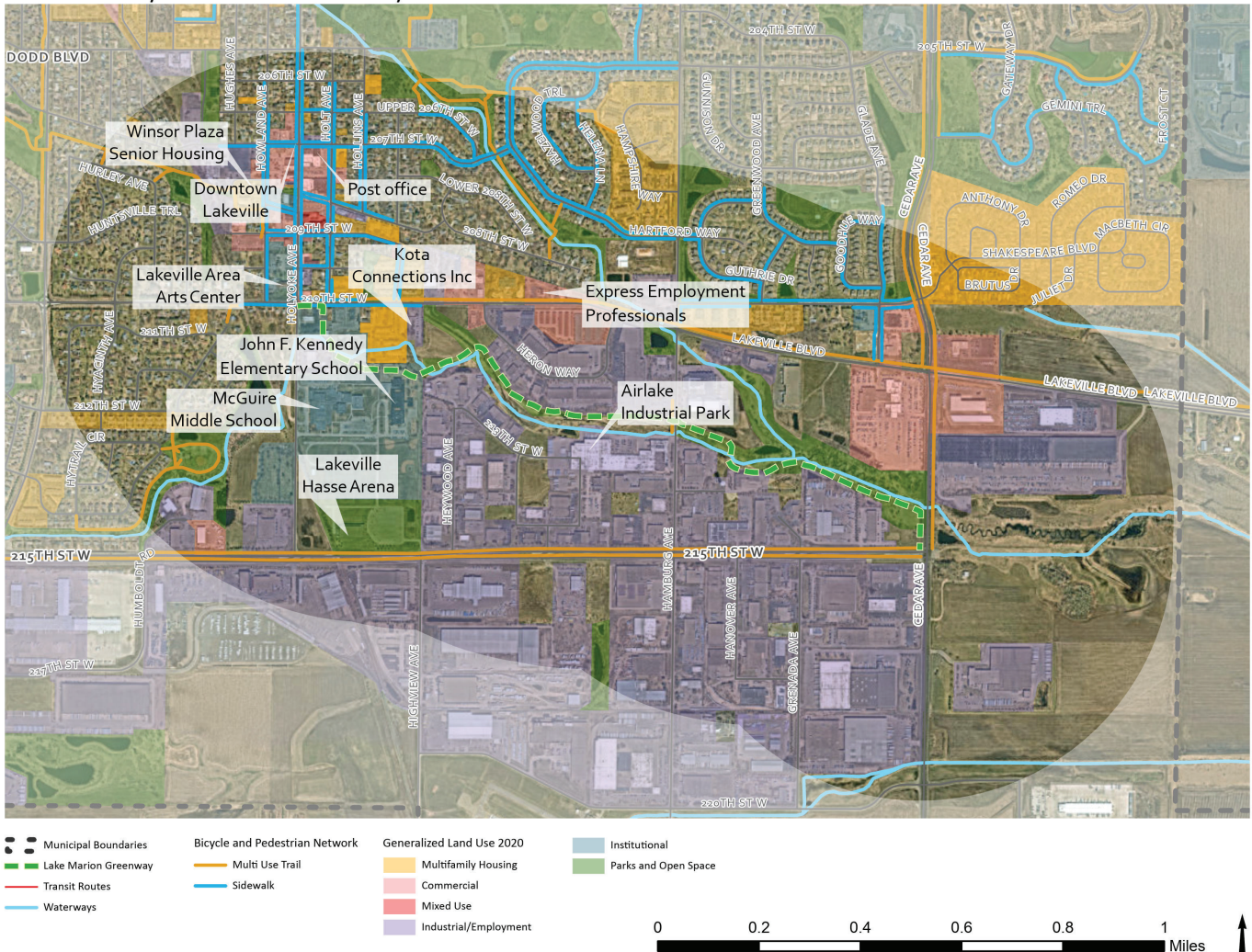
The Lakeville portion of the Lake Marion Greenway Regional Trail will provide a 1.5-mile off-road trail experience connecting downtown Lakeville with vital employment, housing, and educational centers. This trail segment will bridge gaps in the RBTN and provide a safe, scenic, off road greenway experience that will be especially valuable to the children, youth, low income folks, those with disabilities getting around this area.

Project Location: Lakeville	
Requested Award Amount:	\$2,800,000
Total Project Cost:	\$3,500,000

## PROJECT BENEFITS

- » Serve a racially diverse population
- » Provide students with a safe route to school and additional recreation opportunities
- » Close a gap in the RBTN
- » Efficiently connect bikers and pedestrians to Airlake Industrial Park, the 2nd largest industrial park in MN
- » Increase transportation access to job seekers through proximity to two employment services centers
- » Increase bike and pedestrian options for those in the surrounding multifamily housing communities
- » Move pedestrians and bicyclists off of roadways to improve roadway safety for users of all transportation modes
- » Increase connections to local and regional destinations, including Downtown Lakeville

Dakota County Lake Marion Greenway Lakeville Multiuse Trail







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

December 12, 2023

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

RE: 2023 Regional Solicitation Application for Lake Marion Greenway in Lakeville

Dear Ms. Koutsoukos:

Dakota County is working in partnership with the City of Lakeville to construct a new portion of the Lake Marion Greenway. Please see the attached Dakota County Board resolution indicating Dakota County's support for the City of Lakeville's Regional Solicitation application for this project.

Dakota County has reviewed and approved the general layout of the Lake Marion Greenway project. The project layout has been attached to this letter.

Upon completion, the Lake Marion Greenway in Lakeville will become part of the Dakota County regional greenway trail network. In keeping with Dakota County Regional Trails Maintenance Standards, the Dakota Grounds Maintenance Department will be responsible for snow and ice removal to accommodate year-round bicycle and pedestrian use. Dakota County budgets funding to remove snow and ice annually and has sufficient resources to provide this service. Plowing, brooming, and/or blowing of snow is typically completed within 48 hours after a snow event. Intersections are to be cleared of snow and are to have clear sightlines.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Niki Geisler".

Niki Geisler  
Dakota County Parks Director  
CC:



# Lake Marion Greenway | Lakeville

MULTIUSE TRAILS



## PROJECT IMAGES

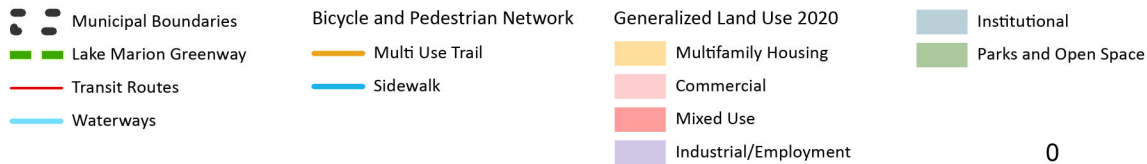
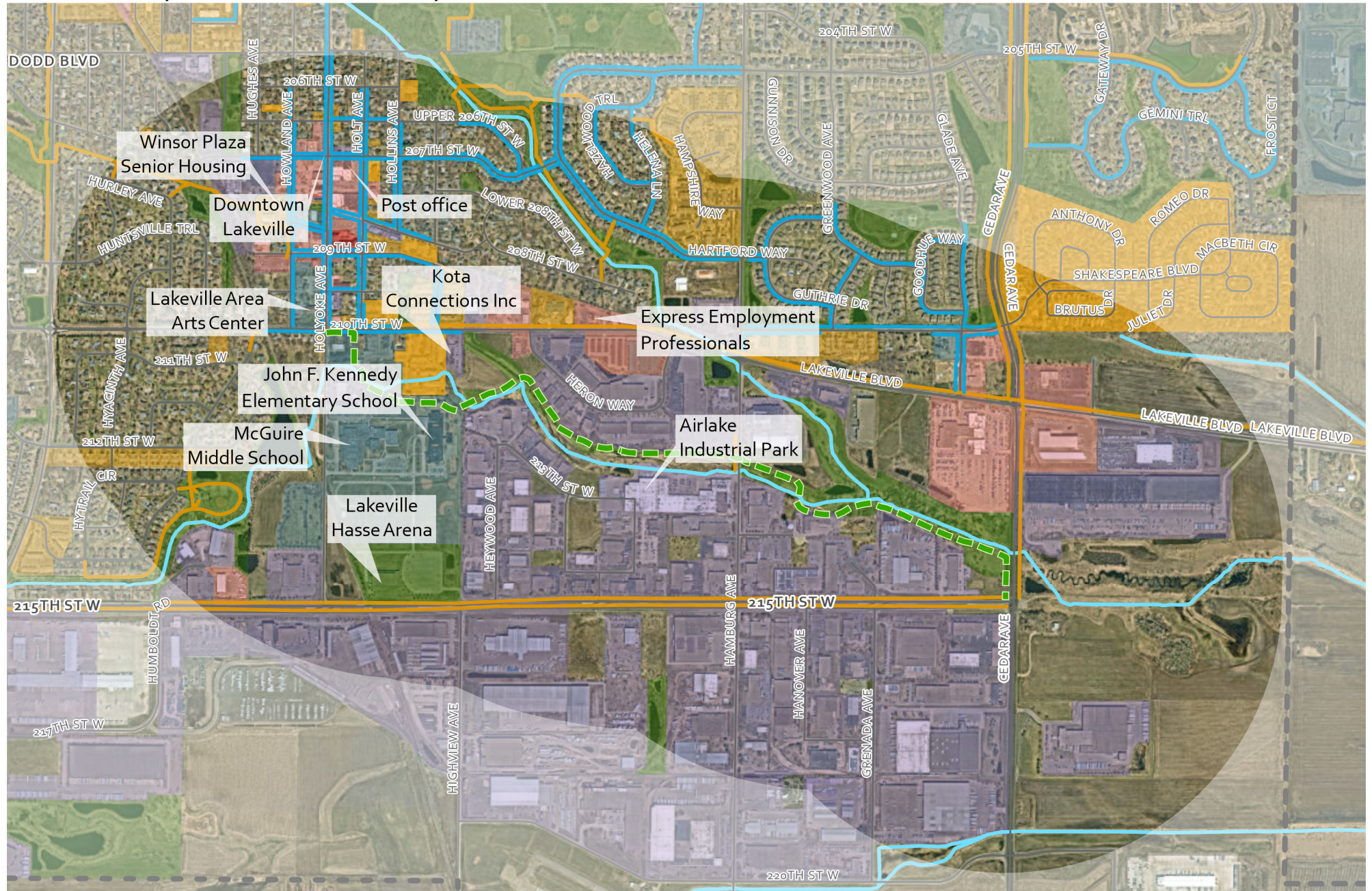


*Proposed Trail Crossing location at Hamburg Ave*



*Southeast terminus of the proposed trail, and trail connection at CSAH 23/Cedar Avenue and CSAH 70*

# Dakota County Lake Marion Greenway Lakeville Multiuse Trail





**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	_____

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



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