



Application

19835 - 2024 Safe Routes to School Infrastructure  
20449 - 185th Street Trail Project (SRTS)  
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/13/2023 4:35 PM

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### Primary Contact

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Pronouns First Name Middle Name Last Name

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City State/Province Postal Code/Zip

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

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### Organization Information

**Name:** LAKEVILLE, CITY OF  
**Jurisdictional Agency (if different):**  
**Organization Type:** City  
**Organization Website:**  
**Address:** 20195 HOLYOKE AVE

**County:** **Lakeville** **Minnesota** **55044**  
City State/Province Postal Code/Zip

**Phone:** \* 952-985-2800 Phone Ext.

**Fax:**  
**PeopleSoft Vendor Number** 0000020957A1

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### Project Information

**Project Name** 185th Street Trail Project (SRTS)  
**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.)**

Dakota County and the City of Lakeville are working together to complete the multi-use trail system along both sides of 185th Street/CSAH 60 (an A-Minor Expander) between CSAH 50 and Ipava Avenue. Today, there are no sidewalks or bike facilities along most of the corridor, and non-motorized traffic must travel on the shoulder of the roadway. The trails will be constructed as part of the roadway reconstruction of 185th Street (expansion to 4-lane divided highway), allowing the trail project to work with the grading changes necessitated by the roadway reconstruction. The construction of a new trail along the north and south sides of 185th Street between Jasmine Way and Ipava Avenue will provide multimodal and pedestrian connectivity to fix gaps in the existing local and regional trail network and support a safe facility for users of all ages and abilities. Not only do the current conditions present safety challenges, they effectively prevent non-motorized access to Century Middle School to and from the west on 185th St. This project was identified in a 2021 Safe Routes to School implementation plan, and these improvements will disproportionately benefit school children and disadvantaged and vulnerable populations who are more likely to rely on non-vehicle modes for transportation and for whom recreation and healthy lifestyles may be more challenging to achieve.

*(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, ADJACENT TO CSAH 60 (185TH STREET), FROM JASMINE WAY TO MSAS 101 (IPAVA AVENUE), 1.7 MILES, CONSTRUCT TRAIL FOR PEDS AND BIKES

*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)**

1.7

*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?**

Yes

**If yes, please identify the source(s)**

Minnesota Department of Transportation (MnDOT) Safe Routes to School Infrastructure Program

**Federal Amount**

\$704,500.00

**Match Amount**

\$176,240.00

*Minimum of 20% of project total*

**Project Total**

\$880,740.00

*For transit projects, the total cost for the application is total cost minus fare revenues.*

**Match Percentage**

20.01%

*Minimum of 20%*

*Compute the match percentage by dividing the match amount by the project total*

**Source of Match Funds**

CSAH, MSA, County/City local funds

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

**Preferred Program Year**

**Select one:**

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#.

**Location**

**County, City, or Lead Agency**

Lakeville

**Name of Trail/Ped Facility:**

185th Street Trails

*(example: CEDAR LAKE TRAIL)*

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

**Road System**

CSAH

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

**Road/Route No.**

60

*(Example: 53 for CSAH 53)*

<b>Name of Road</b>	185th St
<i>(Example: 1st ST., Main Ave.)</i>	
<b>TERMINI: Termini listed must be within 0.3 miles of any work</b>	
<b>From:</b>	
<b>Road System</b>	CITY STREET
<i>(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)</i>	
<b>Road/Route No.</b>	
<i>(Example: 53 for CSAH 53)</i>	
<b>Name of Road</b>	Jasmine Way
<i>(Example: 1st ST., Main Ave.)</i>	
<b>To:</b>	
<b>Road System</b>	MSAS
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
<b>Road/Route No.</b>	101
<i>(Example: 53 for CSAH 53)</i>	
<b>Name of Road</b>	Ipava Ave
<i>(Example: 1st ST., Main Ave.)</i>	
<b>In the City/Cities of:</b>	Lakeville
<i>(List all cities within project limits)</i>	
<b>IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:</b>	
<b>Termini: Termini listed must be within 0.3 miles of any work</b>	
<b>From:</b>	
<b>To:</b>	
<b>Or</b>	
<b>At:</b>	
<b>In the City/Cities of:</b>	
<i>(List all cities within project limits)</i>	
<b>Primary Types of Work (Check all that apply)</b>	
<b>Multi-Use Trail</b>	Yes
<b>Reconstruct Trail</b>	Yes
<b>Resurface Trail</b>	
<b>Bituminous Pavement</b>	
<b>Concrete Walk</b>	
<b>Pedestrian Bridge</b>	
<b>Signal Revision</b>	
<b>Landscaping</b>	
<b>Other (do not include incidental items)</b>	
<b>BRIDGE/CULVERT PROJECTS (IF APPLICABLE)</b>	
<b>Old Bridge/Culvert No.:</b>	
<b>New Bridge/Culvert No.:</b>	
<b>Structure is Over/Under</b> <b>(Bridge or culvert name):</b>	
<b>Zip Code where Majority of Work is Being Performed</b>	55044
<b>Approximate Begin Construction Date (MO/YR)</b>	04/01/2025
<b>Approximate End Construction Date (MO/YR)</b>	11/01/2025
<b>Miles of Pedestrian Facility/Trail (nearest 0.1 miles):</b>	1.7
<b>Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):</b>	1.7
<b>Is this a new trail?</b>	Yes

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## Requirements - All Projects

### All Projects

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

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

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

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

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

Goal A: Transportation System Stewardship (p 2.2). Objective A (p 2.2), Strategy A2 (p 2.3).

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

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

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

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

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

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

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

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

Dakota County Safe Routes to School Plan (2021 School Travel Safety Assessment), pages 7, B-1, and C-12 through C-15 of the document linked below. These pages, an implementation plan, survey data, and communication with the school are included in Attachment H.  
<https://www.co.dakota.mn.us/Transportation/TransportationStudies/Past/Documents/SchoolTravelSafetyAssessmentFinalReport.pdf>

City of Lakeville 2024-2028 Capital Improvement Plan (CIP), Page 17 of the document found here: <https://lakevillemn.gov/ArchiveCenter/ViewFile/Item/1477>.

CP 25-04: 185th Street/CSAH 60 Expansion (Kenwood Tr - Ipava Ave). Programmed for 2025 construction as a 4-lane divided County highway with trails along both sides.

Dakota County Pedestrian and Bicycle Study, Pages 2-19 and 2-20 of the document found here:  
<https://www.co.dakota.mn.us/Transportation/TransportationStudies/Past/Documents/PedestrianBicycleStudy.pdf>

This segment of 185th was identified as a medium-priority pedestrian & bicycle gap to fill, and was ranked as the 10th-highest priority trail gap within the County.

*(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:** 08/05/2019

**Link to plan:** <https://lakevillemn.gov/DocumentCenter/View/6492/ADA-Transition-Plan>

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

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link**

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. Yes

5. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion. Yes

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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	\$604,700.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$124,250.00
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	\$146,790.00
Other Bicycle and Pedestrian Elements	\$5,000.00
<b>Totals</b>	<b>\$880,740.00</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>

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### 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

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### 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:** Several elements of the proposed project appear eligible to receive PROTECT funds, with a combined \$1,174,000 of eligible project costs. These include: Drainage (\$1,000,000), Stormwater Treatment (\$50,000), Turf Establishment and Erosion Control (\$124,000). These improvements will increase resilience for the trail project area through improved stormwater management, which will help decrease the magnitude and duration of flood events at the project site.

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### Totals

Total Cost	\$880,740.00
Construction Cost Total	\$880,740.00
Transit Operating Cost Total	\$0.00

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

**Response:**

This project addresses and integrates the 6Es as follows:

**Evaluation-** The 2021 School Travel Safety Assessment (STSA) conducted by Dakota County in partnership with MnDOT identified two transportation safety needs at Century Middle School. 1) 185th Street (CSAH 60) was cited as a high-speed hazardous roadway with recommendations to install a trail along the north side of the street. 2) Pedestrian safety improvements were recommended at the intersection of 185th St. with Ipava Avenue, ranked #33 for number of crashes at Dakota County intersections. The STSA also recommends additional safety education. Parent and caregiver surveys specifically cited the CSAH 60/Ipava Avenue intersection safety and lack of trails on 185th Street as barriers to walking and biking to the school for any age children.

**Education-** Century Middle School students learn about bicycle and pedestrian safety, recommended routes, and the benefits of walking and biking to school through their Physical Education classes. One recommendation from the STSA was for the school and district (ISD 194) to instruct students to only cross 185th Street at the traffic signal controlled Ipava Avenue intersection (not mid-block or at any of the through/stop-controlled intersections) if not accompanied by an adult. Students are given this crossing instruction at the beginning of the year and the project supports this recommendation by providing a trail along both sides of 185th Street and crossing improvements at Ipava Avenue.

**Encouragement-** At the beginning of each year, school staff ensure that students and parents are made aware of where bike racks are located, and discuss pedestrian and bicycle safety near the school campus. In the physical education classes mentioned above, the benefits of bicycling and walking to school are a key message.

**Engagement-** Several engagement efforts have gone into the identification and design of this project. In 2020, there were two rounds of virtual engagement related to STSA; survey and interactive map comments helped shape the understanding and design of improvements. In 2022 and 2023, there were three public open houses (with in-person and virtual options) related to the roadway project with the trails being a primary point of discussion.

**Engineering-** This project significantly improves safety by separating pedestrians and bicycles from vehicles, and providing a multi-modal facility where today there is none. Also, providing a trail on both sides of 185th Street provides access to crossings at controlled crossings, and discourages crossings at uncontrolled mid-block crossings. The roadway project includes tighter curb radii at the Ipava Avenue intersection, slowing vehicle speeds during turning movements and reducing crossing distances for pedestrians.

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

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

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

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

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

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

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

Average Percent of Student Population

4.2%

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**Measure B: Student Population**

Student population within one mile of the school

669.0

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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:**

According to FHWA's Screening Tool for Equity Analysis of Projects (STEAP) estimates, population demographics within a 1/2 mile of the project are as follows:

- 11% of residents identify as Black, Indigenous, and People of Color
- 5% of residents are living in poverty
- 11% of residents have a disability
- 13% of residents are 65 or older
- 26% of residents are 17 or younger

Additionally, there are 111 publicly subsidized rental housing units in the census tracts within ½ mile of the project. The needs of Black, Indigenous, People of Color, low income, youth, older adults, residents in affordable housing, and people with disabilities have been incorporated into the project design by the addition of trail facilities that improve safety and mobility for all modes of non-motorized travel. In addition, public engagement has been tailored to reach all populations, by providing information and soliciting input through multiple channels.

The project's purpose and need has been identified through its classification as an RBTN Tier 2 Corridor, Dakota County's Pedestrian and Bicycle Gap Study, the School Travel Safety Assessment (STSA), and a comprehensive technical and public engagement program for the trail and adjacent roadway improvement project. There have been three open houses: April 2022 (gather feedback on existing issues), September 2022 (receive input on recommended improvements), and September 2023 (review design updates and provide preliminary construction information). Each open house was held in person and online. The in-person open houses took place at the Lakeville Water Treatment Facility (located at the 185th Street/Ipava Avenue intersection) so that people directly adjacent to the project (and likely to use the trail corridor) could conveniently attend. The online open houses were available over a three-week period where people could view content and submit comments whenever it was most convenient for them.

Of particular emphasis for the new trail is providing safe access for school-age children to Century Middle School. This user demographic is one of the clearest examples of an at-risk population (school-age children) whose needs are important to consider in the project. In the STSA, both CSAH 60 (185th Street) and CSAH 9 (Dodd Boulevard) were identified as hazardous roadways. The project team has conducted specific outreach directly to the school to make affected parents aware of the proposed project. This includes providing open house invitations to the school attendees and soliciting specific feedback about biking and walking. Community members at the public open houses provided clear feedback as to the need for these trail segments, as they will provide a safe connection to the school and school park/field facilities.

*(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:

Adding multi-use trails to both sides of the road (including improving pedestrian infrastructure by filling a trail gap in a Tier 2 RBTN corridor) will improve safety for pedestrians and bicyclists of all ages and abilities as they will no longer be forced to travel on the shoulder along 185th Street or cross midblock to access a trail. The added high-quality bicycle and pedestrian infrastructure will influence neighborhood-level access to destinations such as schools, parks, and local businesses. As a result, people who walk and bike for transportation, recreation, and health will benefit substantially from the project, which completes the multimodal facilities along CSAH 60 identified in Dakota County's 2040 Comprehensive Plan. The result will be transformative for those who currently walk or bike on the incomplete existing facilities or those who will be attracted to the complete facilities once it in place.

This improvement will disproportionately benefit BIPOC and other disadvantaged or vulnerable populations who are more likely to rely on non-vehicle modes for transportation and for whom recreation and healthy lifestyles may be more challenging to achieve. Increasing non-vehicular access can reduce the negative health effects of long car trips, such as physical inactivity and high blood pressure. As indicated above, 39% of people in the project area are either 17 or younger or 65 or older, two demographic groups most likely to benefit from improvements to multimodal facilities.

(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:**

As indicated on the Socio-Economic Conditions map, 111 affordable housing units are located within the project area. These units have subsidized rents, where household income is limited based on number of occupants. One example of these is the 49-unit Lake Pointe Apartment community located on Kenwood Trail (CSAH 50) north of the project. Assuming that a higher-than-average percentage of individuals living in affordable units rely on non-motorized transportation, the addition of trails would close a gap that currently exists for pedestrians and bicyclists and provide residents of this community with an option to walk or bike along 185th Street to get to destinations on the study corridor and beyond.

In addition to Century Middle School located on the study corridor, there are many other important community resources that are close enough to access without a vehicle and/or that serve families and children. There are multiple childcare facilities within a half mile of the project area including a Montessori school for toddlers and preschoolers, an in-home daycare, and childcare for adults exercising at LifeTime. There is a Target grocery store located approximately 0.6 miles west of Kenwood Trail. There is one place of worship just west of the Kenwood Trail intersection and another located 0.6 miles west of Kenwood Trail. Near the west end of the corridor there are also multiple healthcare facilities including an urgent care, chiropractic, dental, mental health, and general clinics. On the east end there is a fire station and LifeTime fitness center. King Park is a Lakeville City Park located at the intersection of 185th Street and Dodd Boulevard, across the street from the LifeTime fitness center. It includes an inclusive playground designed for children of all abilities and a Miracle League baseball facility which provides opportunities for children and adults with cognitive and/or physical challenges to play baseball regardless of ability.

The combination of proximate affordable housing units, a wide range of community resources and improvements to support safe, comfortable and convenient non-motorized transportation is a distinguishing benefit of the 185th Street improvement project.

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

---

**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):**

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

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

1702481708304\_Make-a-Map\_Socio-Economic Conditions.pdf

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



**Response:**

This project completes a section of the RBTN and provides a missing link between existing segments of trail along 185th Street. By closing this gap, the project also completes the multimodal facility along 185th Street identified in Dakota County's 2040 Comprehensive Plan, a planned capital improvement frequently cited as a priority project in public surveys. As described elsewhere, the trail gap is also identified as a need in the 2021 Dakota County School Travel Safety Assessment. Today, students can access Century Middle School via trails east, north, and south of the school but not west, and this project resolves that. Century Middle School is located adjacent to the project corridor, and these trails provide a way for students who travel to school as pedestrians or bicyclists a safe way to get there from neighborhoods located along the south and north sides of 185th Street west of the school.

Other key destinations that this connection improves access to include: childcare, a grocery store, a place of worship, healthcare facilities (including an urgent care), a fitness center, and a City park with a playground inclusive of all abilities. It is likely there is latent demand for this facility with users (especially children) who have avoided using it due to safety concerns and therefore are not represented in crash statistics. Thus, the new trail greatly improves safety and accessibility for non-motorized traffic between key community destinations, and serves a purpose of both transportation and recreation.

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

**Upload Map**

*Please upload attachment in PDF form*

1702481733291\_Make-a-Map\_Project to RBTN Orientation.pdf

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

**Response:**

The lack of infrastructure to safely access Century Middle School by walking or biking has been documented in past studies; frequently cited issues are the trail gap on 185th Street and the lack of appropriate improvements at the 185th Street and Ipava Avenue intersection. The 2021 Safety Assessment includes parent and user comments citing both issues as safety concerns and barriers.

Currently, there is a trail west of Jasmine Way on the south side of 185th, a trail west of Jasper Path on the north side, and trails on both sides east of Ipava Avenue. This leaves a gap of approximately 0.6 miles where pedestrians and bicyclists must use the shoulder if they wish to travel along 185th Street. The shoulders are wide but there are inherent safety risks without a dedicated space for non-motorized traffic and the facility is not suitable for most bicyclists; for example, at intersections without turn lanes such as Ixonia Avenue, vehicles commonly pass on the shoulder. The posted speed is 45 mph but vehicles have been observed traveling faster. The new trails will eliminate this modal conflict point. By completing the trail networks on both sides of the roadway, the new infrastructure will discourage crossings at uncontrolled, unmarked mid-block locations, and provide accessibility for trail users to cross at controlled intersections, providing improved safety. The addition of trails and more users also will provide visual cues to drivers to maintain appropriate speeds.

Additional pedestrian safety improvements are included in the separate roadway portion of this project. Specifically, pedestrian crossing distances will be reduced on all four legs of the 185th Street and Ipava Avenue intersection located adjacent to Century Middle School. The project also advances the goals outlined in Dakota County's ADA Transition Plan by providing a safe off-street facility with appropriate crossings.

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## Transit Projects Not Requiring Construction

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

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

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

---

### Measure A: Risk Assessment - Construction Projects

#### 1. Public Involvement (48 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 project's purpose and need were developed through comprehensive public engagement programs from both the School Travel Safety Assessment (STSA) and the trail and adjacent roadway improvement project, engineering analysis, and other planning efforts.

In 2020 there were two engagement opportunities for the public to provide input on the STSA. The first round in June through August 2020 included a project introduction video and an issues map, where students, parents, school/district staff, and the public identified the routes they use/wish they could use and identified areas of concern. There was also a parent/caregiver survey where the lack of sidewalk or trail along 185th Street was a common concern, noting high vehicle speeds and crossing issues, with some stating that it is unsafe for children of any grade level. 304 surveys were completed and 13 referenced Century Middle School. All materials were available on the Dakota County project website in both English and Spanish. A second engagement effort provided the public an opportunity to provide feedback on the draft STSA. Stakeholder interviews with County, City, School District, law enforcement, and MnDOT staff were also held. There were about 680 views of the project website during this round of engagement and 5 comments on the recommendations for Century Middle School.

There have been three open houses for the trail and roadway project. The first open house in April 2022 focused on existing issues. This open house was advertised through a postcard, email, and social media. There were both in-person and online formats so that the public could choose which engagement method worked best for them. Feedback options included a comment card, a survey, and an interactive map. Over 30 people attended the in-person open house and there were over 750 project website visits during the 3-week comment period. The second open house in September 2022 focused on recommended improvements. This event also had online and in-person options and followed the same advertising strategy as the first open house. A key theme from comment card feedback was support for the trail additions. Over 30 people attended the in-person open house, and there were over 1,500 project website visits during the comment period. The third open house in September 2023, highlighted detailed design updates and construction information. Again, this open house was held in-person and online, and advertised widely. Over 30 people attended the in-person open house and the public again voiced strong support for the trails. The project team also conducted outreach to Century Middle School to make parents aware of the project by providing open house invitations and soliciting specific feedback about biking and walking.

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

## **2. Layout (16 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**

1702482905393\_185th-layout-profile-8.5x11-120123.pdf

Please upload attachment in PDF form

**Additional Attachments**

1702328141853\_Approval Letters\_Lakeville and Dakota County Combined.pdf

Please upload attachment in PDF form

**3. Review of Section 106 Historic Resources (10 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 (16 Percent of Points)**

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

100%

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

50%

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

Yes

25%

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

0%

**5. Railroad Involvement (10 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): \$880,740.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$880,740.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

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**Other Attachments**

File Name	Description	File Size
Attachment A_One-Pager.pdf	One-Page Summary	219 KB
Attachment B_Photograph of existing conditions.pdf	Photograph showing existing conditions	197 KB
Attachment C_SRTS Plan_pages from School Travel Safety Assessment and Survey Results.pdf	Safe Routes to School Plan & Survey Results	1.7 MB
Attachment D_City 2024-2028 CIP_Relevant Pages 25-04.pdf	Lakeville 2024-2028 CIP	3.9 MB
Attachment E_County 2023-2027 CIP_Project Detail 60-027.pdf	County 2023-2027 CIP	229 KB
Attachment F_Draft County 2024-2028 CIP_Project Detail 60-027.pdf	Draft County 2024-2028 CIP	197 KB
Attachment G_Letter for Snow and Ice.pdf	Snow and ICE Removal	125 KB

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# Memorandum

**To:** File

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**From:** Tim Burkhardt  
Alliant Engineering

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**Date:** 11/30/2023

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**Subject:** Conversation with Jason Bakke, Century Middle School

Today I spoke with Jason Bakke, Principal of Century Middle School in Lakeville (952-232-2310) regarding typical bike and walk trips to the school.

Jason is familiar with and supportive of the Safe Routes to School application and the proposed 185<sup>th</sup> Street Trail project. Because there are not recent student travel tally worksheets available for the school, I asked Jason to estimate walk and bike usage for the purpose of this application.

Jason is outside each day at dropoff time and monitors usage at the bike racks as school kids are arriving. He estimates there are about 20 kids who bike to school each day and another 20 who walk. As of today, the school enrollment is 956. This results in an estimated 4.2 percent of students who walk and bike to school on average.

He also says that after school, about 30 kids walk across 185<sup>th</sup> Street to go to Lifetime Fitness.

Jason also calculates that 669 students (70%) live within a one-mile radius of the school.

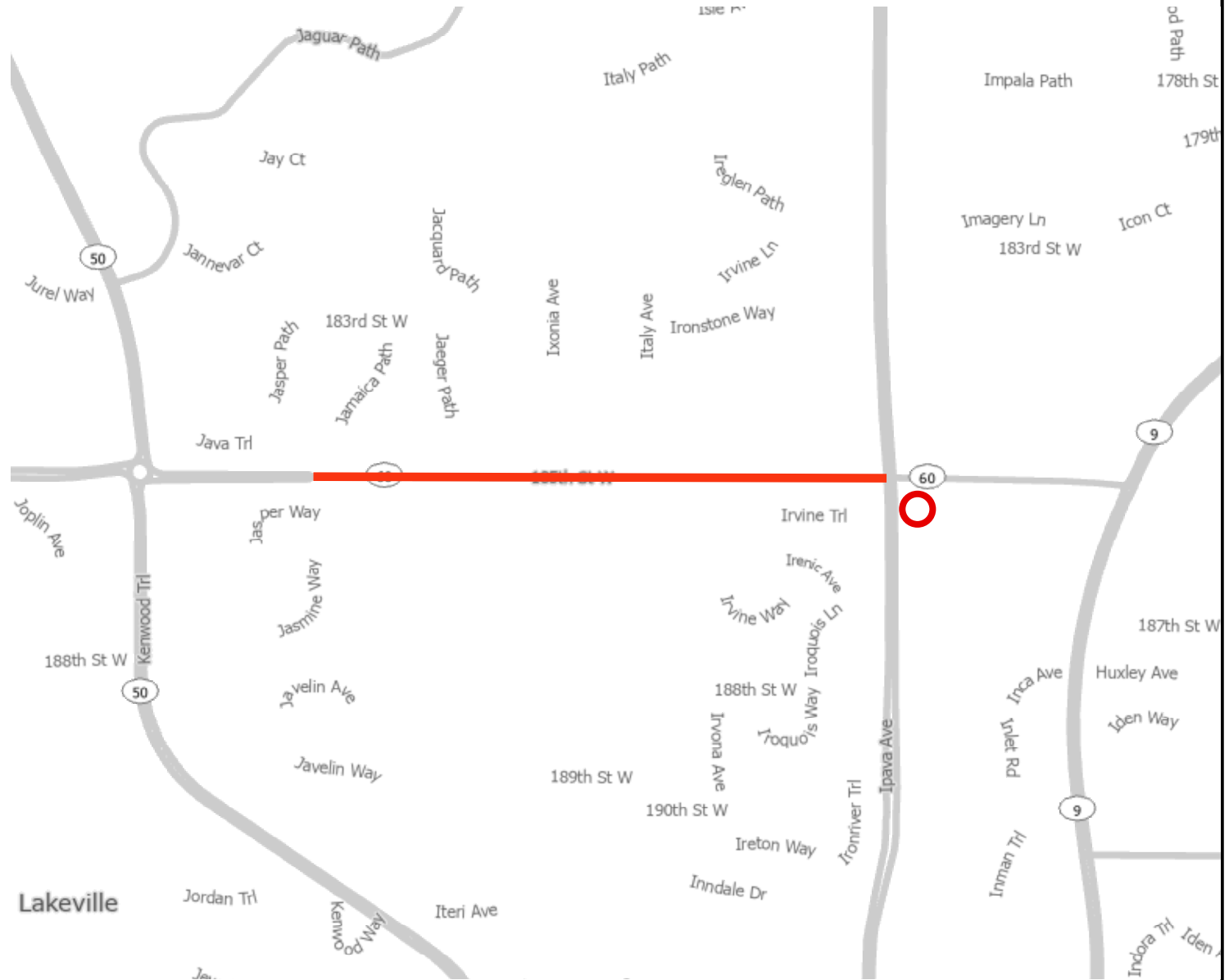
# Socio-Economic Conditions



Safe Routes to Schools Project: 185th Street Trail Project | Map ID: 1701291159882

## Results

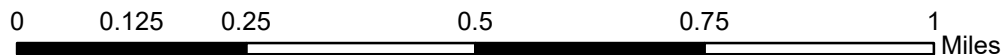
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 111

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



 Points  Area of Concentrated Poverty

 Lines



Created: 11/29/2023  
LandscapeRSA2

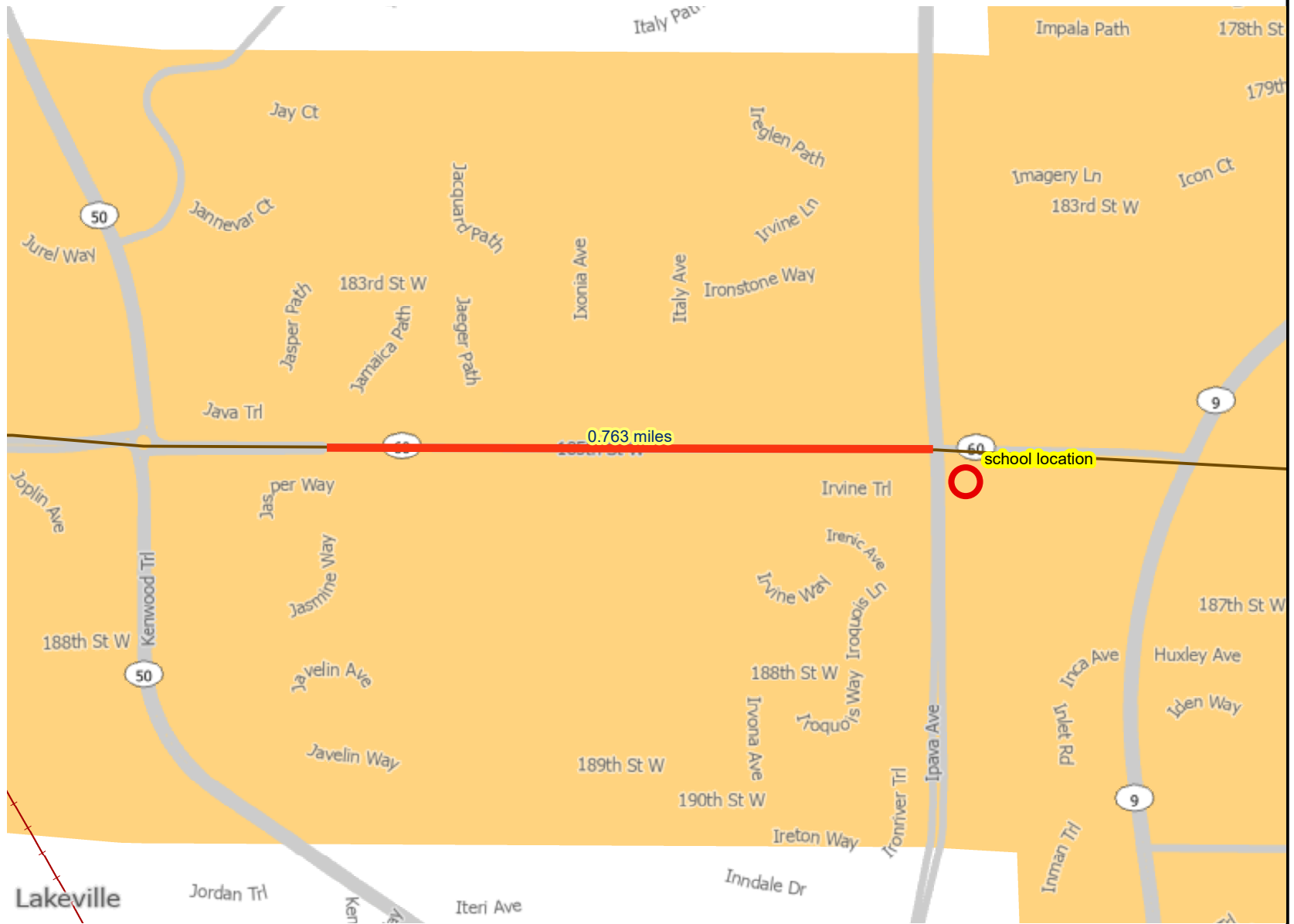






For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>

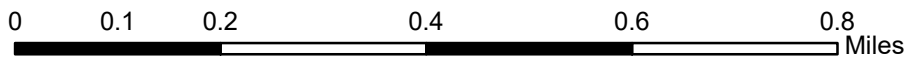


# Project to RBTN Orientation

Safe Routes to Schools Project: 185th Street Trail Project | Map ID: 1701291159882



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



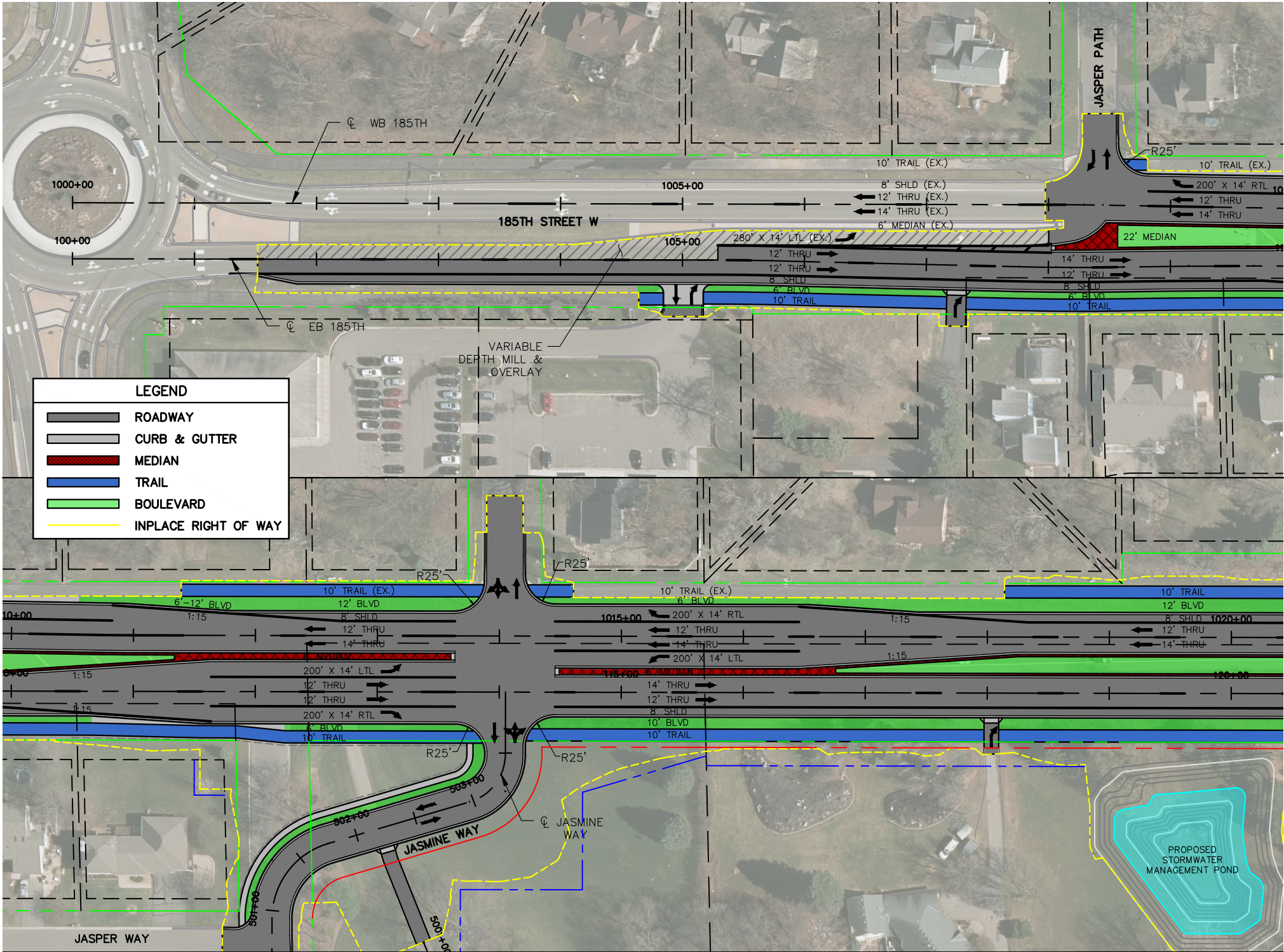
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For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gissite/notice.aspx>





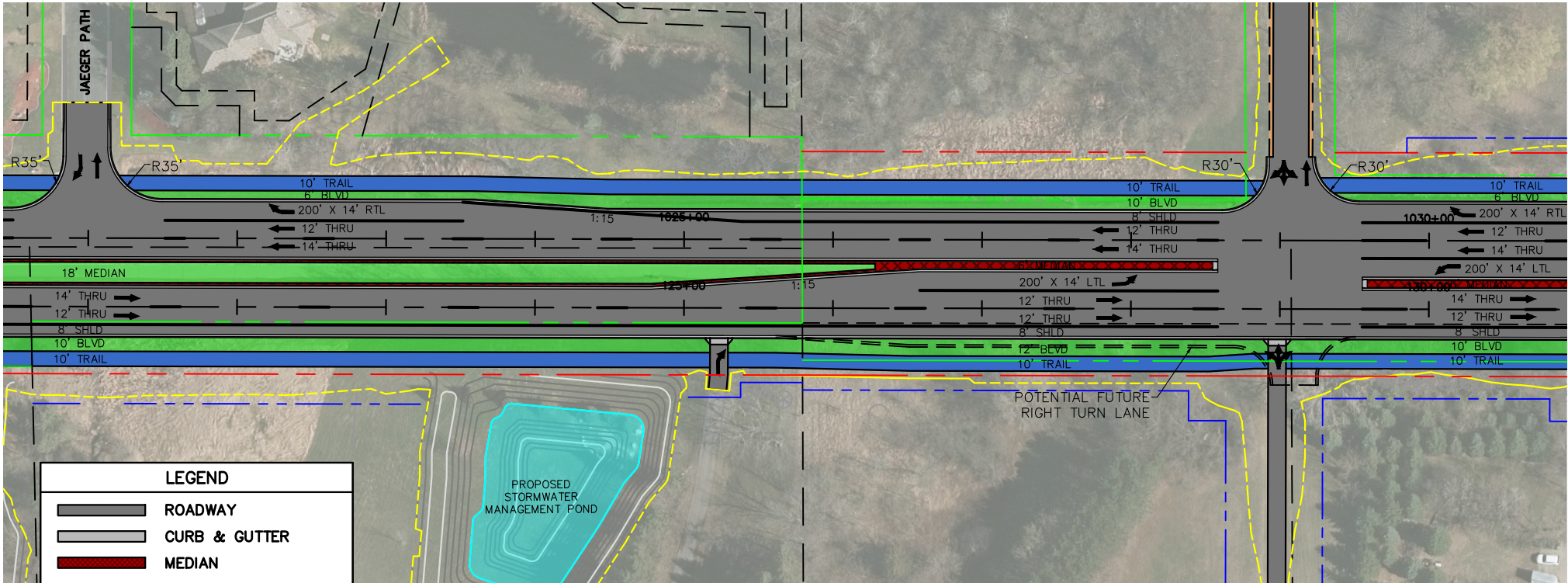








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	ROADWAY
	CURB & GUTTER
	MEDIAN
	TRAIL
	BOULEVARD
	INPLACE RIGHT OF WAY

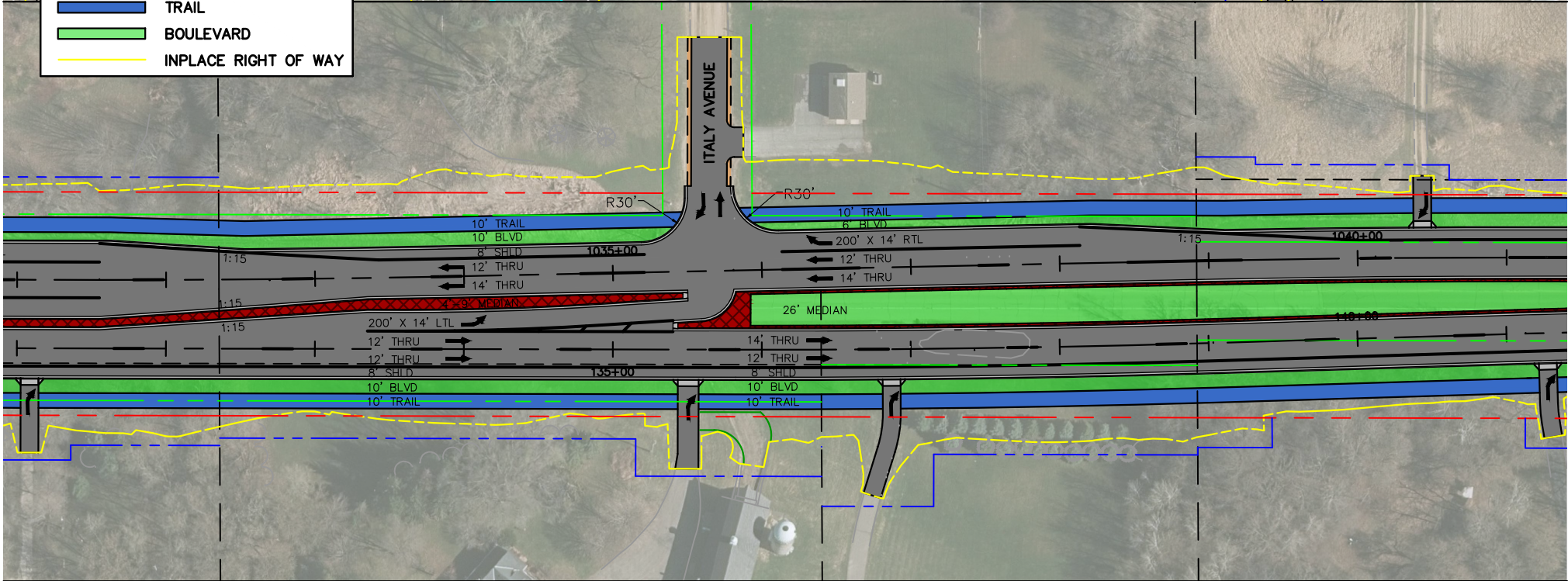
185TH STREET W – KENWOOD TRAIL TO IPAVA AVENUE  
RECOMMENDED IMPROVEMENTS







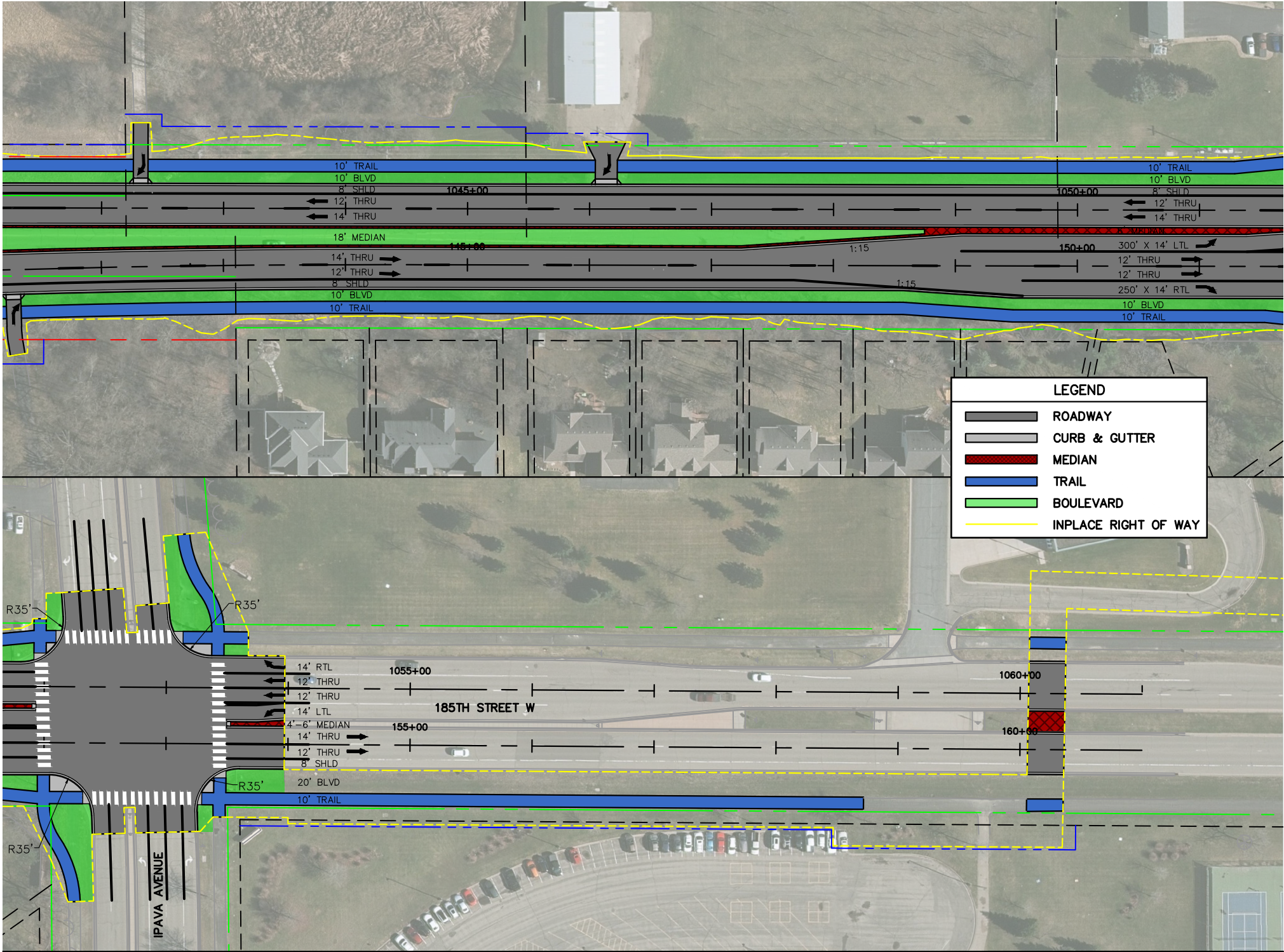
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185TH STREET W – KENWOOD TRAIL TO IPAVA AVENUE  
RECOMMENDED IMPROVEMENTS







185TH STREET W – KENWOOD TRAIL TO IPAVA AVENUE  
RECOMMENDED IMPROVEMENTS





City of Lakeville  
*Positioned to Thrive*

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 (Safe Routes to School)  
185<sup>th</sup> Street (County State Aid Highway 60) Trail Project

Dear Ms. Koutsoukos:

The City of Lakeville and Dakota County are working in partnership to construct multi-use trails along both sides of 185th Street (County State Aid Highway 60) between Kenwood Trail (County State Aid Highway 50) and Ipava Avenue that will allow students to travel to Century Middle School more safely.

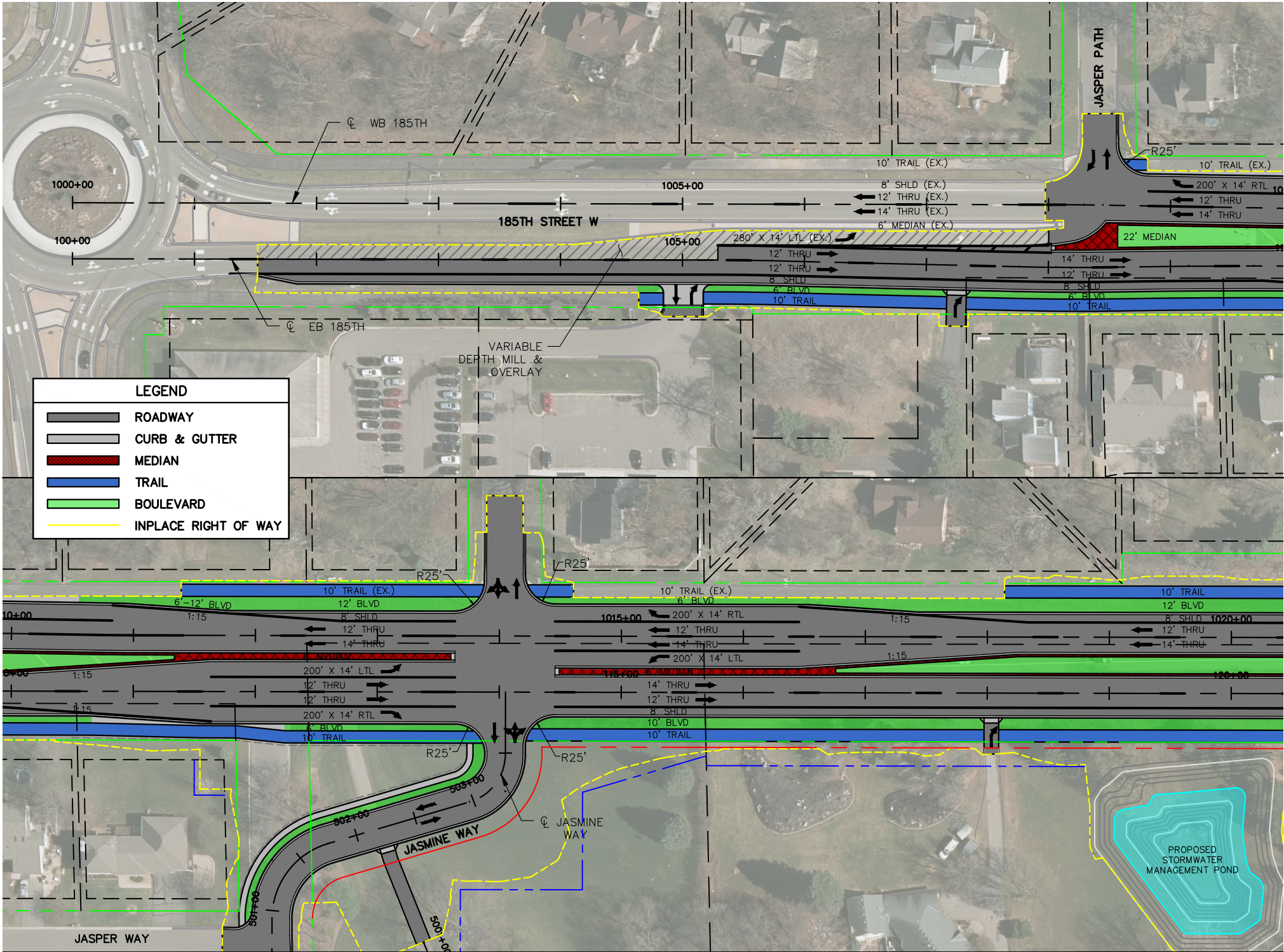
The purpose of this letter is to indicate the City of Lakeville's approval of the project layout being submitted with this application. The project layout is attached to this letter.

Please let me know if you have any questions regarding this project.

Respectfully,

Zach Johnson  
City Engineer



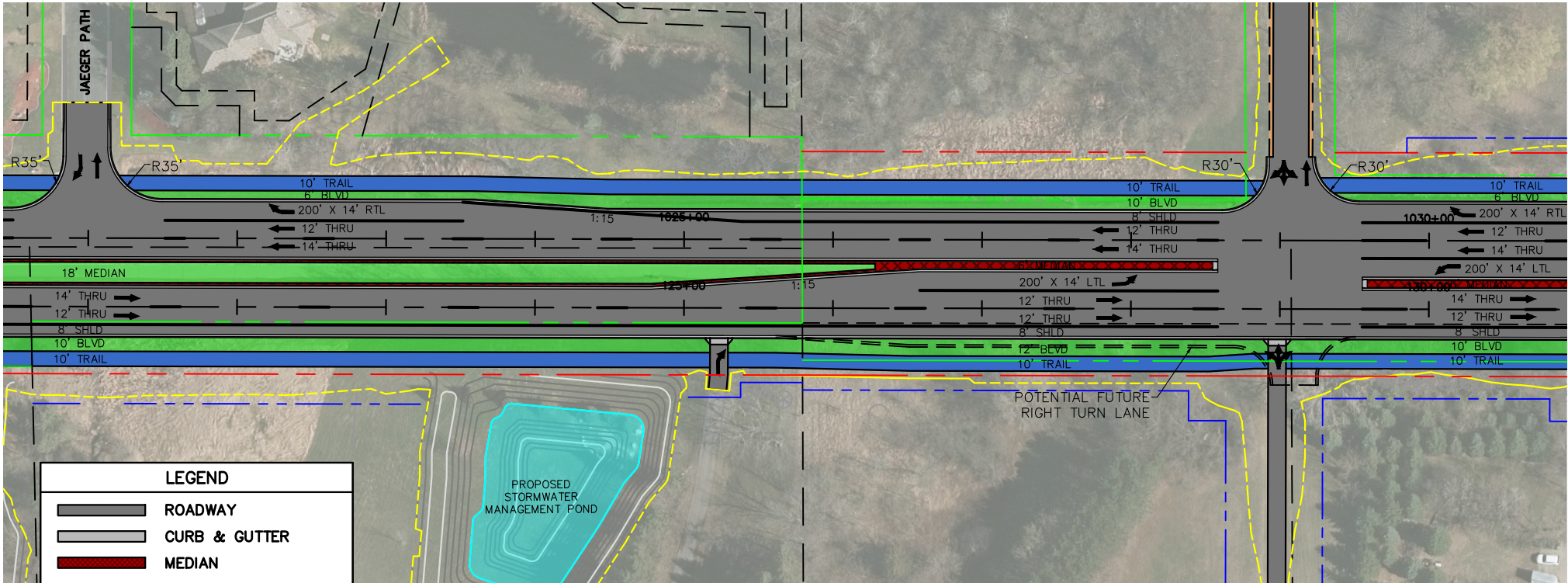


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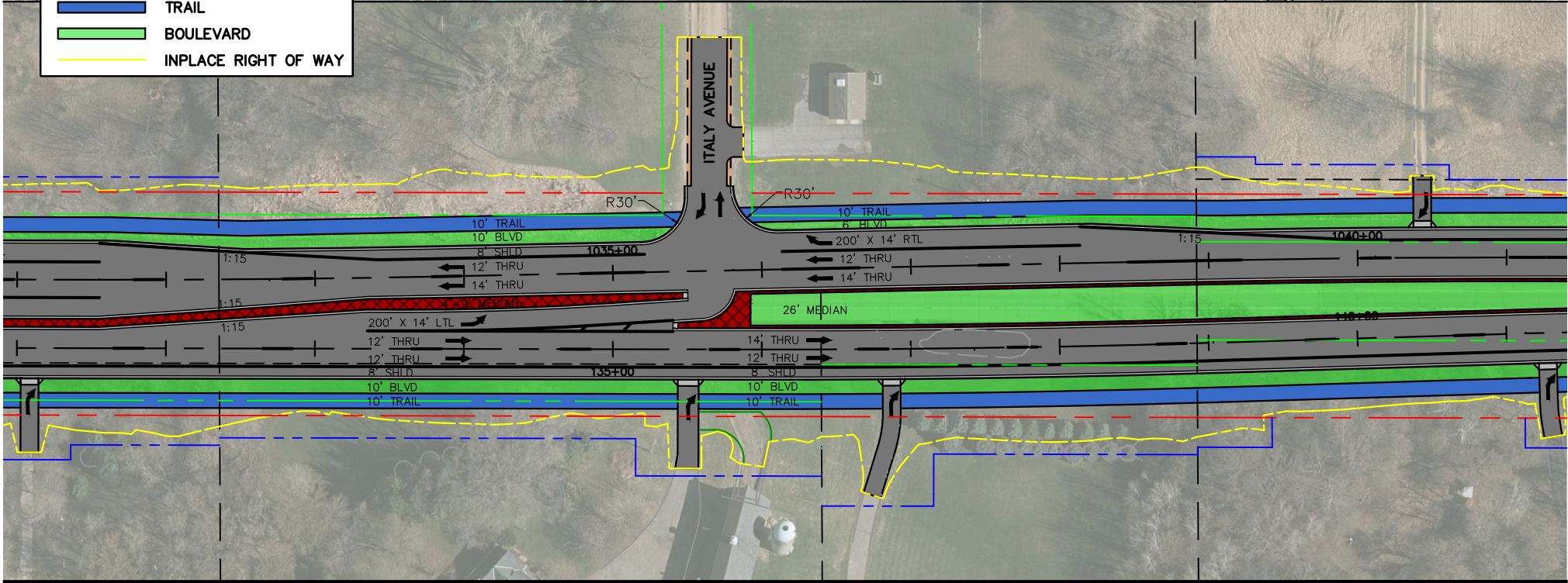
185TH STREET W – KENWOOD TRAIL TO IPAVA AVENUE  
RECOMMENDED IMPROVEMENTS







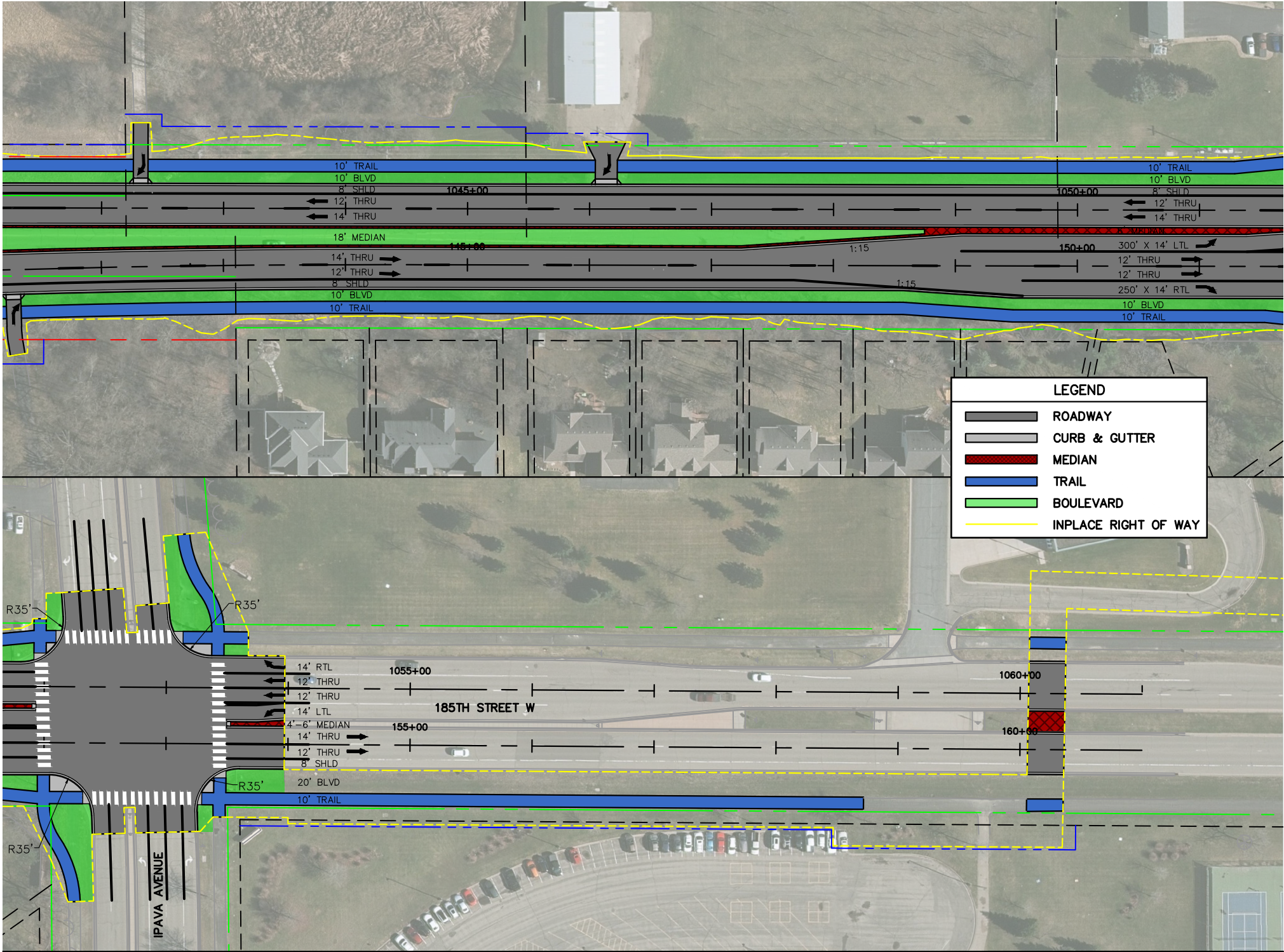
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RECOMMENDED IMPROVEMENTS







185TH STREET W – KENWOOD TRAIL TO IPAVA AVENUE  
RECOMMENDED IMPROVEMENTS





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 185<sup>th</sup> Street (CSAH 60) from CSAH 50 (Kenwood Trail) to CSAH 9 (Dodd Blvd)

Dear Ms. Koutsoukos:

The City of Lakeville and Dakota County are working in partnership to construct multi-use trails along both sides of 185th Street/CSAH 60 between CSAH 50 and Ipava Avenue that will allow students to travel to Century Middle more safely. 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 received, reviewed, and approved the general layout of project. The project layout has been attached to this letter. Dakota County is also aware of and understands the project being submitted, and that it commits to operate and maintain the multi use trails for the design life.

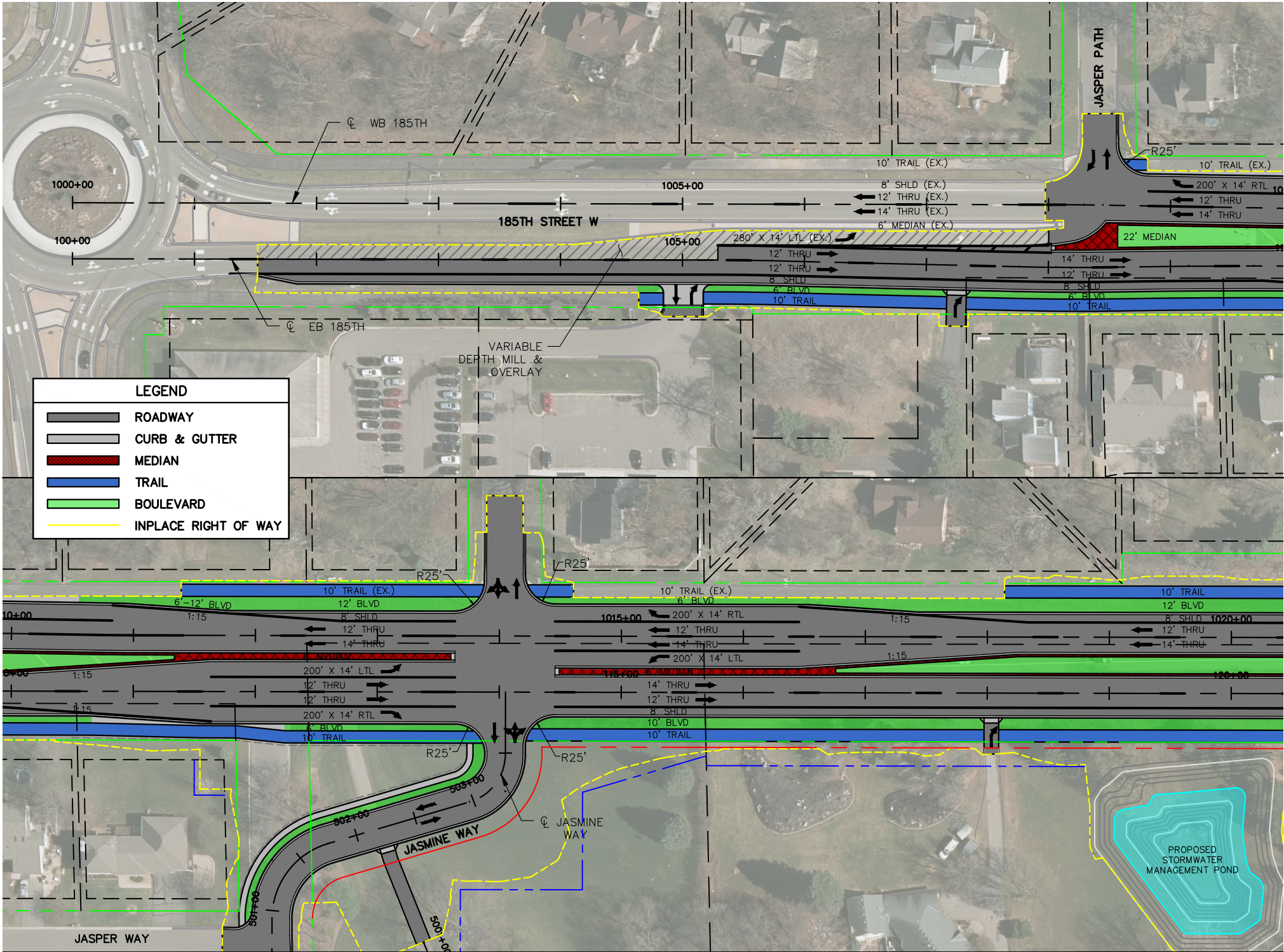
We will be happy to answer any questions you may have regarding this project.

Sincerely,

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

Erin Laberee, PE  
Dakota County Transportation Director/County Engineer

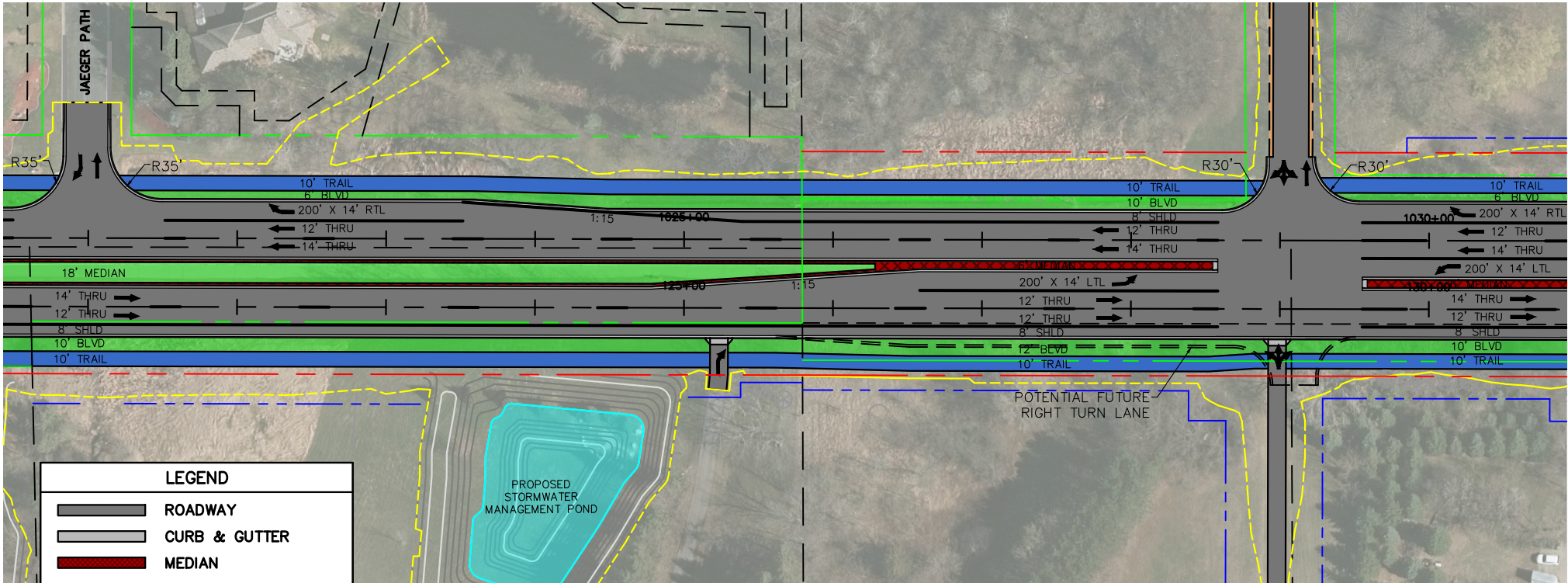




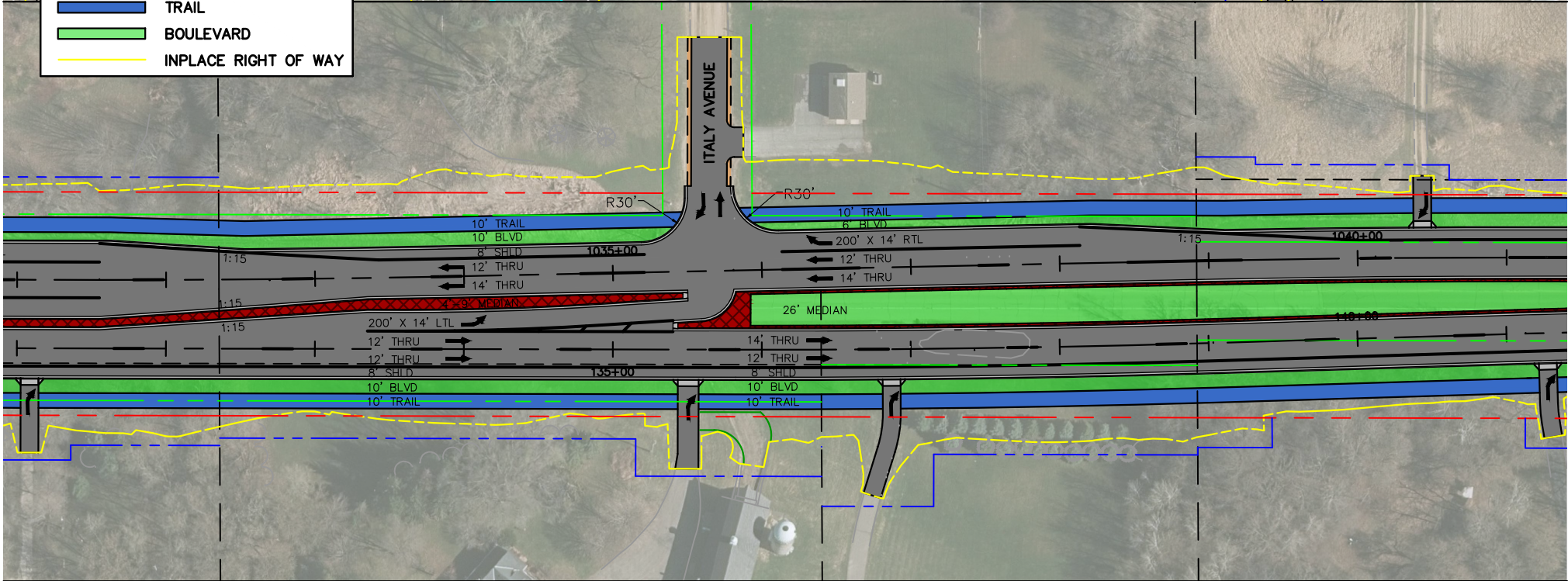
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185TH STREET W – KENWOOD TRAIL TO IPAVA AVENUE  
RECOMMENDED IMPROVEMENTS





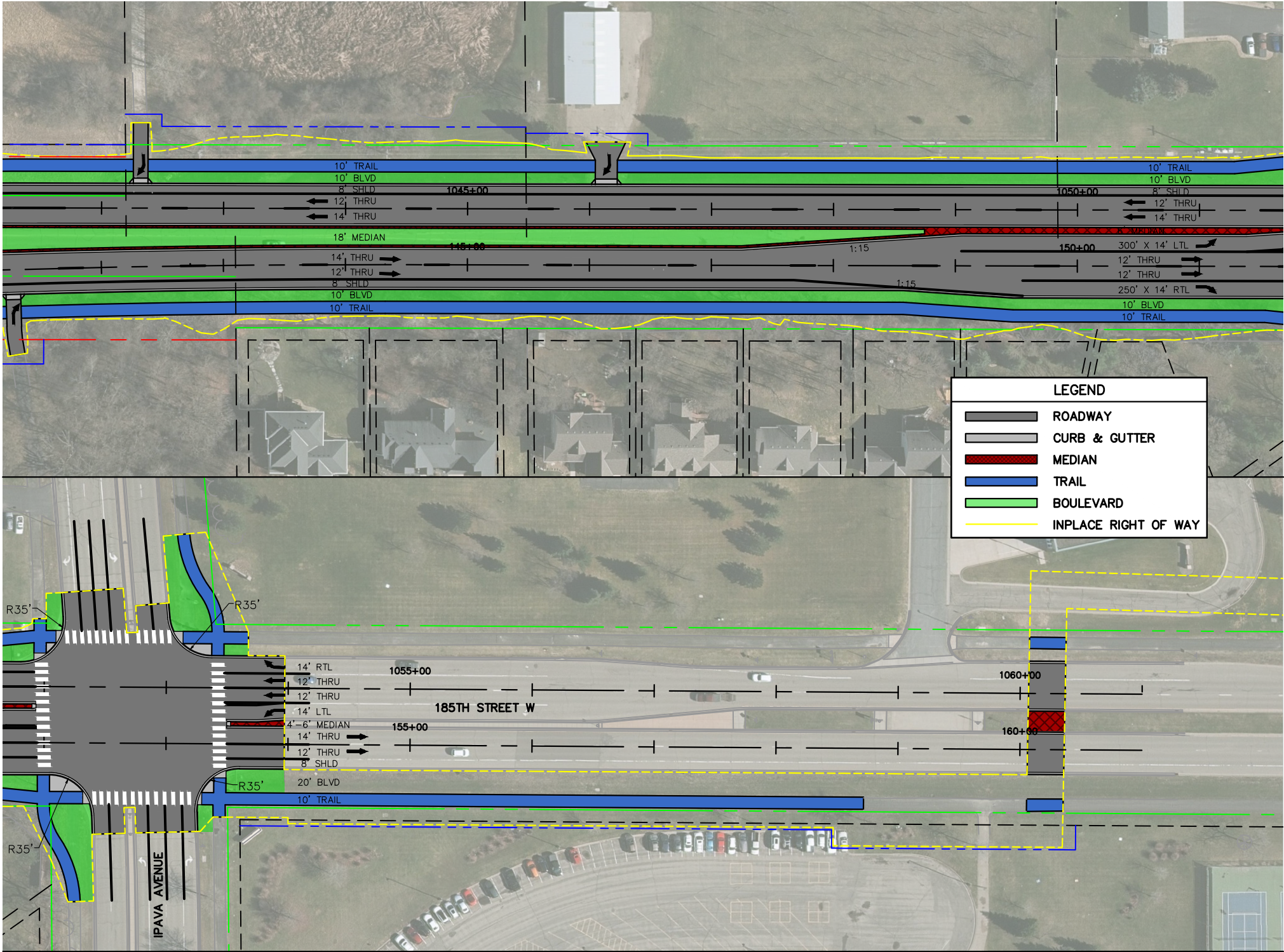
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185TH STREET W – KENWOOD TRAIL TO IPAVA AVENUE  
RECOMMENDED IMPROVEMENTS







185TH STREET W – KENWOOD TRAIL TO IPAVA AVENUE  
RECOMMENDED IMPROVEMENTS



**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



# 185<sup>th</sup> Street Trail Project

Safe Routes to School Infrastructure



This project completes a section of the RBTN by providing a missing link between trail segments and allows safe non-motorized access to **Century Middle School** from the west, a priority concern frequently cited by the public.

The City of Lakeville and Dakota County are working together to complete the multi-use trail system along both sides of 185th Street/County State Aid Highway (CSAH 60) between CSAH 50 and Ipava Avenue. Today, there are no sidewalks or bike facilities along most of the corridor and non-motorized traffic must travel in the roadway or along the shoulder. The proposed trails are planned to be constructed as part of the roadway reconstruction of 185th Street (expansion to 4-lane divided roadway), allowing the trail project to work with challenges including grading, soil corrections, wetland issues, and right-of-way mitigated by the roadway reconstruction.

The construction of new multi-use trails along the north and south sides of 185th Street between Jasmine Way and Ipava Avenue will provide multimodal and pedestrian connectivity to fix gaps in the existing local and regional trail network and support a safe facility for users of all ages and abilities. Not only does the current condition present safety challenges, it effectively prevents non-motorized access to **Century Middle School** to and from the west on 185th Street. This project was identified in a 2021 Safe Routes to School implementation plan, and these improvements will disproportionately benefit school children and disadvantaged and vulnerable populations who are more likely to rely on non-vehicle modes for transportation, and for whom recreation and healthy lifestyles may be more challenging to achieve.

## Addressing the 6 E's

This project addresses and integrates each of the 6 E's as follows.

**Evaluation.** Need for trails identified in Dakota County's School Travel Safety Assessment through analysis and public input.

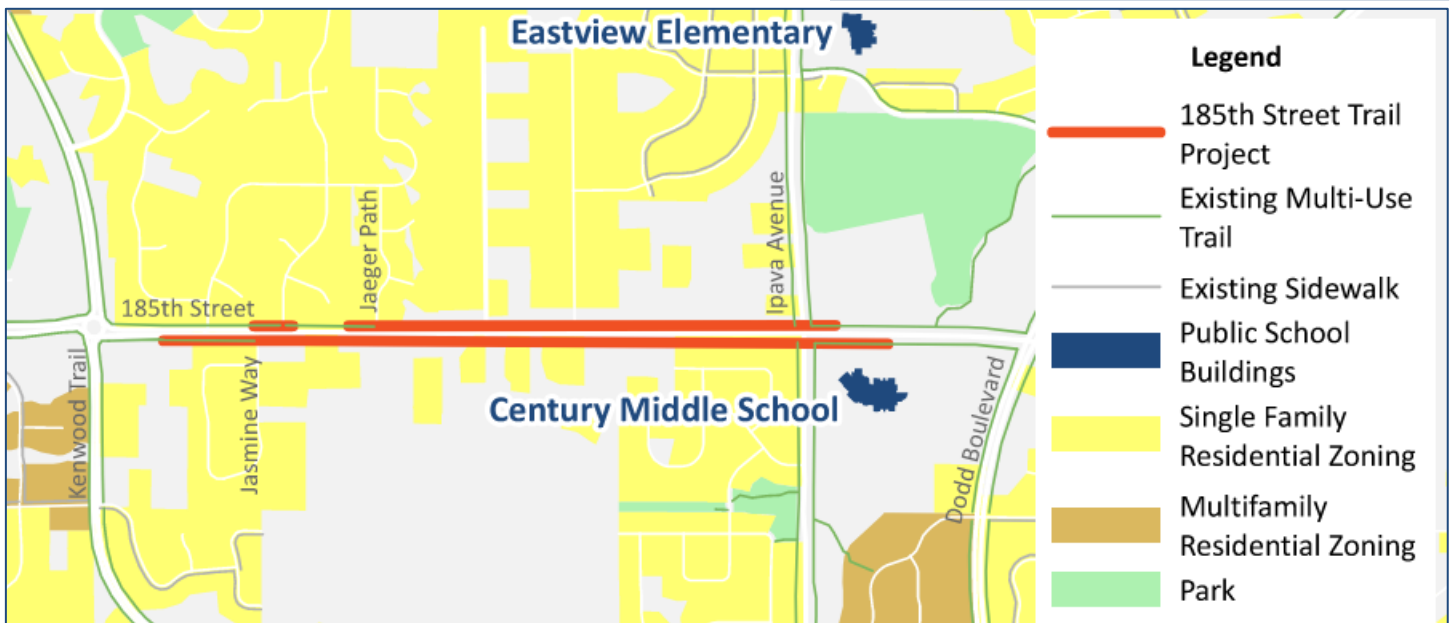
**Education.** Trails on both sides support Century Middle School's education efforts not to cross 185th Street midblock.

**Encouragement.** Students learn about the benefits of active transportation at school.

**Equity.** This project benefits all demographic groups, with an emphasis on students who face disparities and are more likely to walk or bike to school.

**Engagement.** There have been 5 rounds of engagement related to this project since 2020.

**Engineering.** Construction of trails provides a physical separation from vehicles, where today pedestrians and bicyclists are forced to use the shoulder.









# School Travel

## SAFETY ASSESSMENT



April 2021

Kimley»»Horn





# School Travel SAFETY ASSESSMENT

**Table 1-1: List of Schools Included in Assessment**

Map ID	School Name	School District	City	County or State Road
<b>HIGH SPEED, 4+ LANES</b>				
1	Akin Road Elementary School	Independent School District (ISD) 192 (Farmington)	Farmington	CR 64 (195 <sup>th</sup> Street)
2	Burnsville Alternative High School	ISD 191 (Burnsville-Eagan-Savage)	Eagan	CR 30 (Diffley Road)
3	Burnsville High School	ISD 191 (Burnsville-Eagan-Savage)	Burnsville	TH 13
4	Cedar Park Elementary School	ISD 196 (Rosemount-Apple Valley-Eagan)	Apple Valley	CR 23 (Cedar Avenue)
5	Century Middle School	ISD 194 (Lakeville)	Lakeville	CR 60 (185 <sup>th</sup> Street)
6	Cyprus Classical Academy	Private	Burnsville	CR 5
7	Dakota Hills Middle School	ISD 196 (Rosemount-Apple Valley-Eagan)	Eagan	CR 30 (Diffley Road)
8	Dakota Ridge School	ISD 196 (Rosemount-Apple Valley-Eagan)	Apple Valley	CR 33 (Diamond Path)
9	Diamond Path Elementary School	ISD 196 (Rosemount-Apple Valley-Eagan)	Apple Valley	CR 33 (Diamond Path)
10	Eagan High School	ISD 196 (Rosemount-Apple Valley-Eagan)	Eagan	CR 30 (Diffley Road)
11	East Lake Elementary School	ISD 196 (Rosemount-Apple Valley-Eagan)	Lakeville	CR 46 (160 <sup>th</sup> Street)
12	Faithful Shepherd	Private	Eagan	CR 28 (Yankee Doodle Road)
13	Falcon Ridge Middle School	ISD 196 (Rosemount-Apple Valley-Eagan)	Apple Valley	CR 38 (McAndrews Road)
14	First Baptist Church and School	Private	Rosemount	CR 33 (Diamond Path)
15	Good Shepherd Lutheran	Private	Burnsville	CR 42
16	Highland Elementary	ISD 196 (Rosemount-Apple Valley-Eagan)	Apple Valley	CR 31 (Pilot Knob Road)
17	Intermediate School District 917 (Adjacent to Dakota County Technical College)	ISD 917	Rosemount	CR 42 (145 <sup>th</sup> Street)

Appendix B: Summary of School Recommendations

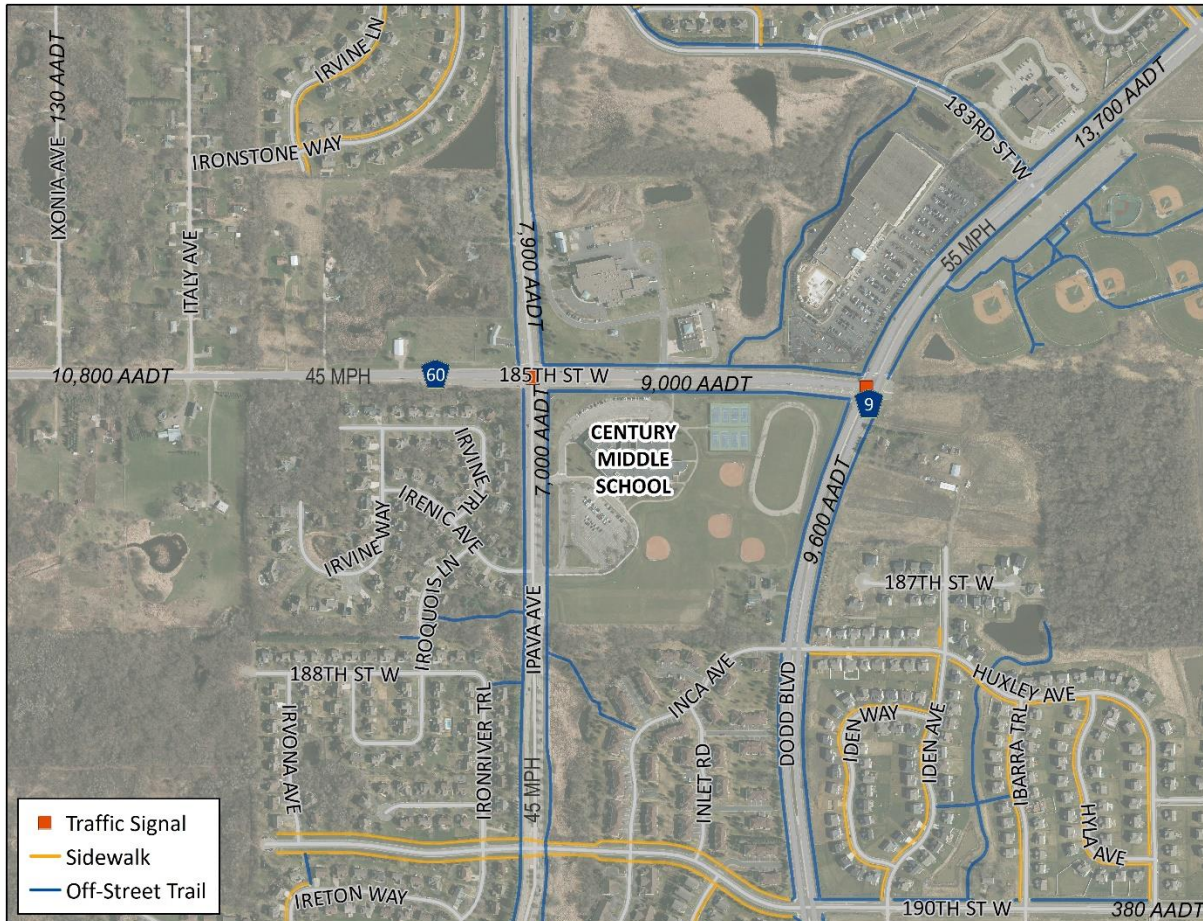
Treatments or improvements that are specific to and necessary for safety on the county or state road are listed under the headings that were described in Chapter 3 of the report: Sidewalk and Trails; School Crossings; School Speed Zones; Roadway Geometric Changes; Site and Circulation Improvements; Treatments or improvements that are not directly related to the county or state road, but that were identified during the evaluation process, are listed under School and District Considerations and City Considerations.

School	School District	City	School Evaluation Group	County or State Road	Address	Sidewalk and Trail Infrastructure	School Crossings		Evaluate School Speed Zone	Roadway Geometric Changes	Site and Circulation Improvements	Education	Enforcement	No County/State Road Recommendation	School and District Considerations	City Considerations	Notes
						Major	Minor	✓ School Need									
Akin Road Elementary School	ISD 192 (Farmington)	Farmington	High Speed, 4+ Lanes	CR 64 (195th Street)	5231 195th St W, Farmington, MN 55024							✓			x		<b>Education:</b> School and District instruct students to only cross CR 64 (195th Street) and Akin Road with an adult. <b>School and District Considerations:</b> School and District consider walking and biking safety education.
Berea Lutheran Church & School	Private	Inver Grove Heights	High Speed, 2-3 Lanes	CR 71 (Rich Valley Boulevard)	9308 Rich Valley Blvd, Inver Grove Heights, MN 55077									✓			No specific recommendations were developed at this school based on the limited demand and opportunities for students to walk or bike to school. Students could still benefit from walking and biking safety education.
Burnsville Alternative High School	ISD 191 (Burnsville)	Eagan	High Speed, 4+ Lanes	CR 30 (Diffley Road)	2140 Diffley Rd, Eagan, MN 55122	●											<b>Sidewalk and Trail Infrastructure:</b> County construct sidewalk to fill gap on the north side of CR 30 (Diffley Road). This is a community need rather than a school need.
Burnsville High School	ISD 191 (Burnsville)	Burnsville	High Speed, 4+ Lanes	TH 13	600 E Hwy 13, Burnsville, MN 55337							✓			x		<b>Education:</b> School and District should instruct students to only cross TH 13 at controlled intersections. <b>School and District Considerations:</b> School and District provide walking and biking safety education.
Cedar Park Elementary School	ISD 196 (Rosemount-Apple Valley-Eagan)	Apple Valley	High Speed, 4+ Lanes	CR 23 (Cedar Avenue)	7500 Whitney Dr, Apple Valley, MN 55124						✓				x	x	<b>Site and Circulation Improvements:</b> County evaluate left-turn signal timing at CR 23 (Cedar Avenue)/157th Street during school arrival and dismissal for u-turn movements from the school. <b>School and District Considerations:</b> School and District consider site changes to improve pick-up/drop-off if there is a project opportunity or funding becomes available. School and District update the 2010 Safe Routes to School Plan including a walking/biking route plan. School and District provide walking and biking safety education. <b>City Considerations:</b> City consider crossing enhancements at the school crossing at Whitney Drive/Whitney Drive if there is a project opportunity or funding becomes available.
Century Middle School	ISD 194 (Lakeville)	Lakeville	High Speed, 4+ Lanes	CR 60 (185th Street)	18610 Ipava Ave, Lakeville, MN 55044	✓		✓				✓			x	x	<b>Sidewalk and Trail Infrastructure:</b> County construct trail on the north side of CR 60 (185th Street) between Jaeger Path and Ipava Avenue. <b>School Crossings:</b> County implement pedestrian crossing safety improvements at the CR 60 (185th Street)/Ipava Avenue traffic signal. This intersection is not part of the school's route plan but there are periodic student crossings at the intersection. <b>Education:</b> School and District should instruct students to only cross CR 60 (185th Street) with an adult or at a controlled intersection. <b>School and District Considerations:</b> School and District update the 2008 Safe Routes to School Plan including a walking/biking route plan. School and District provide walking and biking safety education. <b>City Considerations:</b> City consider crossing enhancements at the school crossing on Ipava Avenue based on the traffic volume and number of lanes. City consider reevaluation of school speed zone to increase its effectiveness. Reevaluation should consider the limits of the zone and the school speed limit. City consider enhancing the effectiveness of the school speed zones on city streets with periodic enforcement efforts.
Cyprus Academy	Private	Burnsville	High Speed, 4+ Lanes	CR 5	13560 County Rd 5, Burnsville, MN 55337									✓			There is little demand for walking and biking based on the number of students and the enrollment area. Students could still benefit from walking and biking safety education.



## CENTURY MIDDLE SCHOOL

Lakeville Public Schools, ISD 194  
County or State Road: CR 60 (185<sup>th</sup> Street)  
Lakeville, MN



### Background Information

- School Travel Safety Assessment Group: High Speed, 4+ Lanes
- Enrollment: about 950 students in grades 6 through 8.
- The school site is next to CR 60 (185<sup>th</sup> Street) and CR 9 (Dodd Boulevard), and the school access is on Ipava Avenue.
- Hazardous roadways around the school, as identified by ISD 194, are: CR 60 (185<sup>th</sup> Street) and CR 9 (Dodd Boulevard).
- There are an estimated 10 students that regularly walk or bike to school
- A Safe Routes to School plan was completed in 2008
- There is an existing school crossing on Ipava Avenue south of Century Middle School.
- There is an existing 25 mph school speed zone on Ipava Avenue.





- The CR 60 (185<sup>th</sup> Street)/Ipava Avenue intersection ranked #33 for crashes at county road intersections for 2017-2019.
- The Dakota County 2040 Transportation Plan identified a medium priority pedestrian and bicycle gap on CR 60 (185<sup>th</sup> Street) between Jasmine Way and Ipava Avenue. The existing section has no sidewalk or trail.

## Public Input

### VIRTUAL ENGAGEMENT #1

#### *Interactive Map*

The following feedback was provided on the interactive map as part of the first virtual engagement in summer 2020. The pin type and any comments provided are summarized.

- Ipava Avenue
  - Barrier to walking and biking: *Difficult to cross Ipava Avenue at CR 60 (185<sup>th</sup> Street) or at school crossing (2 comments)*
- CR 60 (185<sup>th</sup> Street)
  - Walking/biking route you wish you could take: *No sidewalk on CR 60 (185<sup>th</sup> Street) between Ipava Avenue and Jaeger Path (3 comments)*

#### *Parent/Caregiver Survey*

Seven survey responses were received for Century Middle School. The following summarizes the open-ended comments provided on the survey:

- *Concerns about vehicle speeds and drivers not yielding to pedestrians at the CR 60 (185<sup>th</sup> Street)/Ipava Avenue traffic signal*
- *Requests for enhanced treatments at the school crossing on Ipava Avenue south of the school*
- *Lack of sidewalk or trail west of the school along CR 60 (185<sup>th</sup> Street W)*
- *Difficult to make a left turn onto Ipava Avenue out of the Spring Hill Neighborhood in the morning peak period*

### VIRTUAL ENGAGEMENT #2

#### *Interactive Map*

The following comments were provided on the interactive map as part of the second virtual engagement in winter 2020. The draft recommendation and the comments provided are summarized.

- Sidewalk/trail along CR 60 (185<sup>th</sup> Street)
  - One comment agreed with this recommendation
- Pedestrian crossing enhancements at CR 60 (185<sup>th</sup> Street)/Ipava Avenue
  - One comment agreed with this recommendation
- Update the 2008 Safe Routes to School Plan
  - One comment agreed with this recommendation
- Crossing enhancements at the Ipava Avenue crossing south of the school (city improvement)
  - One comment agreed with this improvement



- Instructing students to only cross CR 60 (185<sup>th</sup> Street) at the traffic signal at Ipava Avenue.
  - One comment disagreed with the recommendation
  - The draft recommendation has been revised to clarify that it is referring only to crossings of CR 60 (185<sup>th</sup> Street). There is an existing school crossing of Ipava Avenue south of CR 60 (185<sup>th</sup> Street) and the recommendation was not intended to discourage use of that crossing.

## Recommendations

- **Sidewalk and Trail Infrastructure:**
  - County construct trail on the north side of CR 60 (185<sup>th</sup> Street) between Jaeger Path and Ipava Avenue.
- **School Crossings:**
  - County implement pedestrian crossing safety improvements at the CR 60 (185<sup>th</sup> Street)/Ipava Avenue traffic signal. This intersection is not part of the school's route plan but there are periodic student crossings at the intersection.
    - Install high visibility (continental) crosswalks
    - Install accessible pedestrian signals and pedestrian countdown timers
    - Update left-turn indications to flashing yellow arrow (FYA)
    - Operate left-turn phasing as protected only when pedestrian push buttons are activated
- **Education:**
  - School and District should instruct students to only cross CR 60 (185<sup>th</sup> Street) with an adult or at a controlled intersection because there are not crossing guards on CR 60 (185<sup>th</sup> Street). Midblock and uncontrolled crossings of CR 60 (185<sup>th</sup> Street) between Ipava Avenue and CR 9 (Dodd Boulevard) should be discouraged because it is a high-speed road.
- **School and District Considerations:**
  - School and District update the 2008 Safe Routes to School Plan including a walking/biking route plan.
  - School and District provide walking and biking safety education.
- **City Considerations:**
  - City consider crossing enhancements such as advance stop bars and active devices at the school crossing on Ipava Avenue based on the traffic volume and number of lanes.
  - City consider reevaluation of school speed zone to increase its effectiveness. Reevaluation should consider the limits of the zone and the school speed limit.



*Existing school crossing on Ipava Avenue*

- City consider enhancing the effectiveness of the school speed zone on Ipava Avenue with periodic enforcement efforts.

A school speed zone evaluation is not recommended on CR 60 (185<sup>th</sup> Street) because the crossings at CR 60 (185<sup>th</sup> Street)/Ipava Avenue are not part of the school's route plan. The crossing improvements are recommended at the intersection because students periodically cross, but the crossing activity is not sufficient to result in an effective school speed zone. In addition, the other criteria for consideration of a school speed zone are not met on CR 60 (185<sup>th</sup> Street) because most of the school transportation activity (pedestrian, bicycle, and vehicle) is focused on Ipava Avenue.

School Safety Assessment Implementation Plan - *Adjacent to County Roads (CR)*, Last update: Sept. 2022

Type of Work		Lighting		School Crossings		Signalized Intersection (Timing & Updated Crossings)	CIP Improvement Projects (details below)	
		Inter-section	Corridor *	Marking/ Signing	Curb Extension		Construction Projects ^	Trail Gaps **
No. of Locations		5	2	4	3	4	6	6
Year	2021	+ Heritage STEM MS (WSP) + Simley HS (IGH) + Meadow View Elem. (Frm.) * + <del>North Trail Elem. (Lkvl) *<sup>2</sup></del>		<u>2021 - Marking/Signs:</u> + Heritage STEM MS (WSP) SZ + Simley HS (IGH) – incl. RRFB SZ + Meadowview Elem. (Farm)		+Cedar STEM (AV) +Century MS (LV) +Falcon Ridge (AV) +Scott Highlands (AV)	+ Eagan School area, Diffley Road (CR 30) SZ	
	2022	+ St. Croix Lutheran (WSP) + St. John’s (Vermillion) + St. Joseph's (WSP)		<u>2022- Curb Extensions:</u> + St. Croix Lutheran (WSP) + St. John’s (Vermillion) SZ + St. Joseph’s (WSP) SZ <b>Construction Completed</b>			+ Falcon Ridge Middle School (AV) ^ ** + Lakeville North HS (Lakeville) ^ + East Lake Elementary (Lakeville) ^ + Pilot Knob STEM Elementary (Eagan) ^ **	
	2023 – 26 and beyond						+ Randolph Schools (Randolph) ** + Two Rivers HS (MH/WSP) ^ ** SZ +Salem Hills Elementary (IGH) ** + West of Heritage MS & St. Joe’s (WSP) *	

RRFB = Flashing warning signs at crossings \*\* indicates larger project see CIP list below **Indicates work is complete or substantially complete (as of 12/30/2021)**

<sup>2</sup> Lighting project removed based on discussion with the school – internal trail project will be pursued as better route for students rather than use of Pilot Knob Road.

Schedule for projects is the current anticipated plan – timeline may change based on the process and changes within the CIP.

School Speed Zone: 7 schools (denoted with a SZ) above plus Echo Park Elementary (Burnsville) will be conducted in 2022 or following project completion.

Capital Improvement Program (CIP) Projects <sup>1</sup>:

- Falcon Ridge Middle School in Apple Valley – *new turn lane along McAndrews Road (CR 38) for east bound U-turns east of school access (completed 2021), North side trail along McAndrews Road (CR 38) from Johnny Cake Ridge Road to Everest Trail – CP 38-64, preliminary engineering 2022*
- Lakeville North HS in Lakeville - *review for possible U-Turns on Dodd Road (CR 9) – Preliminary review before programming in the CIP*
- East Lake Elementary, Lakeville - *Highway 46 & 33 intersection area evaluation Preliminary Eng. starts 2021 - cp 46-58, 2022/2023 construction*
- Pilot Knob STEM Elementary School in Eagan along Lone Oak Road (CR 26):
  - *Stage 1 -- trail & lighting from Vincent trail to CSAH 31, Pilot Knob Road – 2022 (Under Highway Surface Bituminous, Overlay Program)*
  - *Stage 2 – trail from the School boundary to TH 13, evaluate possible roadway lane reduction and crossing of Lone Oak at school with school to updated route plan. Note, trail along CR 26 in conjunction with roadway project – CP 26-67 preliminary engineering 2022/Const. 2025*
- Randolph Schools in Randolph, construct trail along CR 88 with CP 88-23 roadway project- 2023
- Two Rivers (formerly Sibley) HS, MH/WSP - *east side trail along Delaware Ave. (CR 63), raised median and RRFB plus street lighting crossing – Preliminary Engineer 2022 (CP 63-32) – Construction year to be determined (TBD)*
- West of Heritage STEM MS & St. Joe’s Catholic School in WSP -- *Butler Ave. (CR 4) from Delaware to Smith Ave. – CP 04-18 Preliminary Eng. 2023*
- Salem Hills Elementary (CR 73) in IGH, trail along county road in conjunction with a Babcock Trl (CR 73) roadway reconstruction project – CP 73-35 Preliminary engineer 2022
- Century MS in Lakeville, trail on CR 60 from Jaeger Path to Ipava Ave. in conjunction with a roadway project – CP 60-27 23 Pre. Eng. /26 const.

<sup>1</sup> Project construction year are as listed or to be determined (TBD) in collaboration with partners through the CIP development.

**School Travel Safety Assessment - Interactive map comments related to Century Middle School/185th Street**

ID	Type	Category ID	Category	Initial Comment	Create Date	Comment ID	Comment	Comment Date
390767	point	16003	Barriers	Dangerous crossing to century from light at 185th/lpava or using crosswalk down the hill. Need some way to safely cross kids to school without having to drive them across the street.	24-Jun-20	310138	I Agree, I run this street 5 times a week. Due to the unusually high local speed limit there are many vehicles that shed debris. This is dangerous considering the speed they are driving. Also, given the speed of vehicles, it would seem much more safe if there was a walkway and some type of divider between the sidewalk and road. there has been so much money spent on surrounding roadways, it is hard to believe this hasn't been a priority before this. I have a two young daughters that are unable to bike to school for the next 10 years because it is not safe and we are withing 2 miles to both the elementary and middle school.	7/21/2020 16:21
390882	point	16003	Barriers	Dangerous crossing to get to Cherry View/Century from the South. This pertains in particular to those in Avonlea, Pinnacle Reserve, and other upcoming neighborhoods. Cross Dodd with underground tunnel similar to Farmington's on 195th/Meadowview?	26-Jun-20			
1289511	line	16009	Routes you wish you could take	I've been in touch with the County Commissioner and Lakeville Mayor to add a stretch of sidewalk on 185th St W. This is a 3 block stretch on a major corridor, next to a school, that needs a sidewalk ASAP. The addition of a sidewalk here would allow the existing and new neighborhoods to be walkable to Eastview Elementary, Century Middle School, Lifetime Fitness, and King Park. As it stands now, 185th has too much traffic at speeds of 45mph to allow for any walking/biking.	23-Jun-20	305345	The lack of sidewalk to a nearby schools limits children to safely walk or ride bike to school. People use the shoulder of the road to travel from lpava west towards I-35 risking getting hit by cars who pass illegally on the gravel/ grass to get around a turning vehicle.	6/23/2020 21:07
1289512	line	16010	Routes you currently take	This area is all covered by existing sidewalks, with the exception of 185th St W, West of lpava and East of Jaeger Path.	23-Jun-20			
1289568	line	16009	Routes you wish you could take	Path on 185th to completion and paths on Highland Avenue to reach Cherry View, Century, and Lakeville North. Cross Dodd with underground tunnel similar to Farmington's on 195th/Meadowview?	26-Jun-20			



**School Travel Safety Assessment - Parent/caregiver surveys (child attends or includes comments related to Century Middle School/185th Street)**

Respondent ID	Start Date	What is the intersection nearest your home?		How many children do you have in pre-kindergarten through 12th grade?	Does your child/children receive free or reduced lunch?	What is the highest grade or year of school you completed?	Do you have a child with a disability?	Has/have your child/children asked for permission to walk or bike to/from school in the last year?	At what grade would you allow your child/children to walk or bike to/from school without an adult?
		Street name	Street name	Open-Ended Res	Response	Response	Response	Response	Response
11734363560	2020-06-26 10:14:01	Hwy 50	Jaguar	0	No	College 4 years or more (college graduate)	Yes	No	4th
11733960942	2020-06-26 08:23:02	Jacquard Court		0	No	College 4 years or more (college graduate)	No	Yes	2nd
11727282658	2020-06-24 13:48:32	185 th	Ipava	3	No	College 4 years or more (college graduate)	No	No	I would not feel comfortable at any grade
11727247207	2020-06-24 13:37:27	165th	Horizon Ave.	2	No	College 4 years or more (college graduate)	No	Yes	Kindergarten
11726105545	2020-06-24 08:09:16	199th Street W	Jasmine Ave	2	No	College 4 years or more (college graduate)	No	No	6th
11726046602	2020-06-24 07:51:43	194th	Dodd blvd	3	No	College 4 years or more (college graduate)	No	Yes	I would not feel comfortable at any grade
11725752223	2020-06-24 06:06:08	Ipava	185th st w	2	No	Grade 12 or GED (high school graduate)	No	Yes	6th
11724881847	2020-06-23 21:55:53	Jaguar	Jarl	3	No	College 4 years or more (college graduate)	No	Yes	5th
11724753507	2020-06-23 19:11:14	Irvine Trail	Irenic Avenue	2	No	College 4 years or more (college graduate)	No	Yes	4th
11724683264	2020-06-23 20:13:40	Impala Avenue	Indora Trail	2	No	College 4 years or more (college graduate)	No	Yes	6th
11724163489	2020-06-23 16:43:43	185th St	Jaeger Path	3	No	College 4 years or more (college graduate)	No	Yes	4th
11723926588	2020-06-23 15:21:58	185th Street	Ipava	3	No	Grades 1 through 8 (elementary)	No	Yes	6th
11723866998	2020-06-23 15:02:51	185th St W	5 50	2	No	College 4 years or more (college graduate)	No	Yes	

Respondent ID	How much do the following issues affect your decision to allow or not allow your child/children to walk or bike to/from school? 1 - It affects my decision very much 2 3 - It affects my decision somewhat 4 5 - It doesn't affect my decision														
	Distance	Convenience of driving	Time	Child's before or after-school activities	Speed of traffic along route	Amount of traffic along route	Adults to walk or bike with	Sidewalks or pathways (or lack thereof)	Safety of intersections and crossings	Crossing guards	Violence or crime	Weather or climate	Driver behavior and education	Student behavior and education regarding safe walking and biking	Other (please specify)
11734363560	2	5	5	1	3	3	3	1	3	3	5	5	5	2	
11733960942	1	1	3	1	1	1	3	1	1	1	5	1	3	3	
11727282658	3	3	3	3	1	1			1	1	5	3	1	3	
11727247207	3	3	5	5	1	1	3	1	1	1	1	5	1	3	
11726105545	2	5 - It doesn't affect my decision	1 - It affects my decision very much	4	1 - It affects my decision very much	2	2	4	1 - It affects my decision very much	1 - It affects my decision very much	5 - It doesn't affect my decision	4	1 - It affects my decision very much	2	
11726046602	5	4	4	3	1	1	1	1	1	1	5	4	4	4	
11725752223	3	3	5	5	1	1	1	3	1	1	5	5	1	1	
11724881847	1	3	3	3	1	1	1	1	1	1	1	1	1	1	
11724753507	1	3	2	2	1	1	3	1	1	1	1	1	1	1	
11724683264	3	1	1	1	1	1	3	1	1	3	1	1	3	1	
11724163489	3	3	3	2	1	1	3	1	1	3	4	2	1	1	
11723926588	3	3	3	3	1	1	5	1	1	3	2	1	1	1	There is no sidewalk on 185th and between 50 and Ipava to even use to walk or bike
11723866998	3	3	3	3	1	1	3	1	1	1		1	1	1	

Respondent ID	What school does Child #1 attend?	Other (please specify)	What grade was Child #1 in as of Spring 2020?	Does Child #1 have a disability which impacts how they get to/from school?	How far does Child #1 live from school?	On most days, how does Child #1 arrive to school?	On most days, how does Child #1 leave from school?	Do you have any other children that attend schools in Dakota County?	(Please list the grade as of Spring 2020 for your additional child(ren))	What school does Child #2 attend?
Response	Response	Response	Response	Response	Response	Response	Response	Response	Response	Response
11734363560								No		
11733960942	Lakeville North High School		12th	No	1 mile to 2 miles	Walk	Walk	No		
11727282658	Century Middle School	eastview elementary	5th	No	1/4 mile to 1/2 mile	Family vehicle (only children in your family)	Family vehicle (only children in your family)	Yes - But my other child(ren) attend the same school and use the same mode of transportation as this child. (Please list the grade as of Spring 2020 for your additional child(ren))	3rd and preschool	
11727247207	Century Middle School		5th	No	More than 2 miles	School bus	School bus	Yes - I have more children and they attend a different school or use a different mode of transportation than this child.		Lakeville North High School
11726105545	Lake Marion Elementary School		2nd	No	1 mile to 2 miles	School bus	School bus	Yes - But my other child(ren) attend the same school and use the same mode of transportation as this child. (Please list the grade as of Spring 2020 for your additional child(ren))	Kindergarten	
11726046602	Lake Marion Elementary School		1st	No	1/4 mile to 1/2 mile	Family vehicle (only children in your family)	School bus	Yes - I have more children and they attend a different school or use a different mode of transportation than this child.		Lake Marion Elementary School
11725752223	Century Middle School		6th	No	1/4 mile to 1/2 mile	Carpool (children from other families)	Walk	Yes - I have more children and they attend a different school or use a different mode of transportation than this child.		Century Middle School
11724881847	Century Middle School		5th	No	1 mile to 2 miles	School bus	School bus	No		
11724753507		Eastview Elementary	3rd	No	1/2 mile to 1 mile	Family vehicle (only children in your family)	Family vehicle (only children in your family)	Yes - But my other child(ren) attend the same school and use the same mode of transportation as this child. (Please list the grade as of Spring 2020 for your additional child(ren))	Kindergarten	
11724683264	Century Middle School		8th	No	1/2 mile to 1 mile	Walk	Walk	Yes - But my other child(ren) attend the same school and use the same mode of transportation as this child. (Please list the grade as of Spring 2020 for your additional child(ren))	6th	
11724163489	Century Middle School		6th	No	1/2 mile to 1 mile	School bus	School bus	Yes - I have more children and they attend a different school or use a different mode of transportation than this child.		Lakeville North High School
11723926588	Century Middle School		6th	No	1/2 mile to 1 mile	School bus	School bus	Yes - I have more children and they attend a different school or use a different mode of transportation than this child.		
11723866998	Lakeville North High School		10th	No	1/2 mile to 1 mile	Family vehicle (only children in your family)	Family vehicle (only children in your family)	Yes - I have more children and they attend a different school or use a different mode of transportation than this child.		Century Middle School

Respondent ID	ool does attend?	What grade was Child #2 in as of Spring 2020?	Does Child #2 have a disability which impacts how they get to/from school?	How far does Child #2 live from school?	On most days, how does Child #2 arrive to school?	On most days, how does Child #2 leave from to school?	Do you have any other children that attend schools in Dakota County?	What school does Child #3 attend?	What grade was Child #3 in as of Spring 2020?	Does Child #3 have a disability which impacts how they get to/from school?	How far does Child #3 live from school?	
	Other (please specify)	Response	Response	Response	Response	Response	Response	(Please list the grade as of Spring 2020 for your additional child(ren))	Response	Other (please specify)	Response	Response
11734363560												
11733960942												
11727282658												
11727247207		9th	No	More than 2 miles	School bus	School bus	No					
11726105545												
11726046602		4th	No	1/4 mile to 1/2 mile	Family vehicle (only children in your family)	School bus	Yes - I have more children and they attend a different mode of transportation than this child.	Century Middle School	6th	No	1/4 mile to 1/2 mile	
11725752223		7th	No	1/4 mile to 1/2 mile	Carpool (children from other families)	Walk	No					
11724881847												
11724753507												
11724683264												
11724163489		9th	No	1 mile to 2 miles	School bus	School bus	No					
11723926588	Eastview Elementary - Lakeville	4th	No	1/2 mile to 1 mile	School bus	School bus	Yes - I have more children and they attend a different mode of transportation than this child.	Eastview Elementary - Lakeville	2nd	No	1/2 mile to 1 mile	
11723866998		6th		1/2 mile to 1 mile	Family vehicle (only children in your family)	Family vehicle (only children in your family)	No					

Respondent ID	On most days, how does Child #3 arrive to school?	On most days, how does Child #3 leave from to school?	Do you have any other children that attend schools in Dakota County?	If you have any additional comments, please provide them here.
	Response	Response	Response	Open-Ended Response
11734363560				Major issue with Cr 46 (185th street) west of Century Middle School. Need trail along south side of road for walking and biking. Dangerous area, and no safe way for Middle schoolers who would be likely to bike or walk to school to get to school along that roadway. Major problem!
11733960942				Between my family and I, we walk on the shoulder of 185 daily. The traffic scares us all but we do maintain a safe distance off the road, in the ditch. However a sidewalk would be a wonderful addition
11727282658				I am extremely concerned about my child's transition to century middle school. I live directly across the street and don't feel comfortable sending him across Ipava at intersection(185th) light or the crossing/light path down Ipava. The speed is extremely fast and very busy. No one stops at light to allow people walking across. High school traffic down ipava is very busy as well. Coming out of spring hill neighborhood we can't even make left turn left in mornings, you must make a right turn and go down to make U turn. The cross walk is also very unsafe. Its down over hill so as you coming over at high speed you can't see pedestrians standing and waiting to cross. Even in evening this is a very dangerous path to cross. Hope you will take this into consideration as I know I'm not the only concerned parent.
11727247207				In order to catch the school bus, both of my children need to cross a major road that has a crosswalk, however they cross early in the morning in the dark and there are no indicator lights on the crosswalk signs and cars speed through the crosswalk frequently.
11726105545				
11726046602	Family vehicle (only children in your family)	School bus	No	
11725752223				The crosswalk on Ipava is unsafe ! No one stops even with a light it is in an unsafe spot at the bottom of a hill that you can't see when coming down Ipava towards Lakeville north! I used to walk to century with out one and have almost been hit even at the stop light on 185th !
11724881847				
11724753507				I do NOT and will not allow my children to walk or bike to elementary at Eastview or middle school at Century due to the unsafe crosswalks both on Ipava (at Century middle school) and incredibly busy intersection at 185th/Ipava, combined with very high traffic levels in the morning hours. Further, the crosswalk on Ipava near Century middle school is very unsafe being the lights are very dim and drivers coming south on Ipava cannot see pedestrians crossing due to the hill. This NEEDS to be remedied before someone is badly hurt.
11724683264				Concern for traffic crossing Dodd and 194th St W in Lakeville. Lots of accidents seen since we moved here
11724163489				I don't allow my children to bike to/from school because there is no bike oath along 185th St, which has fast moving traffic and many distracted drivers.
11723926588	School bus	School bus	No	It would be nice if you finished the sidewalk between 185th/50th - to Ipava so kids from these developments could walk or ride bike to school
11723866998				

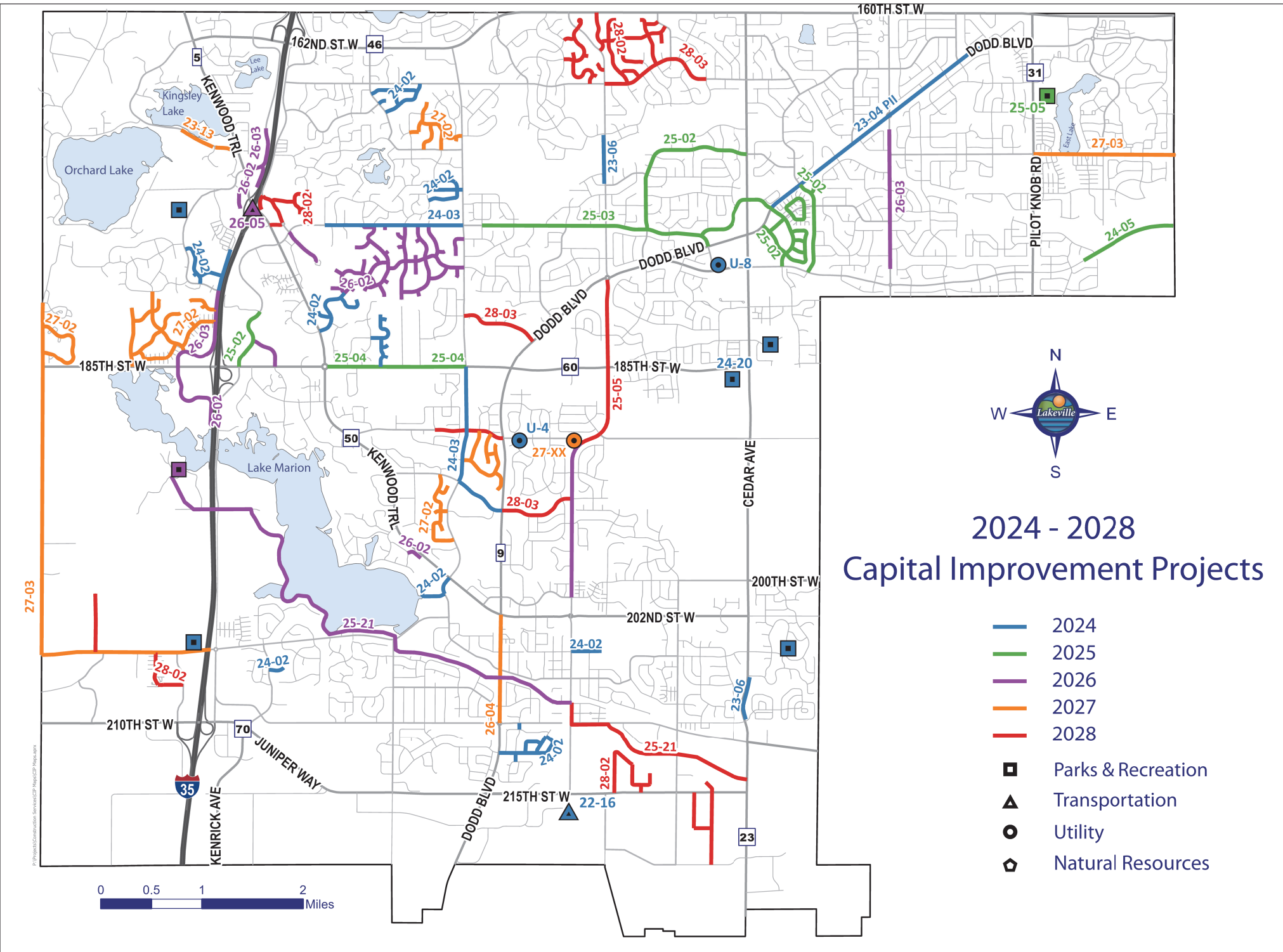
- CP 24-04: 185<sup>th</sup> Street/Future CSAH 60 Extension (Dodd Blvd - Highview Ave)  
Constructed in 2023. City share of project costs paid in 2025/2026 per Joint Powers Agreement. Jurisdictional transfer in 2023.
- CP 24-05: 179<sup>th</sup> Street/Future CSAH 9 Extension (Pilot Knob Rd – E City Limits)  
Programmed for 2025 construction with Developer-installed improvements as a 2-lane divided County highway with trails along both sides. Project includes a highway bridge spanning North Creek with trails along both sides. City and County share of project costs paid in 2025 per Joint Powers Agreement, subject to planned land development. Identified as future (long-term) jurisdictional transfer.
- CP 25-04: 185<sup>th</sup> Street/CSAH 60 Expansion (Kenwood Tr - Ipava Ave)  
Programmed for 2025 construction as a 4-lane divided County highway with trails along both sides. City share of project costs paid in 2026-2028 per Joint Powers Agreement.
- CP 26-04: Dodd Boulevard/CSAH 9 Modernization (210<sup>th</sup> St – 202<sup>nd</sup> St/Kenwood Tr)  
Programmed for 2027 construction as a 2-lane divided County highway with trails along both sides. City share of project costs paid in 2027 per future Joint Powers Agreement.

### **CITY AND COUNTY INTERSECTION IMPROVEMENTS**

Partnership projects aligning with local and regional (County State Aid Highway/CSAH) transportation needs. Designed to alleviate congestion, improve intersection operations, provide for increasing traffic levels and improve safety. City-led projects list all costs, including the County’s estimated cost-share. County-led projects list only the City’s estimated cost-share. Traffic signals along County highways are owned by the County. Maintenance on City-owned traffic signals is done by County through a maintenance agreement.

- CP 22-03: 210<sup>th</sup> Street and Dodd Boulevard/CSAH 9 Roundabout  
Constructed in 2022. City share of project costs paid in 2025 per Joint Powers Agreement.
- CP 24-04: 185<sup>th</sup> Street/Future CSAH 60 (Dodd Blvd - Highview Ave)  
Constructed in 2023. Project includes single-lane roundabout at the intersection of 185<sup>th</sup> Street and Highview Avenue, and traffic signal system at the intersection of 185<sup>th</sup> Street and Cedar Avenue. City share of project costs paid in 2025/2026 per Joint Powers Agreement.

CIP #	Project	Funding Source	Project Type	Status*	2024	2025	2026	2027	2028	Total 2024-2028				
23-04	<u>179th St/Future CSAH 9 (Highview Ave - Cedar Ave)-Phase I</u> <u>Dodd Boulevard (Gerdine Path- Dodd Lane) - Phase II</u>	Municipal State Aid (repay County advances in 2025 and 2026)	Rehabilitation	IP	-	3,255,022	-	-	-	3,255,022				
		Dakota County- Advance funding of city share			612,875	(4,527,875)	-	-	-	(3,915,000)				
		Escrow			-	695,000	-	-	-	695,000				
		Park Dedication Fund			-	767,875	-	-	-	767,875				
					612,875	190,022	-	-	-	802,897				
24-04	<u>185th St/Future CSAH 60 (Dodd Blvd - Highview Ave)</u>	Municipal State Aid (repay County advances from 2022 and 2023)	Extension with roundabout	IP	-	430,000	2,300,000	-	-	2,730,000				
		Dakota County- Advance funding of city share			-	(430,000)	(2,300,000)	-	-	(2,730,000)				
					-	-	-	-	-	-				
24-05	<u>179th St Bridge and Future CSAH 9</u>	Municipal State Aid	Bridge/Traffic Signal	IP	-	2,450,000	-	-	-	2,450,000				
		Dakota County			-	8,275,000	-	-	-	8,275,000				
		Park Dedication Fund			-	120,000	-	-	-	120,000				
		Escrow			-	800,000	-	-	-	800,000				
		Stormwater Infrastructure Fund			-	2,280,000	-	-	-	2,280,000				
		Water Trunk Fund			-	590,000	-	-	-	590,000				
		Streetlight Operating Fund			-	50,000	-	-	-	50,000				
					-	14,565,000	-	-	-	14,565,000				
		25-04			<u>185th St/CSAH 60 (Kenwood Tr-Ipava Ave)</u>	Municipal State Aid	Modernization	IP	-	208,732	281,763	1,417,500	3,020,000	4,927,995
						Dakota County			1,732,500	4,730,000	-	-	-	6,462,500
Dakota County- Advance funding of city share	1,417,500		2,892,922	(281,763)		(1,417,500)			(3,020,000)	(408,841)				
Escrow	-		115,000	-		-			-	115,000				
Stormwater Infrastructure Fund	-		600,000	-		-			-	600,000				
Sanitary Sewer Trunk Fund	-		15,000	-		-			-	15,000				
Water Operating Fund	-		100,000	-		-			-	100,000				
Sanitary Sewer Operating Fund	-		15,000	-		-			-	15,000				
Park Dedication Fund	-		110,000	-		-			-	110,000				
Street Light Operating Fund	-		10,000	-		-			-	10,000				
	3,150,000	8,796,654	-	-	-	11,946,654								
25-05	<u>Holyoke/Highview Avenue Reconstruction</u>	Municipal State Aid	Rehabilitation	IP	-	-	3,540,000	-	3,554,150	7,094,150				
		Escrow			-	-	700,000	-	170,000	870,000				
		Park Dedication Fund			-	-	60,225	-	31,200	91,425				
		Stormwater Infrastructure Fund			-	-	1,677,100	-	1,296,900	2,974,000				
		Water Operating Fund			-	-	81,000	-	68,600	149,600				
		Sanitary Sewer Operating Fund			-	-	33,250	-	30,250	63,500				
		Other funding- State			-	-	736,000	-	-	736,000				
		Street Light Operating Fund			-	-	45,000	-	30,000	75,000				
					-	-	6,872,575	-	5,181,100	12,053,675				



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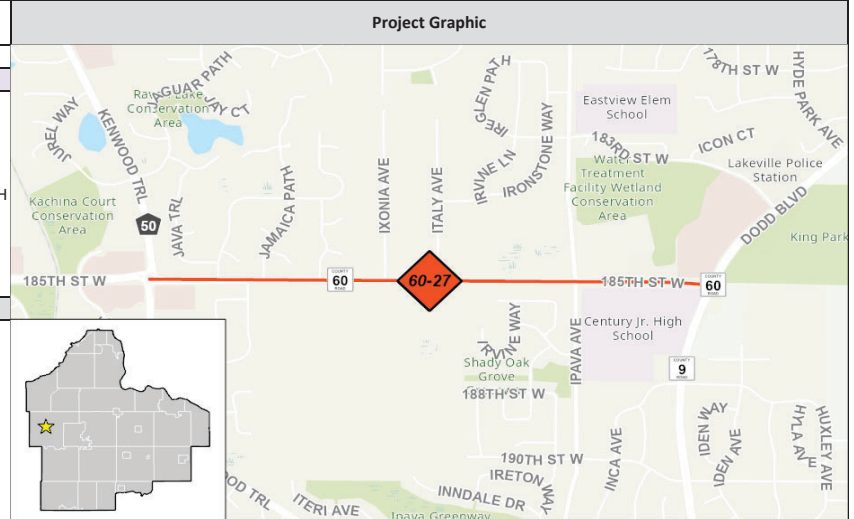




# 2023 CAPITAL BUDGET

and 2023 - 2027 TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM

<b>Project Title:</b>	CSAH 60 (185th Street) from E of CSAH 50 to CSAH 9 (Dodd Blvd) in Lakeville	
<b>Project Number(s):</b>	60-027	<b>Project Description:</b>
<b>Year of Board Authorization:</b>	2022	RESOURCES: Design Consultant 2023
<b>Target Completion:</b>	2025	EXPANSION: Roadway Expansion
<b>Project Type:</b>	Expansion	
<b>JL Key:</b>	T60027	
<b>Project Location:</b>	Expansion of CSAH 60 (185th Street) to a four-lane divided roadway between CSAH 50 (Kenwood Trail) and CSAH 9 (Dodd Boulevard) in Lakeville. This project will improve CSAH 60 roadway operations, make safety improvements, and provide for increased traffic levels. City of Lakeville will lead/coordinate this project.	
City of Lakeville		



**Project and Fiscal History:**  
 2022-2026 CIP included \$165,000 for Preliminary Engineering  
 Dakota County is advance funding the city share of ROW Acquisition and Construction phases in accordance with the terms of the JPA.

Project Revenues	Original Project Estimate	Approved Budget	2023	2024	2025	2026	2027	Beyond	Total Revised Project Revenues Estimate	2023 Project Revenues Estimate Change
			Budget	Estimate	Estimate	Estimate	Estimate	2027		
CSAH	-	165,000	346,500	1,575,000	4,300,000	-	-	-	6,386,500	6,386,500
	-	165,000	346,500	3,150,000	7,642,750	-	-	-	11,304,250	11,304,250

Project Expenditures	Original Project Estimate	Approved Budget	2023	2024	2025	2026	2027	Beyond	Total Revised Project Expenditures Estimate	2023 Project Expenditures Estimate Change
			Budget	Estimate	Estimate	Estimate	Estimate	2027		
Land Acquisition	-	-	-	3,150,000	-	-	-	-	3,150,000	3,150,000
Consulting Services	-	165,000	346,500	-	-	-	-	-	511,500	511,500
New Construction	-	-	-	-	7,642,750	-	-	-	7,642,750	7,642,750
<b>Total</b>	-	165,000	346,500	3,150,000	7,642,750	-	-	-	11,304,250	11,304,250

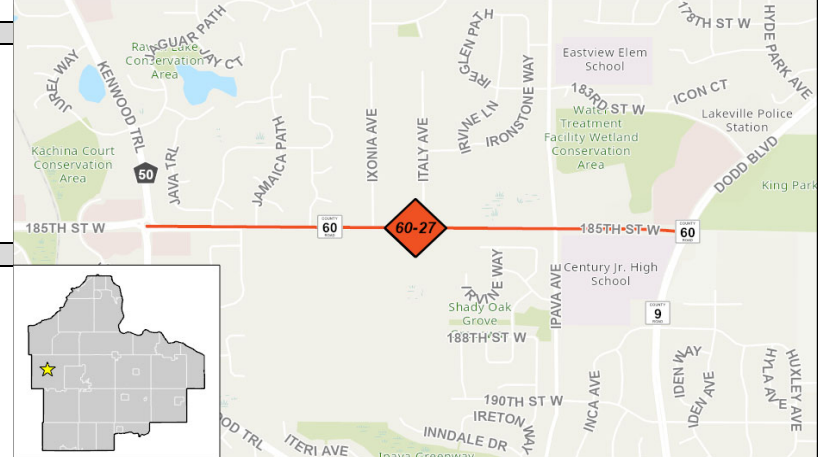


# 2024 CAPITAL BUDGET

and 2024 - 2028 TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM

<b>Project Title:</b>	CSAH 60 (185th Street) from E of CSAH 50 to CSAH 9 (Dodd Blvd) in Lakeville	
<b>Project Number(s):</b>	60-027	
<b>Year of Board Authorization:</b>	2022	<b>Project Description:</b>
<b>Target Completion:</b>	2025	EXPANSION: Roadway Expansion
<b>Project Type:</b>	Expansion	
<b>JL Key:</b>	T60027	Expansion of CSAH 60 (185th Street) to a four-lane divided roadway between CSAH 50 (Kenwood Trail) and CSAH 9 (Dodd Boulevard) in Lakeville. This project will improve CSAH 60 roadway operations, make safety improvements, and provide for increased traffic levels. City of Lakeville will lead/coordinate this project.
<b>Project Location:</b>	City of Lakeville	

### Project Graphic



**Project and Fiscal History:**  
 Dakota County is advance funding the city share of ROW Acquisition and Construction phases in accordance with the terms of the JPA. TAA – Other (Complete Streets, Transit)

**Approved Budget**  
 2022 – Preliminary Engineering - \$165,000 (County share)  
 2023 – Design - \$346,500 (County share)

Project Revenues	Original Project Estimate	Approved Budget	2024	2025	2026	2027	2028	Beyond	Total Revised Project Revenues Estimate	2024 Project Revenues Estimate Change
			Budget	Estimate	Estimate	Estimate	Estimate	2028		
Local	-	-	1,417,500	2,912,750	-	-	-	-	4,330,250	4,330,250
CSAH	-	511,500	1,575,000	2,137,600	-	-	-	-	4,224,100	4,224,100
Transportation Advancement Account	-	-	-	2,162,400	-	-	-	-	2,162,400	2,162,400
County Funds	-	-	157,500	430,000	-	-	-	-	587,500	587,500
	-	511,500	3,150,000	7,642,750	-	-	-	-	11,304,250	11,304,250

Project Expenditures	Original Project Estimate	Approved Budget	2024	2025	2026	2027	2028	Beyond	Total Revised Project Expenditures Estimate	2024 Project Expenditures Estimate Change
			Budget	Estimate	Estimate	Estimate	Estimate	2028		
Land Acquisition	-	-	3,150,000	-	-	-	-	-	3,150,000	3,150,000
Consulting Services	-	511,500	-	-	-	-	-	-	511,500	511,500
New Construction	-	-	-	7,642,750	-	-	-	-	7,642,750	7,642,750
<b>Total</b>	-	511,500	3,150,000	7,642,750	-	-	-	-	11,304,250	11,304,250



City of Lakeville  
*Positioned to Thrive*

November 27, 2023

Elaine Koutsoukos, TAB Coordinator  
Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

**RE: 2024 Regional Solicitation Application;  
185<sup>th</sup> Street (CSAH 60): Kenwood Trail (CSAH 50) to Ipava Avenue**

Dear Ms. Koutsoukos,

As requested in the Regional Solicitation federal funding application, this letter is meant to state the City's commitment to removing snow/ice from the proposed multi-use 185<sup>th</sup> Street (CSAH 60): Kenwood Trail (CSAH 50) to Ipava Avenue trail for the duration of its design life. If the city is awarded federal funding through the Multi-Use Trails and Bicycle Facilities category, the City commits to providing snow and ice removal along the proposed multi-use trail to support year-round bicycle and pedestrian use.

Winter maintenance is a high priority for the City of Lakeville to ensure safe and accessible facilities for users. Beyond this letter of commitment, the City has a detailed Snow and Ice Control Policy (No. 511), please see attached.

Sincerely,

John Hennen, Parks and Recreation Director

## SNOW AND ICE CONTROL

### Policy 5.11

#### 1) PURPOSE

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

#### 2) OBJECTIVE

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

#### 3) PROCEDURE

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



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

#### **4) BOULEVARD CONSIDERATIONS**

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

#### **5) MAILBOX REPLACEMENT POLICY**

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