



Application

19841 - 2024 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)  
20487 - Greenwood Drive Sidewalk - Burnsville  
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/15/2023 9:42 AM

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### Primary Contact

Feel free to edit your profile any time your information changes. Create your own personal alerts using My Alerts.

**Name:** \* He/him/his Logan Vlasaty  
Pronouns First Name Middle Name Last Name

**Title:** City Engineer

**Department:**

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**Address:** 100 Civic Center Parkway

**\***

**Phone:** \* Burnsville Minnesota 55337  
City State/Province Postal Code/Zip

952-895-4457  
Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Roadways Including Multimodal Elements

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### Organization Information

**Name:** BURNSVILLE, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City

**Organization Website:**

**Address:** 100 CIVIC CTR PKY

**\***

**County:** Burnsville Minnesota 55337  
City State/Province Postal Code/Zip

**Phone:** \* Dakota 952-895-4400  
Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000020927A1

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### Project Information

**Project Name** Greenwood Drive Sidewalk

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

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

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

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

The proposed sidewalk will provide a safe and accessible off-street connection between the residential developments along Greenwood Drive and County Road 5. This sidewalk was identified as a priority area for multi-modal improvements in the City's 2021 Multi-Modal Plan. During the engagement process for this plan, residents in the area approached the City with safety concerns about this sidewalk gap and asked City Staff to work to improve access to the employment and shopping destinations in the area.

Currently, no sidewalk exists between the intersection of County Road 5 and Greenwood Drive and the residential developments of Leah's Apartments and Greenwood Apartments located roughly 600 feet to the east. In order to reach County Road 5 and its existing network of pedestrian and transit facilities, residents on foot must travel within the Greenwood Drive roadway. This is particularly relevant as residents in this area are less likely to have access to a vehicle as compared to the City of Burnsville as a whole, meaning that they are more likely to rely on accessible sidewalks, trails, and transit to reach their destinations. In addition, Leah's Apartments, a 17-unit development along Greenwood Drive, serves people with physical disabilities, making the need for an off-street pedestrian facility in this area even more critical.

The sidewalk is proposed to be constructed along the east/south side of Greenwood Drive, a local roadway, eliminating the need for residents to cross the street to reach County Road 5. Currently, some residents choose to cross Greenwood Drive at unmarked locations and cut through private property to reach County Road 5 in an effort to avoid walking within the roadway. The proposed sidewalk will increase the safety of all modes of transportation by removing pedestrians from the road onto a separated sidewalk.

The proposed sidewalk will connect to the existing pedestrian facilities along County Road 5. This off-street network of sidewalks, trails, and transit stretches north to the Minnesota River Quadrant and south to Burnsville Center and Egan Drive, providing equitable access to employment, retail, and recreation destinations and enabling people to move safely throughout the corridor as well as within the broader Twin Cities metro region.

*(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.** Greenwood Drive, Burnsville, from CR 5 to Leah's Apartments - Construct Sidewalk

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

**Project Length (Miles)** 0.1

*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** \$269,150.00

**Match Amount** \$67,287.50

*Minimum of 20% of project total*

**Project Total** \$336,437.50

*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** City local infrastructure trust funds

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

**Preferred Program Year**

**Select one:** 2028, 2029

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

**Additional Program Years:**

2025, 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#.

N/A

### Location

County, City, or Lead Agency

Burnsville

Name of Trail/Ped Facility:

GREENWOOD DRIVE SIDEWALK

(example: CEDAR LAKE TRAIL)

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

Road System

CITY STREET

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

Road/Route No.

N/A

(Example: 53 for CSAH 53)

Name of Road

GREENWOOD DRIVE

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

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

From:

Road System

CR

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

Road/Route No.

5

(Example: 53 for CSAH 53)

Name of Road

COUNTY ROAD 5

(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:

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

Reconstruct Trail

Resurface Trail

Bituminous Pavement

Concrete Walk

Yes

Pedestrian Bridge

Signal Revision

Landscaping

Other (do not include incidental items)

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

Old Bridge/Culvert No.:

N/A

New Bridge/Culvert No.:

N/A

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

N/A

Zip Code where Majority of Work is Being Performed

55337

<b>Approximate Begin Construction Date (MO/YR)</b>	04/01/2028
<b>Approximate End Construction Date (MO/YR)</b>	10/31/2028
<b>Miles of Pedestrian Facility/Trail (nearest 0.1 miles):</b>	0.1
<b>Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):</b>	0
<b>Is this a new trail?</b>	Yes

## 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 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.** - City of Burnsville Multi-Modal Plan 2021: pgs.8, 53-54, 63-64

(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:** 03/01/2020

**Link to plan:** <https://www.burnsvillemn.gov/1848/ADA>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. 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.

[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

### 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	\$0.00
Sidewalk Construction	\$250,800.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$6,300.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$48,750.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$30,587.50
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$336,437.50</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:

The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program under the Infrastructure Investment and Jobs Act is intended to provide funds for resilience improvements within communities. The part of this project that would be eligible for PROTECT funds are the retaining walls (\$18,000).

## Totals

Total Cost	\$336,437.50
Construction Cost Total	\$336,437.50
Transit Operating Cost Total	\$0.00

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### Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment Within One-Half Mile:	3539
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1702565707202_Regional Economy.pdf

Please upload attachment in PDF form

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### Measure A: Population Summary

Existing Population Within One-Half Mile	8962
Upload Map	1702565739117_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 City's 2021 Multi-Modal Plan identified certain types of Burnsville residents who are more likely to face barriers to active transportation than others. These types of residents include people with disabilities, households without vehicles, residents who identify as a person of color, and those who speak English less than "very well." The Multi-Modal Plan identified the proposed project area as a key equity area due to the demographics of residents in the surrounding area and its location around senior, supportive, and affordable housing developments.

The 2020 Census indicated that 7.2% of people living in the project census tract have some type of disability. The project census tract also has a moderately high proportion of households without access to a vehicle compared to the surrounding city. In addition, the project census tract contains a population that is more racially diverse than the City of Burnsville as a whole. Roughly 50% of the residents in the project census tract are people of color which is higher than the overall percentage for the City of Burnsville (39%). In addition, 10-13% of the residents within the project census tract speak English less than "very well." Combined, these factors indicate that this project would expand access and advance equity within the community by providing safe access for residents to local retail and employment destinations along County Road 5, including the broader pedestrian and transit network.

Community engagement for this project took place during the planning process for the 2021 Multi-Modal Plan. This process included targeted outreach initiatives designed to engage underrepresented groups. In addition to pop-up events and online research, a 10-person stakeholder advisory committee consisting of diverse individuals representing different ages, occupations, abilities, and racial and ethnic backgrounds was formed to provide community feedback. During the engagement process, the City was approached by a resident with physical disabilities who asked the City to construct a sidewalk along Greenwood Drive. Reflecting this concern and the area's location near several supportive housing developments, Greenwood Drive was identified as a priority area for multi-modal improvements in the 2021 Plan.



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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 proposed project will improve safety and access for area residents. Land surrounding the project corridor includes a higher proportion of residents with disabilities and households without access to a vehicle than other areas of the City. Several multi-unit developments, including Leah's Apartments, a 17-unit development which provides housing for people with disabilities, and Greenwood Apartments, which provides naturally occurring affordable housing units, are located immediately east of Greenwood Drive. Residents in these developments are more likely to rely on accessible sidewalks, trails, and transit to reach their destinations. Providing safe and accessible transportation choices for these residents expands equitable access to jobs and services.

The proposed sidewalk will close a 600-foot gap in the City's sidewalk network and will provide direct access to County Road 5 and its existing pedestrian and transit network. Currently, residents in the area wishing to access County Road 5 must travel within the roadway of Greenwood Drive. This is unsafe, particularly for those residents with disabilities or those using mobility devices.

The proposed sidewalk will connect to the existing sidewalk network along County Road 5. This sidewalk network stretches north across TH 13 to the Minnesota River Quadrant, a redevelopment area planned to include retail, office, restaurants, recreation, and industrial uses. The County Road 5 sidewalk also extends south to Burnsville Center, a regional shopping destination, and to Egan Drive which contains one of the City's major employment areas. Bus routes along County Road 5 run north/south between Savage and the Mall of America Transit Station with stops at local dining, entertainment, shopping, and recreation destinations.

There are no known negative externalities associated with the project. The project will not displace residents or businesses, but merely provide positive outcomes by enhancing the local pedestrian network. Standard construction mitigation measures such as limiting hours of construction and using materials which minimize dust will be utilized in compliance with the City's standards to mitigate any short-term impacts from construction activities such as increased noise and dust.

(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:**

The proposed sidewalk along Greenwood Drive will provide a safe and accessible off-street connection to County Road 5. This connection will provide safe access for residents of affordable housing locations within a half-mile of the project to nearby retail, employment, and recreation destinations such as the Minnesota River Quadrant, Burnsville Center, and Egan Drive, as well as the broader transit and trail networks existing within the City.

There are 82 publicly subsidized rental housing units within one-half mile of the project area. A majority of the housing options within the project corridor are located south and east of Greenwood Drive. The two primary residential developments that would be served by this sidewalk are Leah's Apartments and Greenwood Apartments. Leah's Apartments is a 17-unit residential development serving people with physical disabilities. Greenwood Apartments contains 24 units of naturally occurring affordable housing. To best serve these developments and reduce the potential for vehicle conflict, the sidewalk is proposed to be located on the same side of Greenwood Drive as the residential developments.

During the engagement process for Burnsville's 2021 Multi-Modal Plan, resident feedback identified 5 priorities for the City's sidewalk and trail network. These priorities included user safety, crossing comfort, system maintenance, access to destinations, and network connectivity. The proposed project would improve user safety and access to destinations, along with connecting additional residents to the existing network, meeting 3 of the 5 priority areas.

More specifically, residents from Leah's Apartments approached the City during this process to express their concern about the 600 foot gap in the sidewalk network between the apartment complex and County Road 5. This gap reduces residents' ability to move safely between their homes and the amenities and destinations along the County Road 5 corridor. Residents requested that the City of Burnsville work to help improve access to the employment and shopping destinations in the area.

The proposed sidewalk would connect to the existing off-street pedestrian facilities along County Road 5, enabling residents to move safely throughout the corridor. The existing pedestrian network along County Road 5 extends north to the Minnesota River Quadrant, a redevelopment area planned to include retail, office, restaurants, recreation, and industrial uses. To the south, Burnsville Center, a regional shopping destination, and Egan Drive, one of the City's major employment areas, can also be reached using the existing pedestrian network.

(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.

1702566055189\_Socio-Economic Conditions.pdf

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**Measure A: Gaps, Barriers and Continuity/Connections****Response:**

The proposed sidewalk will provide a critical connection between the residential developments along Greenwood Drive, including Leah's Apartments and Greenwood Apartments, and County Road 5. This sidewalk was identified as a priority area for multi-modal improvements in the City's 2021 Multi-Modal Plan.

Currently, residents in the area using Greenwood Drive to access County Road 5 must walk within the travel lanes because no pedestrian facilities exist. Greenwood Drive is a local street with two travel lanes and no shoulder. Traveling within the roadway in close proximity to County Road 5 is a safety concern, especially for residents of Leah's Apartments, which serves residents with mobility impairments. County Road 5 is four-lane separated roadway that is classified as an A-Minor Expander with an AADT of 24,800 vehicles per day north of Greenwood Drive and 14,400 vehicles per day south of Greenwood Drive. The construction of a sidewalk along Greenwood Drive would remove pedestrians from the roadway, enhancing safety for all users. In addition, the sidewalk would connect to the existing off-street pedestrian network along County Road 5, allowing residents to safely access the retail and employment destinations and amenities, as well as transit along the County Road 5 corridor.

The sidewalk is proposed to be constructed along the east/south side of Greenwood Drive, eliminating the need for residents to cross the street to reach County Road 5. Currently, some residents choose to cross Greenwood Drive at unmarked locations and cut through private property to reach County Road 5 in an effort to avoid walking on the roadway. This adds to safety concerns in the area, as vehicles may not expect pedestrians to cross the street in front of them.

The new sidewalk will be constructed to ADA standards to ensure that users of all abilities will be able to travel safely between the residential buildings along Greenwood Drive and County Road 5.

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

---

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

**Response:**

The project will serve as a critical link in the City's pedestrian network. No off-street pedestrian or bicycle facilities currently exist between the residential buildings along Greenwood Drive and County Road 5. Greenwood Drive is classified as local roadway and consists of two lanes and no shoulder. To reach County Road 5 and its employment and shopping destinations, residents must walk within the on-street travel lanes of Greenwood Drive. The proposed sidewalk would connect to the existing sidewalk network at County Road 5. County Road 5 is classified as an A-Minor Expander with an AADT of 24,800 vehicles per day north of Greenwood Drive and 14,400 vehicles per day south of Greenwood Drive. Traveling within the roadway in close proximity to County Road 5 is a safety concern, especially for residents of Leah's Apartments along Greenwood Drive, which serves residents with mobility impairments. The new sidewalk will be designed to ADA standards to ensure that users of all abilities will be able to travel safely between the residential buildings along Greenwood Drive and County Road 5.

The sidewalk is proposed to be constructed along the east/south side of Greenwood Drive, eliminating the need for residents to cross the street to reach County Road 5. Currently, some residents choose to cross Greenwood Drive at unmarked locations and cut through private property to reach County Road 5 in an effort to avoid walking on the roadway. This adds to safety concerns in the area, as vehicles may not expect pedestrians to cross the street in front of them.

One pedestrian crash resulting in severe injury occurred along County Road 5 near the proposed sidewalk between the years 2013 and 2022. The paved sidewalk will enhance the safety for pedestrian users by providing a space for pedestrians to travel which is separated from vehicle traffic along the roadway. This will decrease the opportunity for pedestrian interaction with vehicles along Greenwood Drive. Typically, most crashes involving pedestrians, bicyclists, and vehicles occur at intersection crossings. The proposed sidewalk will connect to the existing sidewalk along County Road 5 and the crosswalk across Greenwood Drive, allowing residents to travel from the residential developments in the area all along the County Road 5 corridor without ever walking within the travel lanes of any street.

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

**Response:**

The proposed sidewalk will connect to sidewalk and transit opportunities along the County Road 5 corridor. These connections allow residents in the area to reach employment, recreation, civic, and shopping destinations throughout the City of Burnsville, Dakota County, and the broader metro region without needing a personal vehicle. The existing sidewalk network along County Road 5, which would connect to the west end of the proposed sidewalk, extends north across TH 13 to the Minnesota River Quadrant, a redevelopment area planned to include retail, office, restaurants, recreation, and industrial uses. To the south, the sidewalk network reaches Burnsville Center, a regional shopping destination, and Egan Drive, one of the City's major employment areas.

South of the Greenwood Drive/County Road 5 intersection, bus route 444 can be reached using the pedestrian network along County Road 5. Route 444 extends south to Burnsville Center and the City of Savage. To the north, route 444 travels through Burnsville, stopping at the Burnsville and Cedar Grove transit stations before terminating at Mall of America Station. Once there, additional bus routes, bus rapid transit, and light rail provide access to the broader Twin Cities metro region.

The proposed sidewalk will increase the safety of all types of transportation users. By creating a sidewalk that is separated from the roadway, pedestrians traveling between the residential developments along Greenwood Drive and County Road 5 will no longer be forced to travel in the roadway. The proposed sidewalk will be constructed with a curb to separate users from the roadway, increasing the safety of those using it. By decreasing the amount of interaction and increasing the predictability between pedestrians and vehicles, the safety of all modes of transportation will increase.

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

---

## Transit Projects Not Requiring Construction

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

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

**Check Here if Your Transit Project Does Not Require Construction** Yes

---

## 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:**

Community engagement for this project was primarily conducted during the planning process for the City's 2021 Multi-Modal Plan. Engagement for this plan was completed in two phases. The first phase focused on gathering information from the public on facility gaps, issues and opportunities, and funding priorities. It included two rounds of advertising and targeted engagement for historically underrepresented populations. Engagement opportunities from Phase One included:

- 10 in-person events focused on reaching underrepresented groups such as Black, Somali, and Hispanic residents, seniors, and people with disabilities
- Mobile-friendly website with approximately 800 visits and 1,500 clicks
- Approximately 500 fliers in 3 languages distributed
- 2 social media posts in 3 languages
- 2 city newsletter advertisements
- 6 meetings/workshops with Council, commissions, and stakeholder advisory committee
- 190 surveys completed
- 190 location-based comments received during online and in-person events

The second phase focused on presenting the draft plan to stakeholders and providing an opportunity for review and refinement. This phase included outreach to past participants and advertising on social and traditional media outlets to inform the public about the completion of the study.

During this process, City Staff were specifically approached by residents along Greenwood Drive who expressed concern about the 600-foot gap in the sidewalk network between the apartment complex and County Road 5. This gap reduces residents' ability to move safely between their homes and the amenities and destinations along the County Road 5 corridor. Residents requested that the City of Burnsville work to help improve access to the employment and shopping destinations in the area.

*(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**

1702567056184\_GREENWOOD\_WALK\_revised.pdf

*Please upload attachment in PDF form*

**Additional Attachments**

1702577857449\_LOS for GreenwoodSidewalkBurnsville RS App 12.4.23 EML.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): \$336,437.50

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$336,437.50

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

---

## Other Attachments

File Name	Description	File Size
Burnsville Sidewalk.pdf	Project Map	5.3 MB
BurnsvilleChamber-AT- LOS.pdf	Letter of Support - Burnsville Chamber of Commerce	161 KB
City Resolution 2022.pdf	City of Burnsville Resolution	155 KB
Existing Conditions Photos.pdf	Existing Conditions Photos	494 KB
Lakeland Investments LOS.pdf	Letter of Support - Lakeland Investments	373 KB
LeahsApartment-Resident-AT Grant LOS.pdf	Letter of Support - Leah's Apartment resident	35 KB
LOS for GreenwoodSidewalkBurnsville RS App 12.4.23 EML.pdf	Letter of Support - Dakota County	3.2 MB
Project Summary.pdf	Project Summary	1.6 MB
Project to RBTN Orientation.pdf	RBTN Map	1.6 MB

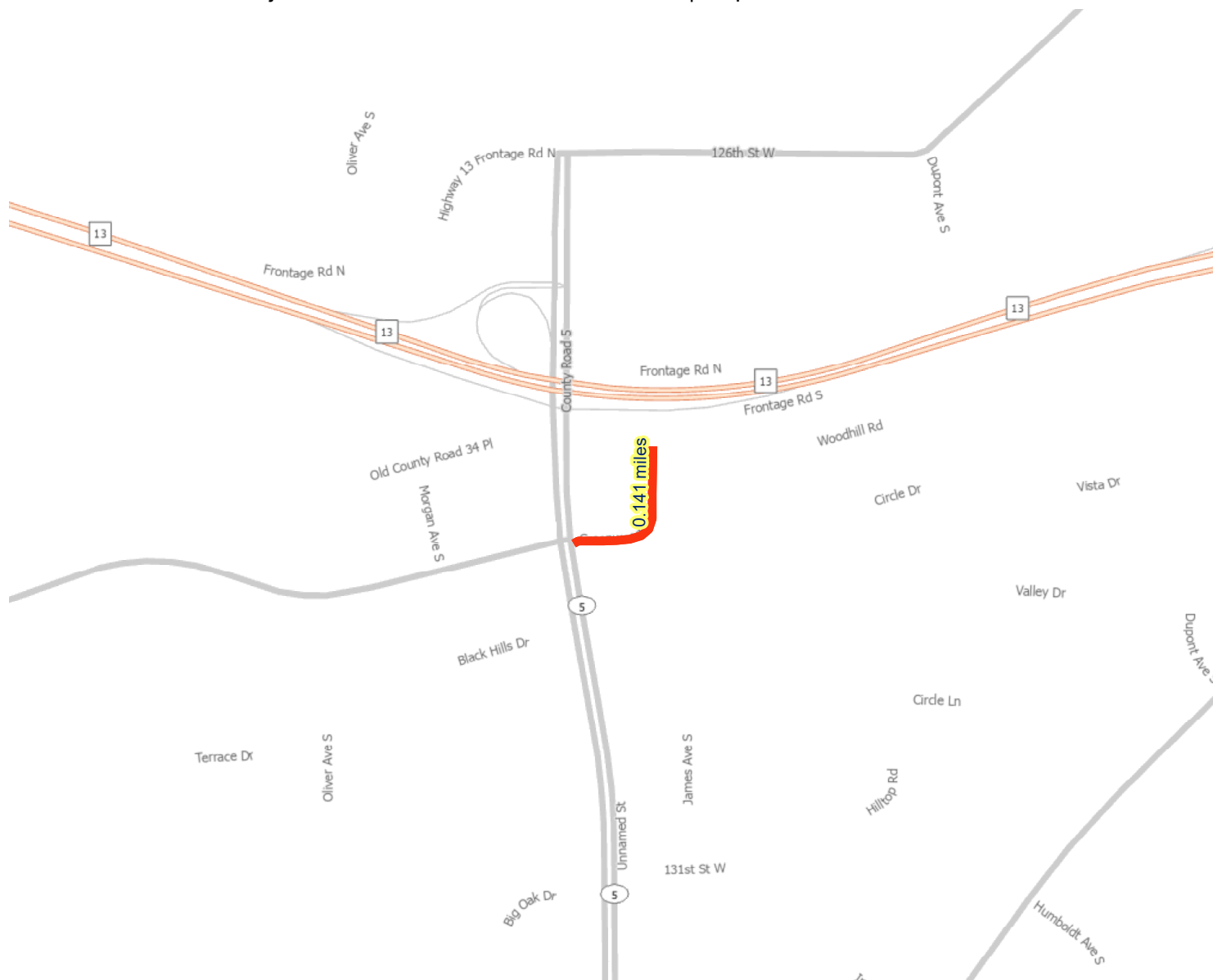


# Regional Economy

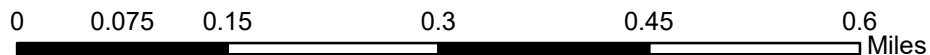
## Results

Within HALF Mi of project:  
Postsecondary Students: 0

Total Population: 8962  
Total Employment: 3539  
Mfg and Dist Employment: 1267



- Project
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 10/30/2023  
LandscapeRSA5



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



# Population/Employment Summary

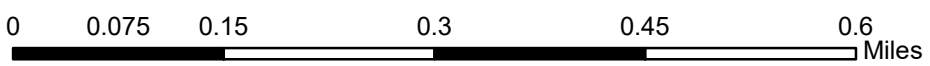
Pedestrian Facilities Project: Burnsville Greenwood Pedestrian | Map ID: 1698689448088

## Results

Within HALF Mile of project:  
Total Population: 8962



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 10/30/2023  
LandscapeRSA4



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









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

December 8, 2023

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

RE: 2023 Regional Solicitation Application for Greenwood Drive Sidewalk from Leah's Apartments to CSAH 5

Dear Ms. Koutsoukos:

The City of Burnsville has requested Dakota County's support of the Greenwood Drive Sidewalk project from Leah's Apartments to CSAH 5. Please see the attached Dakota County Board resolution indicating Dakota County's support for the City of Burnsville's Regional Solicitation application for this project.

Dakota County has received, reviewed, and approved the general layout of Greenwood Drive Sidewalk project. The project layout has been attached to this letter.

Thank you for considering this project for the Regional Solicitation.

Sincerely,

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

Erin Laberee, PE  
Dakota County Transportation Director/County Engineer



Easement

Retaining wall

Easement

COUNTY ROAD 5

COUNTY ROAD 5

GREENWOOD DR

WILLIAMS DR

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

November 28, 2023

Resolution No. 23-542

Motion by Commissioner Hamann-Roland

Second by Commissioner Halverson

**Authorization To Approve Six Letters Of Support For Submittal To 2023-2024 Regional Solicitation And Authorization Of Replacement Of Projects Being Submitted To 2023-2024 Regional Solicitation For Federal Funding**

WHEREAS, the Transportation Advisory Board is requesting project submittals for federal funding under the Infrastructure Investment and Jobs Act 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, by Resolution No. 23-424 (September 26, 2023), the County Board authorized staff to submit 13 applications to the Regional Solicitation; and

WHEREAS, since then, the City of Farmington has taken lead on the North Creek Greenway application and the City of Lakeville has taken lead on the 185<sup>th</sup> Street (CSAH 60) regional solicitation applications; and

WHEREAS, this Resolution replaces Resolution No. 23-424 (September 26, 2023), for authorization to submit 11 projects to the Regional Solicitation.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

Projects Led By Others Requesting Letters of Support

- 1.1 Greenwood Drive Sidewalk from Leah's Apartments to CSAH 5 – Lead Agency: Burnsville
- 1.2 Lothenbach Avenue Sidewalk Project from TH 3 (Robert Street) to CSAH 73 (Oakdale Avenue)– Lead Agency: West St. Paul
- 1.3 North Creek Greenway from 195th to Downtown Farmington - Lead Agency: Farmington
- 1.4 185th St (CSAH 60) from CSAH 50 (Kenwood Trail) to CSAH 9 (Dodd Blvd) – Lead Agency: Lakeville
- 1.5 Marie Avenue from 3<sup>rd</sup> Avenue to 21<sup>st</sup> Avenue – Lead Agency: South St. Paul

**STATE OF MINNESOTA**  
County of Dakota

	YES		NO
Slavik	X	Slavik	_____
Atkins	X	Atkins	_____
Halverson	X	Halverson	_____
Droste	X	Droste	_____
Workman	X	Workman	_____
Holberg	X	Holberg	_____
Hamann-Roland	X	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 28<sup>th</sup> day of November 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 28<sup>th</sup> day of November 2023.

*Jeni Reynolds*

Clerk to the Board

1.6 Trunk Highway 13 from Lynn Avenue in Savage to Washburn Avenue in Burnsville - Lead Agency: Burnsville

; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city-led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects; and

BE IT FURTHER 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:

County-Led Highway Projects

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

County-Led Safe Routes to School Projects

- 2.8 CSAH 4 (Butler Ave) from CSAH 63 to Smith Ave. in West St. Paul

County-Led Greenway Multiuse Trails and Bicycle Facilities Projects

- 2.9 North Creek Greenway: CSAH 42 Grade Separation and Trail to Flagstaff Road in Apple Valley
- 2.10 Lake Marion Greenway through the Industrial Park in Lakeville
- 2.11 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 28<sup>th</sup> day of November 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.

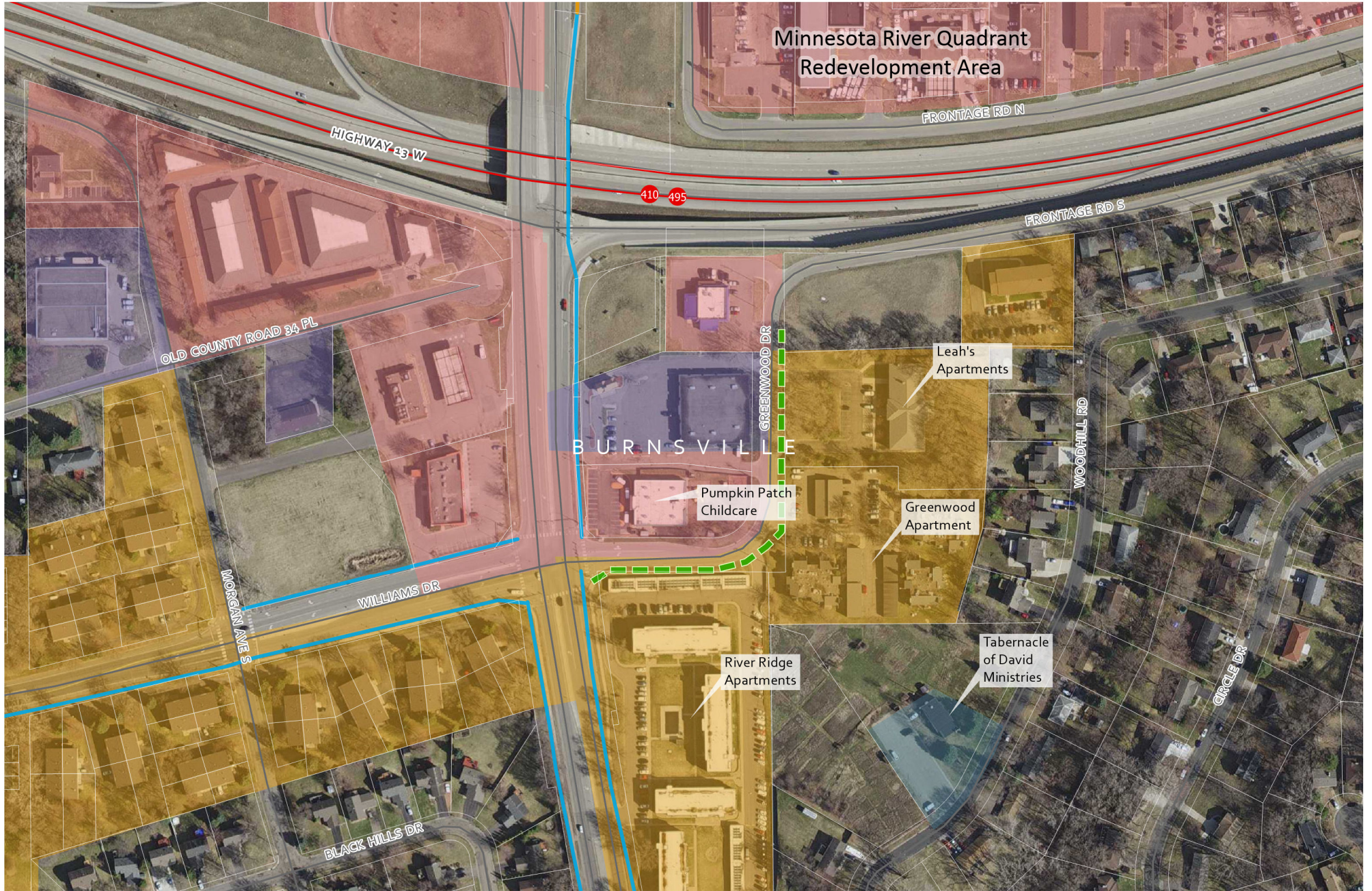
Witness my hand and official seal of Dakota County this 28<sup>th</sup> day of November 2023.



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



# Burnsville Greenwood Pedestrian Sidewalk

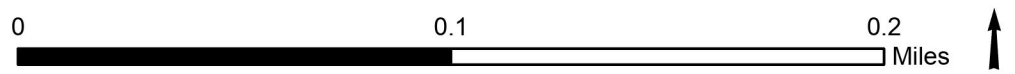


- Municipal Boundaries
- Burnsville Greenwood Sidewalk
- Transit Routes

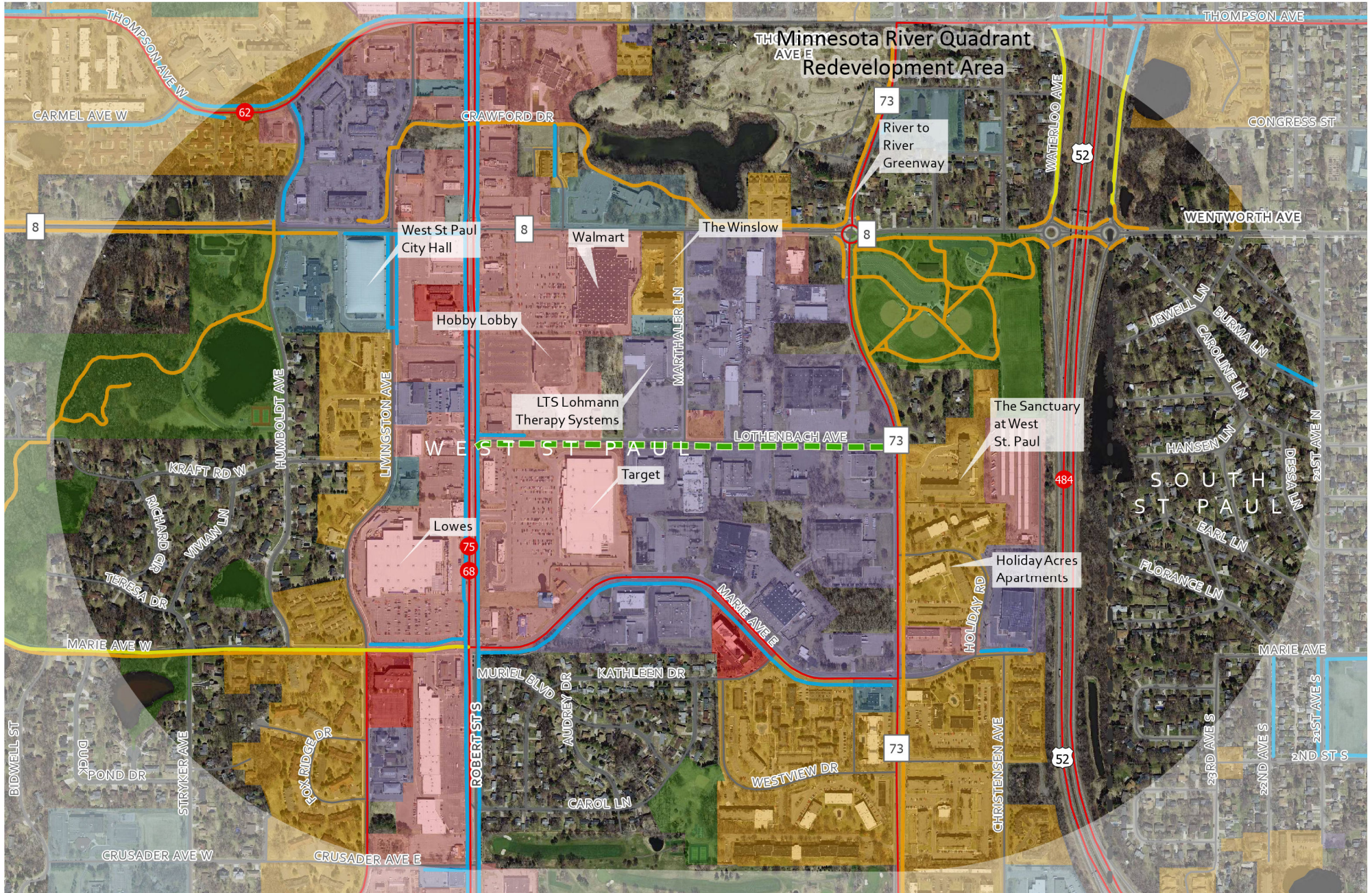
- Bicycle and Pedestrian Network**
- Multi Use Trail
  - Sidewalk

- Generalized Land Use 2020**
- Multifamily Housing
  - Commercial

- Industrial/Employment
- Institutional



# West St Paul Pedestrian Sidewalk



Municipal Boundaries

West St Paul Lothenback Sidewalk

Transit Routes

## Bicycle and Pedestrian Network

Multi Use Trail

Bike Lane

Sidewalk

## Generalized Land Use 2020

Multifamily Housing

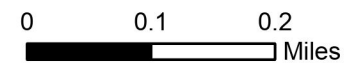
Commercial

Mixed Use

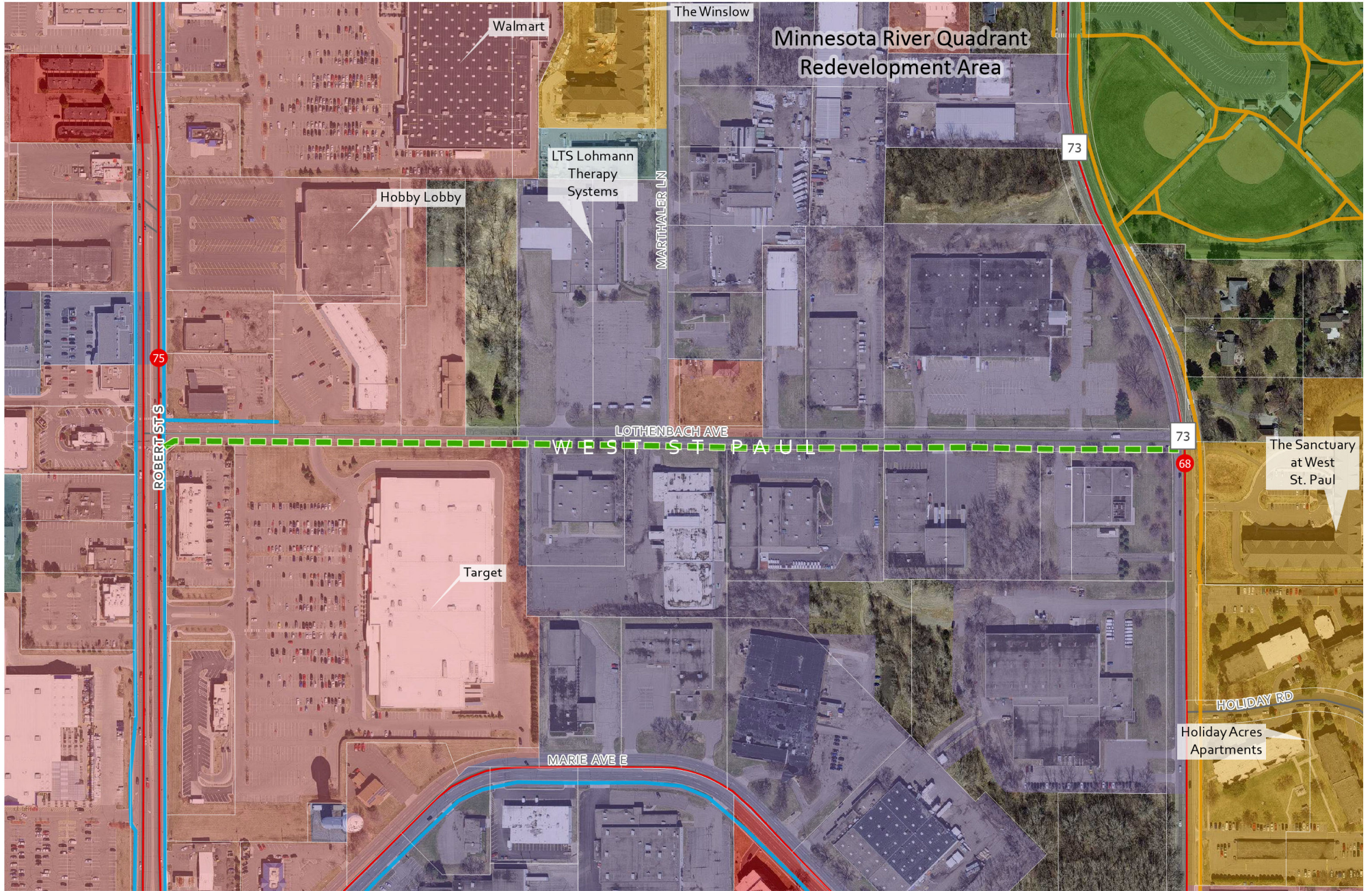
Industrial/Employment

Institutional

Parks and Open Space



# West St Paul Sidewalk Zoomed In



Municipal Boundaries

### Bicycle and Pedestrian Network

West St Paul Lothenback Sidewalk

Multi Use Trail

Transit Routes

Sidewalk

### Generalized Land Use 2020

Multifamily Housing

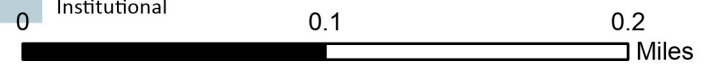
Commercial

Mixed Use

Industrial/Employment

Institutional

Parks and Open Space



Burnsville Chamber of Commerce  
220 River Ridge Circle South, Suite 101  
Burnsville, MN 55337

11/7/2022

City of Burnsville  
Attn: Jen Desrude, City Engineer  
100 Civic Center Parkway  
Burnsville, MN 55337

RE: Active Transportation Grant – Greenwood Drive sidewalk

Dear Ms. Desrude:

The Burnsville Chamber of Commerce supports the City of Burnsville's Active Transportation grant application for construction of a new sidewalk along Greenwood Drive. Constructing this segment of sidewalk will fill a need to connect the residents of Leah's Apartments (12721 Greenwood Dr), an affordable and accessible apartment building for adults with qualifying disabilities, to the transit and retail options located along County Road 5. In addition, the sidewalk would connect the residents of Greenwood Apartments to County Road 5 and the amenities that exist there. This sidewalk would benefit the residents of over 40 residential apartment units, providing a safe, off-street connection between where they live and the transit, retail, and restaurant amenities located on County Road 5.

Currently, residents in the area must walk or use wheelchairs in the street in order to get to the existing sidewalk on County Road 5. This situation is unsafe and residents in the area have been requesting an off-street sidewalk connection for a few years. Providing this sidewalk connection will open up options to the residents by providing safe access to transit, retail, and restaurant options on County Road 5.

For these reasons, Burnsville Chamber of Commerce believes the Greenwood Drive sidewalk is an excellent candidate for an Active Transportation grant and supports the City's efforts in its application.

Sincerely,

*Jennifer Harmening*

Jennifer Harmening  
President, Burnsville Chamber of Commerce  
Email: [jennifer@burnsvillechamber.com](mailto:jennifer@burnsvillechamber.com)



**RESOLUTION NO. 22-6955**

**CITY OF BURNSVILLE, MINNESOTA**

**RESOLUTION SUPPORTING APPLICATION TO THE  
MINNESOTA DEPARTMENT OF TRANSPORTATION (MNDOT)  
FOR AN ACTIVE TRANSPORTATION INFRASTRUCTURE GRANT**

**WHEREAS**, the Minnesota legislature established the Active Transportation program in 2018 to improve walking and biking conditions in communities throughout the State of Minnesota; and

**WHEREAS**, the Minnesota Department of Transportation (MnDOT) has announced a funding solicitation for development and implementation of Active Transportation infrastructure projects on October 31, 2022; and

**WHEREAS**, the City of Burnsville has a sidewalk gap along Greenwood Drive between multi-family apartments and County State Aid Highway (CSAH) 5, in which residents with disabilities routinely use the street to access the existing sidewalk network on CSAH 5 which is the location of transit stops, retail stores, and restaurants; and

**WHEREAS**, constructing approximately 600 feet of new sidewalk to connect residents with disabilities to the amenities located along CSAH 5 will improve mobility options for all of the residents in the area and will create a necessary and safe, off-street connection; and

**WHEREAS**, the Active Transportation Infrastructure Grant will fund 100% of the eligible construction costs to construct the sidewalk connection.

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

1. supports an application to MnDOT for an Active Transportation Infrastructure Grant to construct approximately 600 feet of new sidewalk along Greenwood Drive to connect residents to the sidewalk and trail network on CSAH 5;
2. authorizes the City Engineer to serve as the Project Manager for the grant, if awarded; and
3. authorizes the Mayor and City Manager to execute any agreements, as necessary, to implement the grant on behalf of the City of Burnsville.

Passed and duly adopted by the Council of the City of Burnsville this 20<sup>th</sup> day of December, 2022.

DocuSigned by:

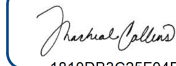


87F602077A7D426...

Elizabeth B. Kautz, Mayor

ATTEST:

DocuSigned by:



1810DB3C25E04EE

Macheal Collins, City Clerk



# Dakota County | Greenwood Drive Sidewalk PEDESTRIAN FACILITIES



## PROJECT IMAGES



Image taken looking east at Greenwood Drive from the intersection of Greenwood Drive and County Road 5.



Looking east along Greenwood Drive. Leah's Apartments is in the center of the image. Greenwood Apartments is located to the right.

Lakeland Investments LLC  
12751 County Rd. 5 Suite 186,  
Burnsville MN 55337

November 28, 2022

City of Burnsville  
Attn: Jen Desrude, City Engineer  
100 Civic Center Parkway  
Burnsville, MN 55337

RE: Active Transportation Grant – Greenwood Drive sidewalk

Dear Ms. Desrude:

Lakeland Investments supports the City of Burnsville's Active Transportation grant application for construction of a new sidewalk along Greenwood Drive. Constructing this segment of sidewalk will fill a need to connect the residents of Leah's Apartments (12721 Greenwood Dr), an affordable and accessible apartment building for adults with qualifying disabilities, to the transit and retail options located along County Road 5. In addition, the sidewalk would connect the residents of Greenwood Apartments to County Road 5 and the amenities that exist there. This sidewalk would benefit the residents of over 40 residential apartment units, providing a safe, off-street connection between where they live and the transit, retail, and restaurant amenities located on County Road 5.

Currently, residents in the area must walk or use wheelchairs in the street in order to get to the existing sidewalk on County Road 5. This situation is unsafe and residents in the area have been requesting an off-street sidewalk connection for a few years. Providing this sidewalk connection will open up options to the residents by providing safe access to transit, retail, and restaurant options on County Road 5.

For these reasons, Lakeland Investments believes the Greenwood Drive sidewalk is an excellent candidate for an Active Transportation grant and supports the City's efforts in its application.

Sincerely,



Vince Hunt  
Owner

Leah's Apartments  
12721 Greenwood Drive  
Burnsville, 55337

November 30, 2022

City of Burnsville  
Attn: Jen Desrude, City Engineer  
100 Civic Center Parkway  
Burnsville, MN 55337

RE: Active Transportation Grant – Greenwood Drive sidewalk

Dear Ms. Desrude:

Residents of Leah's Apartments support the City of Burnsville's Active Transportation grant application for construction of a new sidewalk along Greenwood Drive. Constructing this segment of sidewalk will fill a need to connect the residents of Leah's Apartments (12721 Greenwood Dr), an affordable and accessible apartment building for adults with qualifying disabilities, to the transit and retail options located along County Road 5. In addition, the sidewalk would connect the residents of Greenwood Apartments to County Road 5 and the amenities that exist there. This sidewalk would benefit the residents of over 40 residential apartment units, providing a safe, off-street connection between where they live and the transit, retail, and restaurant amenities located on County Road 5.

Currently, residents in the area must walk or use wheelchairs in the street in order to get to the existing sidewalk on County Road 5. This situation is unsafe and residents in the area have been requesting an off-street sidewalk connection for a few years. Providing this sidewalk connection will open up options to the residents by providing safe access to transit, retail, and restaurant options on County Road 5.

For these reasons, the Residents of Leah's Apartments believes the Greenwood Drive sidewalk is an excellent candidate for an Active Transportation grant and supports the City's efforts in its application.

Sincerely,

Michael O'Brien  
Leah's Apartment Resident





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

December 8, 2023

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

RE: 2023 Regional Solicitation Application for Greenwood Drive Sidewalk from Leah's Apartments to CSAH 5

Dear Ms. Koutsoukos:

The City of Burnsville has requested Dakota County's support of the Greenwood Drive Sidewalk project from Leah's Apartments to CSAH 5. Please see the attached Dakota County Board resolution indicating Dakota County's support for the City of Burnsville's Regional Solicitation application for this project.

Dakota County has received, reviewed, and approved the general layout of Greenwood Drive Sidewalk project. The project layout has been attached to this letter.

Thank you for considering this project for the Regional Solicitation.

Sincerely,

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

Erin Laberee, PE  
Dakota County Transportation Director/County Engineer



Easement

Retaining wall

Easement

GREENWOOD DR

COUNTY ROAD 5

COUNTY ROAD 5

WILLIAMS DR

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

November 28, 2023

Resolution No. 23-542

Motion by Commissioner Hamann-Roland

Second by Commissioner Halverson

**Authorization To Approve Six Letters Of Support For Submittal To 2023-2024 Regional Solicitation And Authorization Of Replacement Of Projects Being Submitted To 2023-2024 Regional Solicitation For Federal Funding**

WHEREAS, the Transportation Advisory Board is requesting project submittals for federal funding under the Infrastructure Investment and Jobs Act 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, by Resolution No. 23-424 (September 26, 2023), the County Board authorized staff to submit 13 applications to the Regional Solicitation; and

WHEREAS, since then, the City of Farmington has taken lead on the North Creek Greenway application and the City of Lakeville has taken lead on the 185<sup>th</sup> Street (CSAH 60) regional solicitation applications; and

WHEREAS, this Resolution replaces Resolution No. 23-424 (September 26, 2023), for authorization to submit 11 projects to the Regional Solicitation.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

Projects Led By Others Requesting Letters of Support

- 1.1 Greenwood Drive Sidewalk from Leah's Apartments to CSAH 5 – Lead Agency: Burnsville
- 1.2 Lothenbach Avenue Sidewalk Project from TH 3 (Robert Street) to CSAH 73 (Oakdale Avenue)– Lead Agency: West St. Paul
- 1.3 North Creek Greenway from 195th to Downtown Farmington - Lead Agency: Farmington
- 1.4 185th St (CSAH 60) from CSAH 50 (Kenwood Trail) to CSAH 9 (Dodd Blvd) – Lead Agency: Lakeville
- 1.5 Marie Avenue from 3<sup>rd</sup> Avenue to 21<sup>st</sup> Avenue – Lead Agency: South St. Paul

**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 28<sup>th</sup> day of November 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 28<sup>th</sup> day of November 2023.

*Jeni Reynolds*

Clerk to the Board

1.6 Trunk Highway 13 from Lynn Avenue in Savage to Washburn Avenue in Burnsville - Lead Agency: Burnsville

; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city-led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects; and

BE IT FURTHER 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:

County-Led Highway Projects

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

County-Led Safe Routes to School Projects

- 2.8 CSAH 4 (Butler Ave) from CSAH 63 to Smith Ave. in West St. Paul

County-Led Greenway Multiuse Trails and Bicycle Facilities Projects

- 2.9 North Creek Greenway: CSAH 42 Grade Separation and Trail to Flagstaff Road in Apple Valley
- 2.10 Lake Marion Greenway through the Industrial Park in Lakeville
- 2.11 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 28<sup>th</sup> day of November 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 28<sup>th</sup> day of November 2023.



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



# Dakota County | Greenwood Drive Sidewalk PEDESTRIAN FACILITIES

## PROJECT DESCRIPTION

The Greenwood Drive Sidewalk will provide a safe and accessible off-street connection between several residential developments along Greenwood Drive and County Road 5. The proposed sidewalk would extend for 600 feet along the south and east side of Greenwood Drive from County Road 5 to just south of the TH 13 Frontage Road. This sidewalk was identified as a priority area for multi-modal improvements in the City's 2021 Multi-Modal Plan.

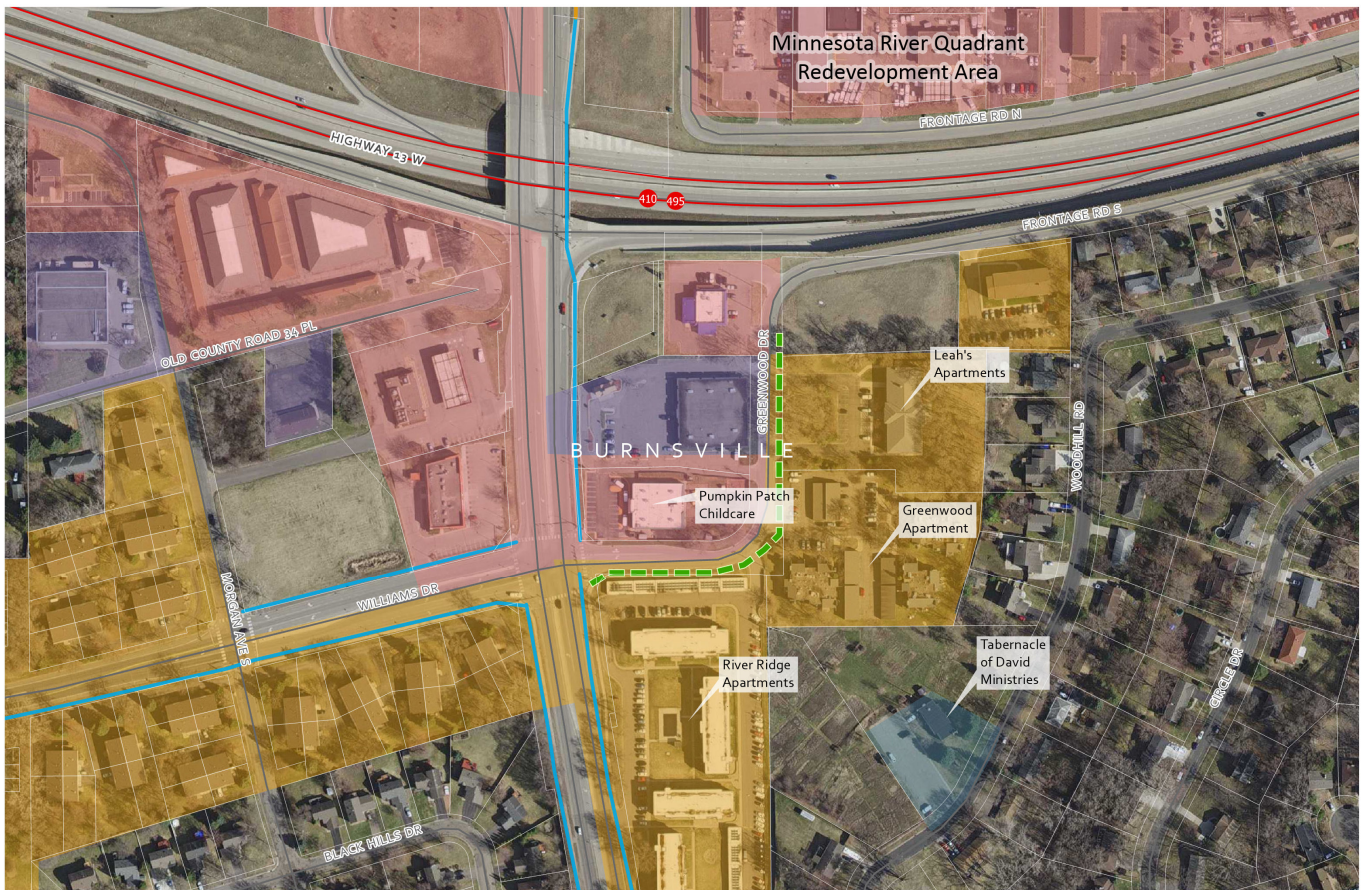
## PROJECT BENEFITS

- » Provides local connections to the County Road 5 corridor.
- » Improved safety for pedestrians and bicyclists with an off-road separated sidewalk built to meet ADA standards.
- » Extends the local sidewalk network to provide residents with disabilities connections to the City's broader sidewalk network.
- » Direct access to neighborhood amenities including restaurants, retail, and service businesses.
- » Provides safer connections to transit links along County Road 5.

### Project Location: Burnsville

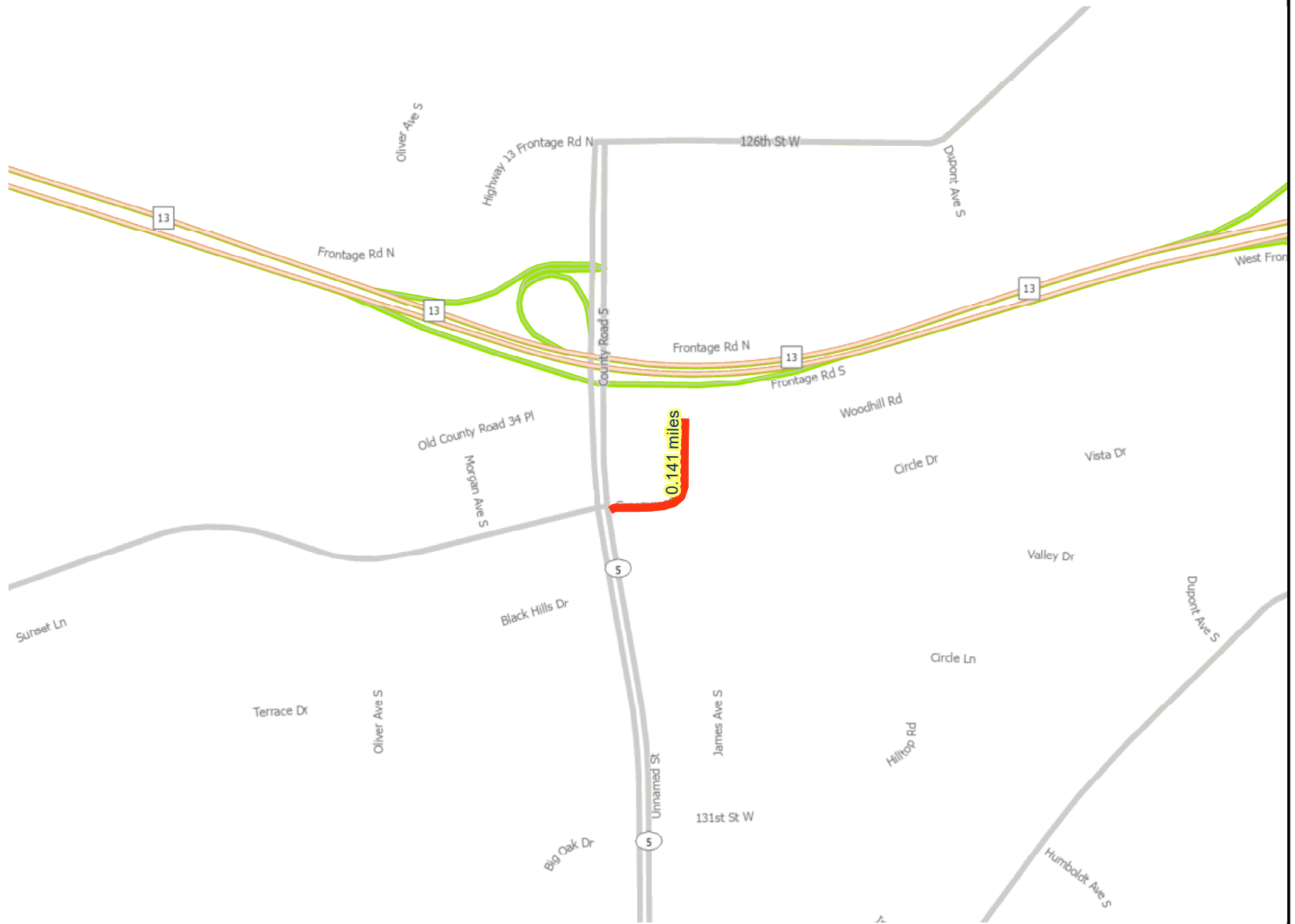
Requested Award Amount:	\$269,150.00
Total Project Cost:	\$336,437.50

Burnsville Greenwood Pedestrian Sidewalk

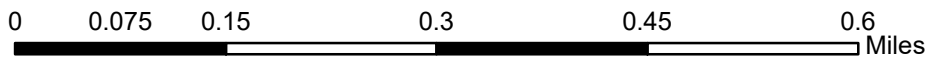


# Project to RBTN Orientation

Pedestrian Facilities Project: Burnsville Greenwood Pedestrian | Map ID: 1698689448088



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



Created: 10/30/2023  
LandscapeRSA6



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

