Application

19835 - 2024 Safe Routes to School Infrastructure
20495 - 2024 Safe Routes to School Infrastructure
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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

Title: Project Manager
Department: Transportation
Email: bryce.lebrun@co.dakota.mn.us
Address: 14955 Galaxie Avenue

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

Phone:* 952-891-7213 (Phone) (Ext.)

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

Organization Information

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

* APPLE VALLEY (City) Minnesota (State/Province) 55124 (Postal Code/Zip)

County: Dakota
Phone:* 952-891-7100 (Ext.)

Fax:
PeopleSoft Vendor Number 0000002621A15

Project Information

Project Name Butler Avenue (CR 4) School Safety Improvements
Primary County where the Project is Located Dakota
Cities or Townships where the Project is Located: West St. Paul
Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)	The Butler Avenue School Safety Improvements Project will provide multi-use trail and sidewalk along an important corridor for students to walk and bicycle to and from Heritage STEM Middle School and St. Joseph's Catholic School. The project is located between Delaware Avenue (County State Aid Highway 63) and Manomin Avenue along a Tier 1 RBTN alignment. Dakota County's proposed improvements include construction of new multi-use trail on the south side of Butler Ave and sidewalk on the north side of Butler Ave. The project is identified in the Dakota County 2040 Transportation Plan, the 2018 Dakota County Bicycle and Pedestrian Study as a medium-priority trail gap, the 2022 GO West St. Paul Plan as the #6 priority trail/sidewalk gap in the city, as well as in the 2021 Dakota County School Travel Safety Assessment's infrastructure recommendations for Heritage STEM Middle School and St. Joseph's Catholic School. In addition to student travel safety benefits, the project will provide needed bicycle and pedestrian connections to local streets and pedestrian and future multi-modal infrastructure along Delaware Avenue (CSAH 63) which is programmed for construction in conjunction with this project.
(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.	CR 4 FROM CSAH 63 TO MAHOMIN, CONSTRUCT TRAIL ON S SIDE AND SIDEWALK ON N SIDE 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)	0.3
to the nearest one-tenth of a mile	

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 Safe Routes To School Infrastructure Grant
Federal Amount	$320,000.00
Match Amount	$80,000.00
Minimum of 20% of project total	
Project Total	$400,000.00
For transit projects, the total cost for the application is total cost minus fare revenues.	
Match Percentage	20.0%
Minimum of 20% *Compute the match percentage by dividing the match amount by the project total*	
Source of Match Funds	Dakota County and the City of West St. Paul
A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources	
Preferred Program Year	
Select one:	2028, 2029
Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.	
Additional Program Years:	2026, 2027
Select all years that are feasible if funding in an earlier year becomes available.	

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)	
Please indicate here SAP/SP#.	
Location	
County, City, or Lead Agency	Dakota County
Name of Trail/Ped Facility:	Butler Avenue (CR 4) Trail and Sidewalk
(example; CEDAR LAKE TRAIL)	
IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:	
Road System	CO. RD.
(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)	
Road/Route No.	4
(Example: 53 for CSAH 53)	
Name of Road	Butler Ave.
(Example: 1st ST., Main Ave.)	
TERMINI: Termini listed must be within 0.3 miles of any work	

From: **Road System** *(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)*	CSAH
Road/Route No. *(Example: 53 for CSAH 53)*	63
Name of Road *(Example: 1st ST., Main Ave.)*	Delaware Ave.
To: **Road System** *DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*	CITY STREET
Road/Route No. *(Example: 53 for CSAH 53)*	
Name of Road *(Example: 1st ST., Main Ave.)*	Manomin Ave.
In the City/Cities of: *(List all cities within project limits)*	West St. Paul
IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY: **Termini: Termini listed must be within 0.3 miles of any work**	
From:	
To:	
Or	
At:	
In the City/Cities of: *(List all cities within project limits)*	
Primary Types of Work (Check all that apply)	
Multi-Use Trail	Yes
Reconstruct Trail	
Resurface Trail	
Bituminous Pavement	Yes
Concrete Walk	Yes
Pedestrian Bridge	
Signal Revision	
Landscaping	
Other (do not include incidental items)	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	N/A
New Bridge/Culvert No.:	N/A
Structure is Over/Under (Bridge or culvert name):	N/A
Zip Code where Majority of Work is Being Performed	55118
Approximate Begin Construction Date (MO/YR)	04/01/2026
Approximate End Construction Date (MO/YR)	11/13/2026
Miles of Pedestrian Facility/Trail (nearest 0.1 miles):	0.6
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0.3
Is this a new trail?	Yes

Requirements - All Projects

All Projects

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

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

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

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

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

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

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

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

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

(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.

GO West St. Paul Master Pedestrian and Bicycle Plan 2022, Pg. 23, 25-26, 30.

Dakota County Pedestrian and Bicycle Study 2018, Appendix D, Page D-7.

Dakota County 2040 Transportation Plan, Pg. 6-39 Figure 27.

Dakota County 2023-2027 Transportation Capital Improvement Program, Pg. Trans 67

Dakota County 2021 School Travel Safety Assessment, Pg. C-51 to C-54 & Pg. C-107 to C-110

(Limit 2,800 characters; approximately 400 words)

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

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

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

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

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

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2024 funding cycle).

Multiuse Trails and Bicycle Facilities: *$250,000 to $5,500,000*
Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): *$250,000 to $2,000,000*
Safe Routes to School: *$250,000 to $1,000,000*

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

Date plan completed: 06/12/2018

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

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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

12. The project must represent a permanent improvement with independent utility. The term ?independent utility? means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Upload Agreement PDF

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$20,000.00
Removals (approx. 5% of total cost)	$20,000.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$100,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$50,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$40,000.00
Traffic Control	$5,000.00
Striping	$5,000.00
Signing	$5,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$30,000.00
Bridge	$0.00
Retaining Walls	$5,000.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$280,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$20,000.00
Sidewalk Construction	$45,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$55,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$120,000.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

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

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:

Totals

Total Cost	$400,000.00
Construction Cost Total	$400,000.00
Transit Operating Cost Total	$0.00

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

Response:

The 2021 Dakota County School Travel Safety Assessment (STSA) identified recommendations for safety improvements based on the 6E SRTS actions and strategies. ISD 197, Heritage STEM Middle School, and St. Joseph?s Catholic School staff and parents were active participants and partners in the study. A summary of the study's application of the SRTS strategies is below:

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

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

- Encouragement: ISD 197 does not provide free busing to students inside a 1-mile radius of Heritage STEM MS. Only fee-based busing is offered in this area, providing an incentive to use other modes of transportation to school.

- Equity: The focus on bicycle/pedestrian safety addresses equity because some students, particularly lower-income students and students of color, do not have the option to drive, be driven to/from school, or take the bus. The student body of Heritage STEM is 52% students of color, and 73% of students qualify for free & reduced lunch. Additionally, 1/4 of households in the area have access to 0-1 vehicle. The completion of improved multi-modal facilities as part of this project will be a benefit to all students who walk/bike to school.

- Engagement: Engagement was carried out to develop the STSA. Virtual engagement was used due to the COVID-19 pandemic. The first round of engagement was in the summer of 2020. Walking/biking routes and areas of concern were identified via an issues map and open comments. A second round of engagement was held at the end of 2020 to gather feedback on a draft STSA. Stakeholder interviews with County, City, School District, law enforcement, and MnDOT staff were also held.

- Engineering: The final recommendations of the STSA outlined the scope of the project. Dakota County will hire a consultant to begin design of the recommended improvements in early 2024 as part of a CIP project programmed for construction in 2026. This project is programed to be constructed with a reconstruction of Delaware Ave between Marie Ave and Dodd Rd which will add trail and sidewalk to the north and south of Butler Ave.

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

The project, or the issue/barrier being addressed by the project, is specifically named in an adopted Safe Routes to School plan*	Yes
The project, while not specifically named, is consistent with an adopted Safe Routes to School plan highlighting at least one of the school(s) to which it is meant to provide access	
The project is identified in a locally adopted transportation/mobility plan or study and would make a safety improvement, reduce traffic or improve air quality at or near a school	
The school(s) in question do not have Safe Routes to School plan(s)	

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

Average Percent of Student Population	5.0%
Documentation Attachment	
Please upload attachment in PDF form	

Measure B: Student Population

Student population within one mile of the school	224.0	

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

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 of 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:

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

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

The first virtual engagement was held from June 19 to August 31, 2020, and included the following components: a project introduction video, an interactive map, and a caregiver survey. The first survey gathered behavioral data on biking and walking decisions within Dakota County households. The survey included questions about the number and age of school-aged children, perceptions of walking and biking safety, and their decision-making process in letting their children walk or bike to/from school. The survey was modeled after the standard caregiver survey from the National Center for SRTS. 68 survey responses and 10 map comments were received for Heritage STEM; 3 survey comments and 8 map comments were received for St. Joseph's.

The second virtual engagement was held from November 20 to December 31, 2020 and included the following components: A project introduction video, interactive map, and a feedback form for comments. 13 comments on the second map were received from Heritage STEM and 13 were received from St. Joseph's.

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

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

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

Measure B: Disadvantaged Communities Benefits and Impacts

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

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

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

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

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

Response:

The project will provide improved safety, comfort, and accessibility for students walking and biking to both Heritage STEM and St. Joseph's Catholic, as well as other residents using active transportation in the area. There is currently no sidewalk or trail along Butler Ave in the project area, only a narrow shoulder. The project proposes to close part of a trail gap along a Tier 1 RBTN corridor, and will connect new pedestrian and bicycle infrastructure planned for construction along Delaware Ave (CSAH 63) from Marie Ave to Dodd Rd to sidewalk to the east of the project area, in addition to connections to sidewalk along north-south streets in the project area. The project also provides new accessible routes to Metro Transit Bus Route 62, which has stops at Smith Ave and Butler Ave. Feedback received from the School Travel Safety Assessment emphasized the need to provide trails and sidewalks along Butler Ave in this area. The proposed trail and sidewalk will a provide safe, accessible route for students to walk and bike to school from neighborhoods west of Mahomin Ave, with these benefits further compounded by this project's design and construction coordination with the reconstruction of Delaware Avenue between Dodd Rd and Marie Ave which is planned to add trail and sidewalk infrastructure and crossings.

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

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:

Housing near the project corridor is mostly of single-occupancy residential. With the addition of trail and sidewalk along Butler Ave, these housing units would be provided with barrier-free active transportation access to Heritage STEM and St. Joseph's Catholic. Residents to the west of the project will also be able to use the new trail and sidewalk connection to continue along Butler to the Robert St. corridor businesses and facilities. Improved accessibility to the Metro Transit route 62 bus stops at Smith Ave and Butler Ave will also be provided by the new infrastructure. The improved connections will offer area residents better access to destinations in Mendota Heights, West St. Paul, South St. Paul and beyond without the need of a private vehicle.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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.	1702594972752_Butler Socio-Economic Conditions Map.pdf

Measure A: Gaps, Barriers, and Continuity/Connections

Response:

Butler Avenue (CR 4) in the project area is a 2-lane, 35 mph County Highway with a 2021 ADT of 1423 west of Smith Ave and 4394 east of Smith Ave which lies along a Tier 1 RBTN, and also intersects with CSAH 63. Due a lack of trail or sidewalk infrastructure, this segment of Butler Avenue is a barrier for non-motorized users to/from nearby housing in West St. Paul and Mendota Heights looking to access Heritage STEM Middle School, St. Joseph's Catholic School and the Route 62 bus stop at Smith Ave. Currently, area residents have to use the shoulder of Butler Ave between Delaware and Mahomin/Smith Ave to access the Route 62 bus stops or sidewalks heading east along Butler. The nearest parallel off-street sidewalk or trail is along Moreland Ave to the south and Bernard St to the north, both significant detours.

The proposed project will construct a new multi-use trail along the south side of Butler Avenue between Delaware and Mahonin, and sidewalk along the north side of Butler between Delaware and Smith. The project will close a trail gap along a Tier 1 RBTN corridor centerline and is identified in the Dakota County School Travel Safety Assessment, Dakota County Bicycle and Pedestrian Study, and the Dakota County 2040 Transportation Plan. The new infrastructure will be constructed in coordination with, and provide access to proposed trail and sidewalk along Delaware Ave from Marie Ave to Dodd Rd. The new infrastructure will provide further connections to not only the schools but also the River to River Greenway south along Delaware at Marie Avenue, the Dodge Nature Center, the commercial area along Robert Street, and the commercial area surrounding Dodd Road north of the project area. Closing this infrastructure gap along Butler Ave and the coordinated project along Delaware Ave will provide another safe, accessible route for people to walk or bike to school and to area destinations and transit stops from surrounding neighborhoods.

(Limit 2,800 characters; approximately 400 words)

Upload Map *Please upload attachment in PDF form*	1702594875960_Butler SRTS RBTN Orientation Map.pdf

Measure B: Deficiencies corrected or safety or security addressed

Response:

A review of local and MnCMAT crash data shows one pedestrian injury crash in the project area in the last 10 years.

The 2021 Dakota County School Travel Safety Assessment identified risks and hazards for walking and biking to school at Heritage STEM and St. Joseph's Catholic. Parent survey responses and conversations with stakeholders during public engagement indicated concerns with vehicle speeds and volumes, a lack of safe crossings of Butler near the schools, the lack of sidewalk in the project area and along CSAH 63/Delaware Avenue, and traffic congestion related to student pickup and drop off via private vehicle. A lack of separated infrastructure for pedestrians and cyclists in the project area is a contributing factor to these concerns. Heritage STEM Middle School had the highest volume of parent comments of all the studied school locations in the School Travel Safety Assessment, a number of which called out the lack of trail and sidewalk along this segment of Butler, and/or agreed with the recommendation to add it. This segment of trail and sidewalk gap is the final recommendation to be completed for the Heritage STEM/St. Joseph's Catholic schools from the study.

The addition of a trail on the south side of Butler Ave and sidewalk on the north side between Delaware Ave and Mahomin Ave/Smith Ave will provide a safe, accessible, separated route for students to walk or bike to school from surrounding neighborhoods where there is currently none. Filling the existing trail and sidewalk gap will enable more parents to feel comfortable sending their students to school on foot or on bike from surrounding neighborhoods. The further connections with the coordinated CSAH 63/Delaware Ave reconstruction which will add trail and sidewalk to that roadway will further increase the improvement in neighborhood active transportation and student access to the school sites to the east along Butler. More students able to safely and comfortably walk and bike to school means less students being dropped off by private vehicles, which is an overall increase to the safety of the area.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (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.

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. Yes

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:

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

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

The first virtual engagement was held from June 19 to August 31, 2020, and included the following components: a project introduction video, an interactive map, and a caregiver survey. The first survey gathered behavioral data on biking and walking decisions within Dakota County households. The survey included questions about the number and age of school-aged children, perceptions of walking and biking safety, and their decision-making process in letting their children walk or bike to/from school. The survey was modeled after the standard caregiver survey from the National Center for SRTS. 68 survey responses and 10 map comments were received for Heritage STEM; 3 survey comments and 8 map comments were received for St. Joseph's.

The second virtual engagement was held from November 20 to December 31, 2020 and included the following components: A project introduction video, interactive map, and a feedback form for comments. 13 comments on the second map were received from Heritage STEM and 13 were received from St. Joseph's.

The Dakota County 2040 Transportation Plan, the 2018 Pedestrian and Bicycle Study and the 2022 GO West St. Paul Pedestrian and Bicycle Master Plan also had both online and in person engagement opportunities which included high-level information about this project. Further public engagement will be carried out during the preliminary and final design process in 2024-2025 prior to construction in 2026.

(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	1702599160680_SignedLayoutApprov for CR 4 from CSAH63 to ManominAve RS App.pdf
Please upload attachment in PDF form	
Additional Attachments	
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):	$400,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$400,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

Photo on CR 4 (Butler Ave) looking east beyond Cherokee Ave with potential sidewalk connections to north and south and lack of trail or sidewalk infrastructure shown.
4.8 MB

File Name	Description	File Size
Butler SRTS Summary.pdf	One-page project summary sheet.	691 KB
Dakota County School Travel Safety Assessment -School Site Detail Pages.pdf	School Site Detail pages from the appendices of the School Travel Safety Assessment showing the details of the study for Heritage STEM Middle School and St. Joseph's Catholic School. Outlines the specific recommendation for this project.	3.3 MB
Dakota County School Travel Safety Assessment Report.pdf	Dakota County School Travel Safety Assessment Report outlining the process for engagement, evaluation, engineering recommendations, and implementation approach for the County-wide school safety study.	28.6 MB
Resolution No. 23-424.pdf	September 26, 2023 Dakota County Board of Commissioners Resolution of Support for 2023-2024 Regional Solicitation Projects	78 KB
Resolution No. 23-542.pdf	November 28, 2023 Dakota County Board of Commissioners Resolution of Support for 2023-2024 Regional Solicitation Projects	78 KB
West St. Paul Butler Avenue Letter of Support.pdf	City of West St. Paul letter of support for proposed project including winter maintenance acknowledgement.	124 KB

Socio-Economic Conditions

Safe Routes to Schools Project: CR 4 (Butler Avenue) Trail and Sidewalk Gap SRTS Project | Map ID: 1702593478810

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 382

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

Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 12/14/2023
LandscapeRSA2

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

METROPOLITAN COUNCIL

Project to RBTN Orientation

Safe Routes to Schools Project: CR 4 (Butler Avenue) Trail and Sidewalk Gap SRTS Project | Map ID: 1702593478810

Project Points
Project
RBTN Corridor Centerlines
RBTN Tier 1 Alignment
RBTN Tier 2 Alignment
Principal Arterials
Minor Arterials
RBTN Tier 1
RBTN Tier 2

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 12/14/2023
LandscapeRSA6

METROPOLITAN COUNCIL

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

December 14, 2023

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

RE: 2023 Regional Solicitation Application for County Road 4 (Butler Ave.) from County State Aid Highway (CSAH) 63 (Delaware Ave.) to Manomin Ave. in West St. Paul

Dear Ms. Koutsoukos:

Dakota County has reviewed and approved the general layout of the County Road 4 (Butler Ave.) project from CSAH 63 (Delaware Ave.) to Manomin Ave. in West St. Paul. The project layout has been attached to this letter.

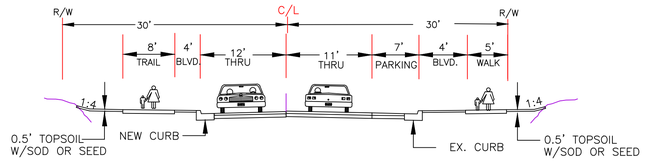
We will be happy to answer any questions you may have regarding this project.

Sincerely,

Erin Laberee
Dakota County Transportation Director/County Engineer

CC:

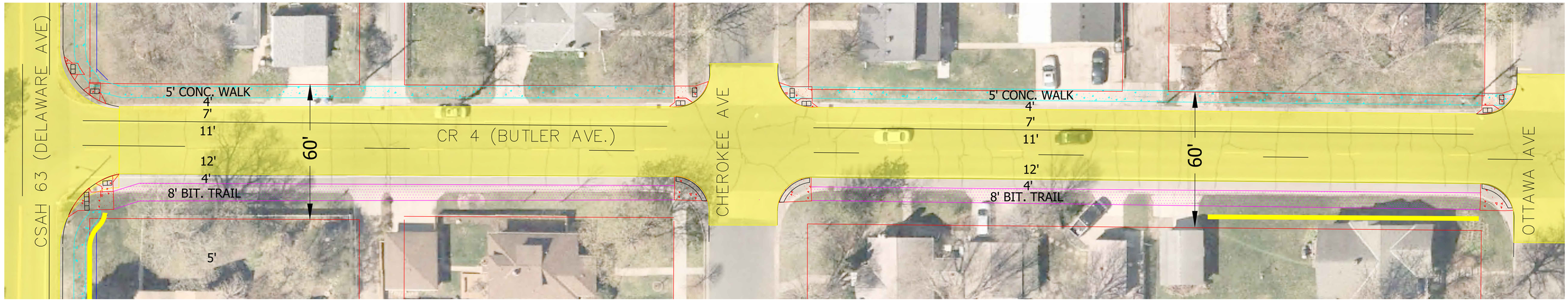
C.R. 4 (BUTLER AVE.) TRAIL AND SIDEWALK SRTS PROJECT

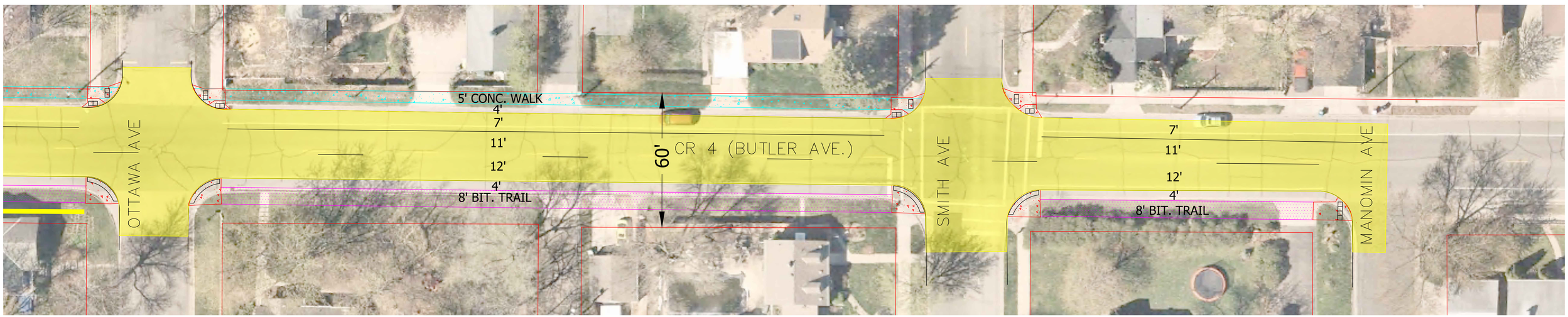


TYPICAL SECTION

LEGEND:

- PROPOSED ROADWAY
- CONCRETE WALK
- BITUMINOUS TRAIL
- DENOTES EXISTING R/W LINE





Dakota COUNTY transportation
we get you there

CONCEPTUAL LAYOUT

SCALE: 1" = 20'

Butler Avenue Trail & Sidewalk Gap School Safety Improvements

MULTIUSE TRAIL AND SIDEWALK NEAR HERITAGE STEM MIDDLE SCHOOL, & ST. JOSEPH'S CATHOLIC SCHOOL AND MORELAND ELEMENTARY - DAKOTA COUNTY

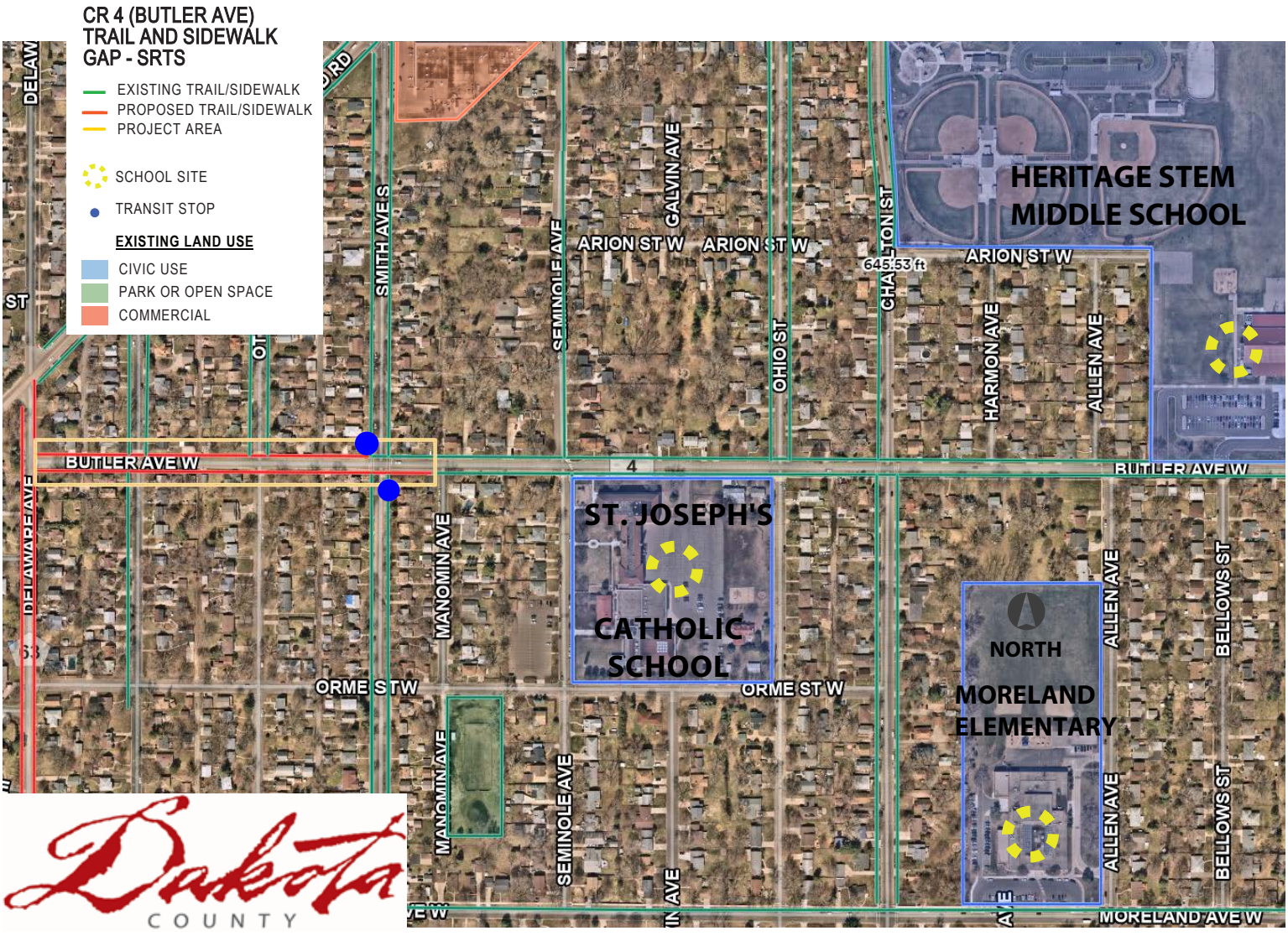
PROJECT DESCRIPTION

The Butler Avenue Trail & Sidewalk Gap School Safety Improvements project will close a high-priority gap in the bicycle and pedestrian network near St. Joseph's Catholic School and Heritage STEM Middle School. The proposed project will construct a multi-use trail along the south side of Butler Avenue and sidewalk along the north side from Delaware Avenue to Mahomin Avenue. This project is the final investment necessary for full implementation of the 2021 Dakota County School Travel Safety Assessment infrastructure recommendations for these schools.

Location: West St. Paul, Dakota County	
Requested Award Amount:	$320,000
Total Project Cost:	$400,000

PROJECT BENEFITS

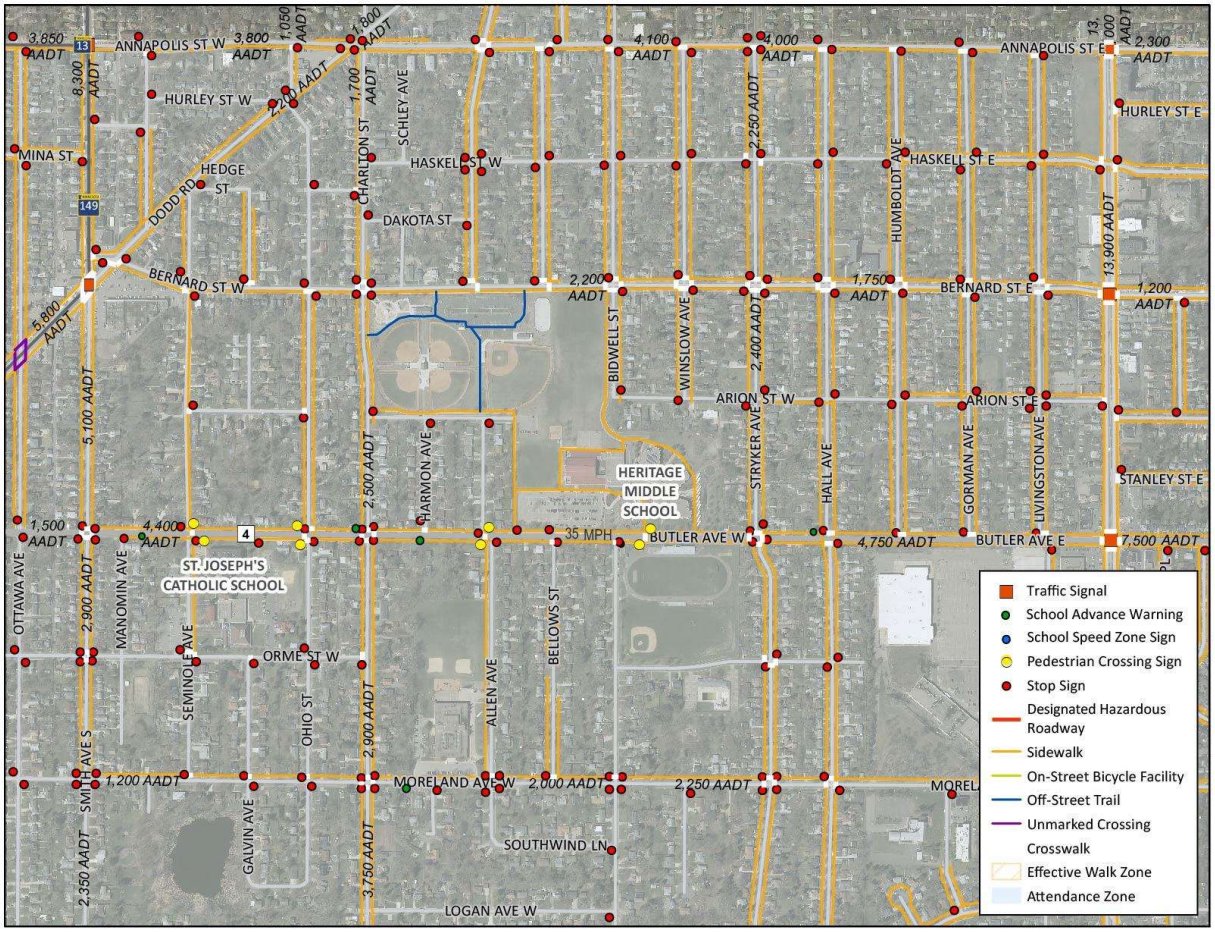
- *Provides a more direct east-west connection between St. Joseph's Catholic, Heritage STEM, and nearby residential areas in West St. Paul and Mendota Heights.*
- *Fills a gap in the local and regional trail and sidewalk network with strengthened connections to the extensive existing local network, and fills a trail gap along a Tier 1 RBTN corridor.*
- *Provides safe, accessible connections to the Route 62 transit stops at Smith Ave and Butler Ave.*
- *Improved safety and comfort for pedestrians and bicyclists with separated trail and sidewalk.*
- *Will be designed and constructed in coordination with the reconstruction of Delaware Avenue (CSAH 63) which will add pedestrian and bicycle infrastructure along Delaware from Dodd Road to Marie Avenue.*



Dakota COUNTY

HERITAGE MIDDLE SCHOOL

West St. Paul-Mendota Heights-Eagan Area Schools, ISD 197
County or State Road: CR 4 (Butler Avenue)
West Saint Paul, MN



Note: This map includes additional data and details because these school sites were evaluated as sample schools.

Background Information

- School Travel Safety Assessment Group: Low Speed
- Enrollment: about 800 students in grades 5 through 8.
- The school sites are next to CR 4 (Butler Avenue) and the school accesses are on CR 4 (Butler Avenue).
- The school walk zone is 1 mile for grades 5-8.
- There is an existing school crossing on CR 4 (Butler Avenue) at:
    - Heritage Middle School (between Bidwell Street and Stryker Avenue) with school crossing guard
- Heritage Middle School has significant walking and biking activity based on the its location in a residential neighborhood.

- In 2016 Dakota County constructed curb extensions and installed a mid-block school crossing on CR 4 (Butler Avenue) at the school entrance, across from Charles Matson Field. This crossing was installed to improve safety and moved the crossing away from the intersections that have more traffic and congestion before and after school.
- The City of West St. Paul has received grant funding to construct sidewalk on Bidwell Street between CR 4 (Butler Avenue) and Thompson Avenue. The sidewalk would likely be a 2024 construction project.
- The Dakota County 2040 Transportation Plan identified two pedestrian and bicycle gaps on CR 4 (Butler Avenue):
    - A medium priority gap between Smith Avenue and TH 3 (Robert Trail). The existing section has sidewalk on both sides of the road.
    - A high priority gap between CR 63 (Delaware Avenue) and Smith 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.

- CR 4 (Butler Avenue)/Heritage School Crossing
    - Walking/biking routes you wish you currently take: *Desire for enhancements at school crossing (2 comments) and desire for enhancements to improve safety of crossings when crossing guards aren't present (1 comment)*
- CR 4 (Butler Avenue)
    - Traffic circulation/congestion issue: *Congestion during school arrival and dismissal*
    - Walking/biking routes you wish you could take: *No sidewalk on CR 4 (Butler Avenue) between Smith Avenue and CR 63 (Delaware Avenue)*
- Bidwell Street
    - Walking/biking routes you currently take: *Desire for sidewalk on Bidwell Street to connect to Heritage Middle School*
- Charlton Street
    - Walking/biking routes you currently take: *Desire for wider sidewalks to accommodate biking*
- TH 149 (Dodd Road)
    - Walking/biking routes you wish you could take: *Desire for sidewalk/trail along TH 149 (Dodd Road) (3 comments)*

Parent/Caregiver Survey

64 survey responses were received for Heritage Middle School – the most of any school in the study. The following summarizes the open-ended comments provided on the survey:

- *Sidewalk or trail desired on TH 149 (Dodd Road)*
- *Sidewalk or trail desired on CR 63 (Delaware Avenue)*
- *Crossings of Dodd Road are a concern*

VIRTUAL ENGAGEMENT #2

Interactive Map

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

- School Crossings
  - Advanced stop bars and street lighting at the school crossing on CR 4 (Butler Avenue) at Heritage Middle School
    - One comment agreed with the recommendation
  - One comment asked for school crossings on CR 63 (Delaware Avenue) which is within the walk area
  - Two comments asked for sidewalk on CR 63 (Delaware Avenue)
- Evaluation of school speed zone on CR 4 (Butler Avenue)
  - Two comments agreed with the recommendation
- Enforcement if a school speed zone is implemented on CR 4 (Butler Avenue)
  - Two comments agreed with the recommendation
- Development of a school route plan or Safe Routes to School Plan for both schools
  - Two comments agreed with the recommendation
- Sidewalk on Bidwell Street (city improvement)
  - Three comments agreed with the improvement

Recommendations

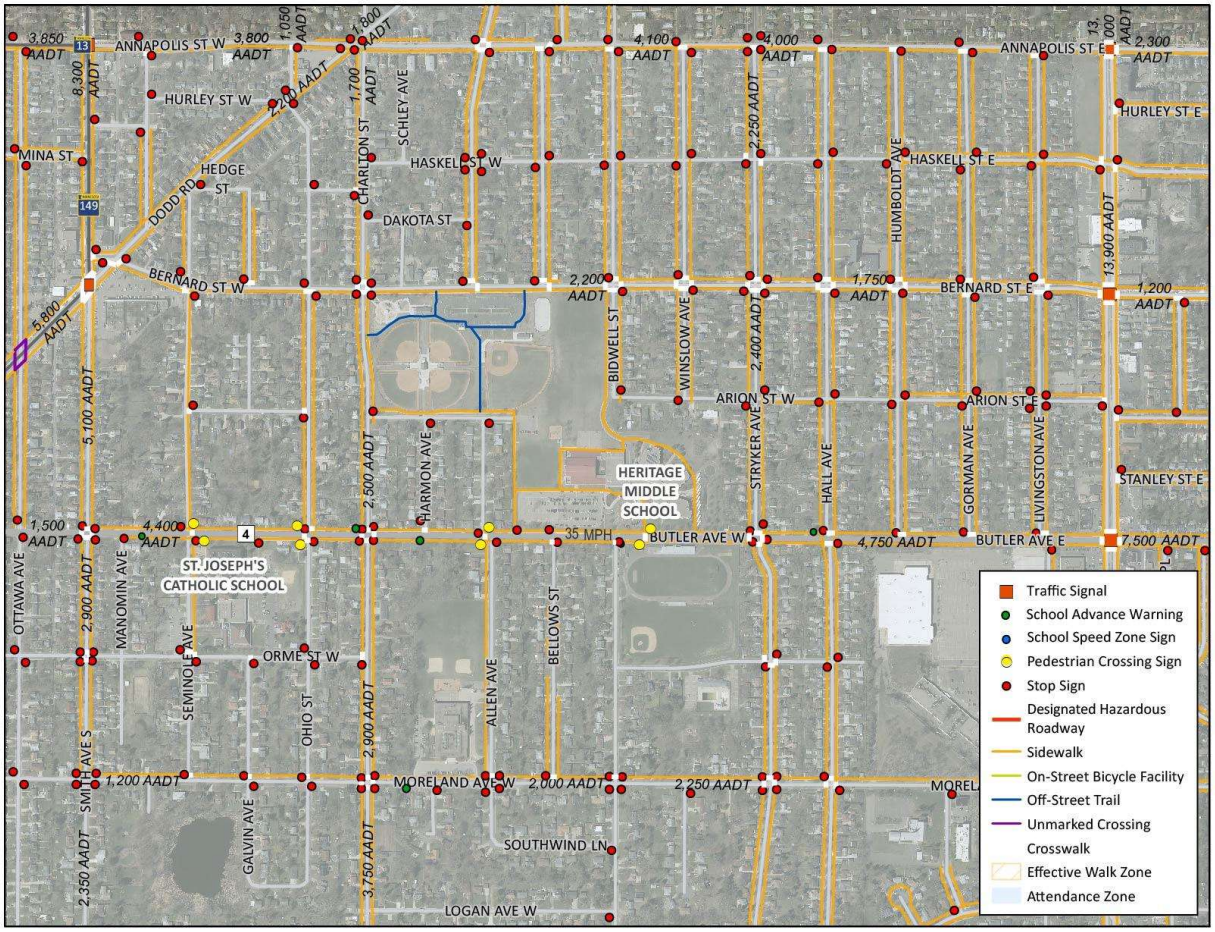
- **Sidewalk and Trail Infrastructure:**
  - County construct sidewalk on CR 4 (Butler Avenue) between CR 63 (Delaware Avenue) and Smith Avenue. This street segment is within the walk zone for both St. Joseph's and Heritage STEM Middle School and there is no existing sidewalk or trail.
- **School Crossings:**
  - County install crossing enhancements at the existing school crossing on CR 4 (Butler Avenue) at Heritage Middle School
    - Advance stop bars (based on the mid-block crossing)
    - Street lighting

Existing school crossing on CR 4 (Butler Avenue) at Heritage Middle School

- **Evaluate School Speed Zone:**
  - School and District provide current school route plan.
  - County conduct a speed study to determine if a school speed zone is needed on CR 4 (Butler Avenue). An evaluation is recommended because of the school crossings, the school transportation activity (pedestrian, bicycle, and vehicle) that is focused on CR 4 (Butler Avenue), and pedestrians/bicyclists that travel along the county road.
- **Enforcement:**
  - If a school speed zone is established, the effectiveness of the school speed zone should be enhanced by periodic enforcement efforts.
- **City Considerations:**
  - City construct sidewalk on Bidwell Street between CR 4 (Butler Avenue) and Thompson Avenue if funding becomes available.
- **School and District Considerations**:
  - School and District develop a Safe Routes to School Plan. A Safe Routes to School Plan is recommended for this school based on the number of students currently walking and biking to school and the opportunities for walking and biking based on the school location within a residential neighborhood.
  - School and District provide walking and biking safety education.

ST. JOSEPH'S CATHOLIC SCHOOL

Private School
County or State Road: CR 4 (Butler Avenue)
West Saint Paul, MN



Note: This map includes additional data and details because these school sites were evaluated as sample schools.

Background Information

- School Travel Safety Assessment Group: Low Speed
- Enrollment: Private school with about 335 students in kindergarten through 8th grade.
- The school site is next to CR 4 (Butler Avenue) and the school access is on CR 4 (Butler Avenue).
- The school walk zones, as established by ISD 197, are ¾ mile for grades K-4 and 1 mile for grades 5-8. The school district establishes the walk zone because ISD 197 provides transportation for students at St. Joseph's.
- There are existing school crossings on CR 4 (Butler Avenue) at:
    - Ohio Street
    - Seminole Avenue

- St. Joseph's has about six families that walk and bike to school.
- The City of West St. Paul has received grant funding to construct sidewalk on Bidwell Street between CR 4 (Butler Avenue) and Thompson Avenue. The sidewalk would likely be a 2024 construction project.
- The Dakota County 2040 Transportation Plan identified two pedestrian and bicycle gaps on CR 4 (Butler Avenue):
    - A medium priority gap between Smith Avenue and TH 3 (Robert Trail). The existing section has sidewalk on both sides of the road.
    - A high priority gap between CR 63 (Delaware Avenue) and Smith 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.

- CR 4 (Butler Avenue)
    - Traffic circulation/congestion issue: *Congestion during school arrival and dismissal*
    - Walking/biking routes you wish you could take: *No sidewalk on CR 4 (Butler Avenue) between Smith Avenue and CR 63 (Delaware Avenue)*
- Charlton Street
    - Walking/biking routes you currently take: *Desire for wider sidewalks to accommodate biking*
- TH 149 (Dodd Road)
    - Walking/biking routes you wish you could take: *Desire for sidewalk/trail along TH 149 (Dodd Road) (3 comments)*

Parent/Caregiver Survey

Three survey responses were received for St. Joseph's Catholic School. No comments were provided.

VIRTUAL ENGAGEMENT #2

Interactive Map

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

- School Crossings
    - One comment asked for school crossings on CR 63 (Delaware Avenue) which is within the walk area
    - Two comments asked for sidewalk on CR 63 (Delaware Avenue)
- Evaluation of school speed zone on CR 4 (Butler Avenue)
    - Two comments agreed with the recommendation

- Enforcement if a school speed zone is implemented on CR 4 (Butler Avenue)
  - Two comments agreed with the recommendation
- Development of a school route plan or Safe Routes to School Plan
  - Two comments agreed with the recommendation
- Walking and biking education
  - One comment requested walking and biking education for St. Joseph's students
- Sidewalk on Bidwell Street (city improvement)
  - Three comments agreed with the improvement

Recommendations

- **School Crossings:**
  - CR 4 (Butler Avenue)/Seminole Avenue
    - St. Joseph's School develop a walking and biking route plan that supports crossings of CR 4 (Butler Avenue) being focused at Seminole Avenue.
    - St. Joseph's provide adult crossing guards at the intersection based on the age of the students.
    - County construct curb extensions at the school crossing to shorten the crossing and make pedestrians more visible.
    - There is an existing street light at the intersection and the illumination levels should be confirmed as part of the design of the curb extensions
  - County remove school crossing at CR 4 (Butler Avenue)/Ohio Street and focus crossings for St. Joseph's at Seminole Avenue.

Existing school crossing on CR 4 (Butler Avenue) at Seminole Avenue

- **Evaluate School Speed Zone:**
  - County conduct a speed study to determine if a school speed zone is needed on CR 4 (Butler Avenue). An evaluation is recommended because of the school crossing, the school transportation activity (pedestrian, bicycle, and vehicle) that is focused on CR 4 (Butler Avenue), and pedestrians/bicyclists that travel along the county road.
- **Enforcement:**
  - If a school speed zone is established, the effectiveness of the school speed zone should be enhanced by periodic enforcement efforts.
- **School Considerations**:
  - School provide walking and biking safety education.

Dakota COUNTY

DEPARTMENT OF TRANSPORTATION

School Travel

SAFETY ASSESSMENT

April 2021

Kimley»Horn

Table of Contents

Tables

Figures

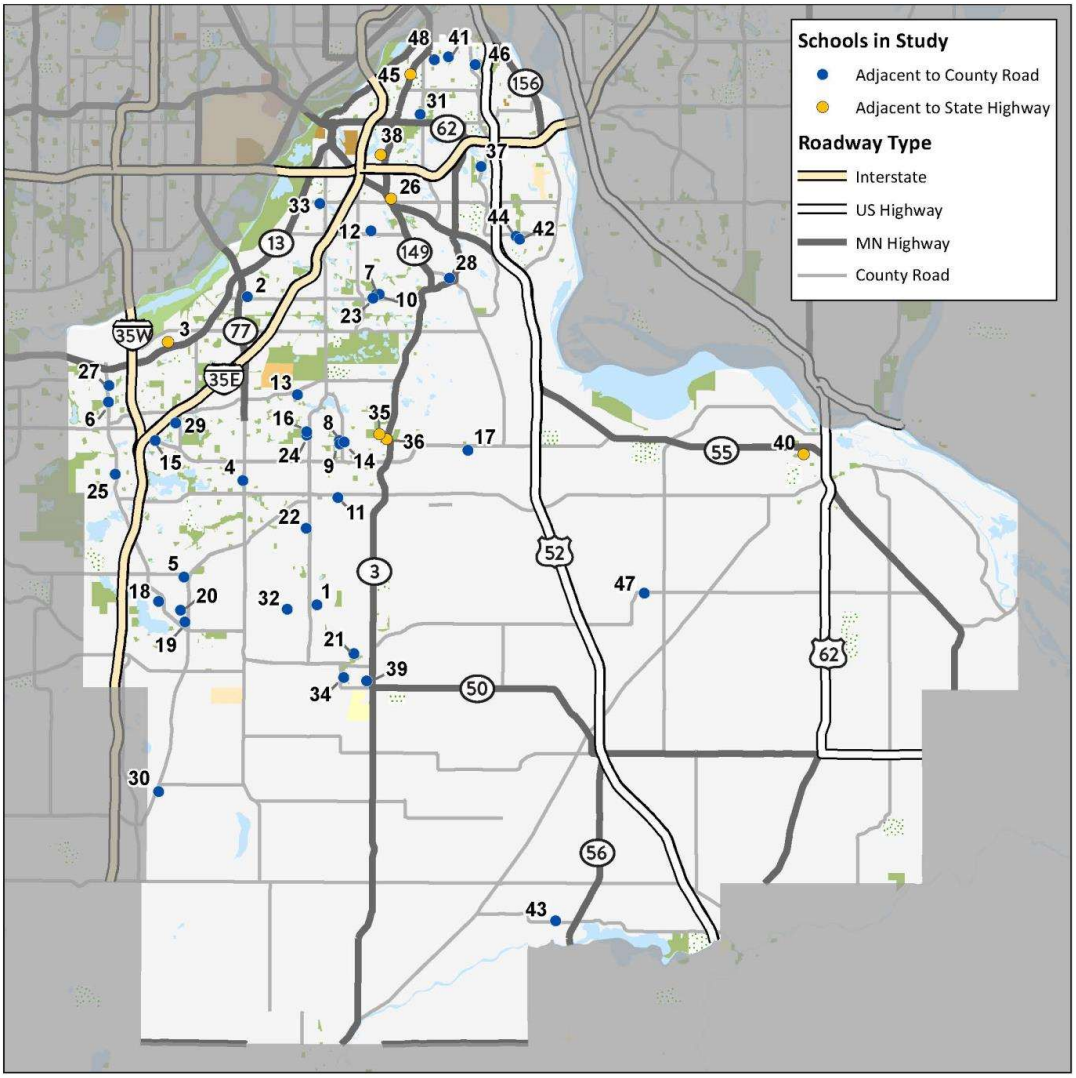
Appendices

Executive Summary

INTRODUCTION

Dakota County and the Minnesota Department of Transportation (MnDOT) have partnered to proactively address safety for students traveling to and from schools next to county and state roads, with a focus on safety for those who walk and bike to school. School zones are a priority for safety because they involve younger pedestrians, bicyclists, and new drivers. Dakota County and MnDOT have worked with several schools in the county to address safety concerns in school zones. However, a consistent and proactive approach is needed to review safety at all the schools on the county and state road network. School properties immediately next to county or state road right-of-way were included in the School Travel Safety Assessment, resulting in a group of 48 schools which are shown in Figure ES-1.

Figure ES-1: Map of Schools Included in Assessment



PUBLIC AND STAKEHOLDER ENGAGEMENT

Public input was sought at two key points in the assessment process:

- Engagement #1 – Identify walking and biking routes and safety concerns at the 48 schools included in the assessment.
- Engagement #2 – Seek feedback on draft safety improvements identified in the assessment.

Due to the COVID-19 pandemic, all engagement was done virtually through the county website. The project team relied on representatives from the school districts to publicize the engagement opportunities to school staff and families and direct them to the county website to learn about the project and provide feedback. The timeline of the engagement was also extended to provide ample opportunities for the public to provide input.

SCHOOL AND TRAVEL SAFETY TREATMENTS

Best practices and recommendations for engineering, education, and enforcement treatments have been identified that Dakota County, MnDOT, and its partners can implement consistently throughout the county. The safety of children on public streets near schools is a shared responsibility between drivers, road authorities, school officials, and parents and therefore a combination of treatments is usually needed to improve safety for children walking and biking to school.

The following treatments were researched and considered as part of the School Travel Safety Assessment:

- Sidewalk and trails
- School route plan and Safe Routes to School planning
- School crossings
- School speed zones
- Roadway geometric changes
- Site and circulation improvements
- Education
- Enforcement

The research and best practices were used to identify the conditions when each treatment should be considered and how it should be implemented to be most effective.

SCHOOL EVALUATIONS AND RECOMMENDED IMPROVEMENTS

All 48 schools included in the assessment were grouped based on their transportation context. The groups were used to evaluate similar transportation conditions together in order to develop consistent recommendations for similar conditions. The following three groups were used for the assessment:

- **High-Speed, 4+ Lane Road*:*** Schools next to county or state roads with four or more lanes and speed limit of 40 miles per hour (mph) or more.
- **High-Speed, 2-3 Lane Road**: Schools next to county or state roads with two or three lanes and speed limit of 40 mph or more.

- **Low Speed Road:** Schools next to county or state roads with speed limit of 35 mph or less. All schools on roads with lower speed limits were grouped together because there were only two schools on roads with three or four lanes.

The conditions at each school site were used to develop the specific recommendations for the school. The summary of recommended improvements by school evaluation group are summarized in Table ES-1. The summary of recommendations for all 48 school sites is included in Appendix B.

Table ES-1: Summary of Recommendations by School Evaluation Group

School Evaluation Group	Number of Schools	Number of Sites with Recommended Treatment								No Treatments Recommended on County/State Road
		Sidewalk and Trail Infrastructure	School Crossings		Evaluate School Speed Zone	Roadway Geometric Changes	Site and Circulation Improvements	Education	Enforcement	
			Major	Minor						
High Speed, 4+ Lanes	27	4	0	4	1	3	1	14	1	8
High Speed, 2-3 Lanes	11	4	2	1	3	2	1	4	1	4
Low Speed	10	4	5	2	4	0	1	3	4	0
TOTAL	**48**	**12**	**7**	**7**	**8**	**5**	**3**	**21**	**6**	**12**

The individual school site evaluations are documented in Appendix C. The school district information, school site data, and transportation data that support the recommendations are provided for all 48 school sites. The public input at each school site is also documented and the recommended improvements are described in more detail.

IMPLEMENTATION AND NEXT STEPS

The recommendations and improvements at each school site are not currently programmed. The next steps for Dakota County and MnDOT will be to identify potential programs and projects that will be used to implement improvements.

The graphic in Figure ES-2 shows the school safety improvements according to a relative scale of safety benefits and costs/challenges. Improvements can be prioritized according to where they fall on this matrix, with the highest benefit/lowest cost improvements shown in the top left quadrant of the matrix. Improvements on the right half of the matrix will require the most time and resources to implement.

Figure ES-2: Improvement Matrix for School Safety Treatments

*Includes several types of treatments with varying levels of benefits.

Some of the improvements may be implemented in the short term by Dakota County as part of their regular maintenance and operations activities. This can allow improvements to be completed more quickly because they are not tied to a capital project. Implementation through existing programs and budgets is most applicable for lower cost treatments such as crosswalk markings and traffic signal enhancements.

There may also be opportunities to add school safety improvements to existing projects, such as a pavement resurfacing or intersection improvement project near the school. An example of this implementation approach is the through-lane reduction and median refuge completed in 2020 on CR 28 (80th Street) near Inver Grove Heights Middle School and Simley High School.

MnDOT will look to incorporate improvements with upcoming projects as well as evaluating standalone capital projects.

Based on the types of treatments considered in this assessment, improvement costs more than $100,000 or would improvements that would require right-of-way acquisition were assumed as thresholds for Dakota County to plan for a capital project in the five-year capital improvement program (CIP). Improvements that exceed these thresholds will require the most time and funding for implementation, which is why they would likely be completed through a capital project.

Chapter 1. Introduction

1.1 ASSESSMENT PURPOSE

Dakota County and the Minnesota Department of Transportation (MnDOT) have partnered to proactively address safety for students traveling to and from schools next to county and state roads, with a focus on safety for those who walk and bike to school. School zones are a priority for safety because they are commonly used by younger pedestrians, bicyclists, and new drivers. Improving safety for students that walk and bike to school also addresses equity because some students do not have the option to drive a car, be driven to/from school, or take a school bus. Dakota County and MnDOT are committed to improving safety for students traveling to/from school by all transportation modes.

A consistent and proactive approach is needed to review safety at all the schools on the county and state road network. The assessment uses a proactive approach to safety by recommending improvements even where no crashes have occurred. The assessment also follows a consistent approach to identifying treatments for locations with similar conditions across the county. The recommendations developed as part of this assessment include treatments in engineering, education, and enforcement. Finally, the improvements can be prioritized in terms of safety benefit relative to the cost of the treatment and the time needed for implementation, in order to identify improvements that can be implemented quickly and those that will need additional time, planning, or funding for implementation.

1.2 ASSESSMENT LOCATIONS

To identify the schools to be included in this assessment, an analysis was completed of all school sites in Dakota County using geographic information systems (GIS) data. There are approximately 65 school sites in Dakota County, all of which are within 1,000 feet of a county or state road. Therefore, to create a feasible number of sites for analysis in this assessment, only schools with the school property immediately next to county or state road right-of-way were included. This resulted in a group of 48 schools, which are shown in Figure 1-1 and listed in Table 1-1. The school sites include both public and private schools, all grade levels from pre-kindergarten through high school, and nine of the ten public school districts in Dakota County. The number of schools in each public school district are summarized in Table 1-2.

As shown in Table 1-1, the schools have been grouped based on the type of county or state road they are next to. This was done so that recommendations could be applied consistently at multiple schools where similar conditions exist. The following three groups were used for the assessment:

- **High-Speed, 4+ Lane Road*:*** Schools next to county or state roads with four or more lanes and speed limit of 40 miles per hour (mph) or more.
- **High-Speed, 2-3 Lane Road**: Schools next to county or state roads with two or three lanes and speed limit of 40 mph or more.

- **Low Speed Road:** Schools next to county or state roads with speed limit of 35 mph or less. All schools on roads with lower speed limits were grouped together because there were only two schools on roads with three or four lanes.

Figure 1-1: Map of Schools Included in Assessment

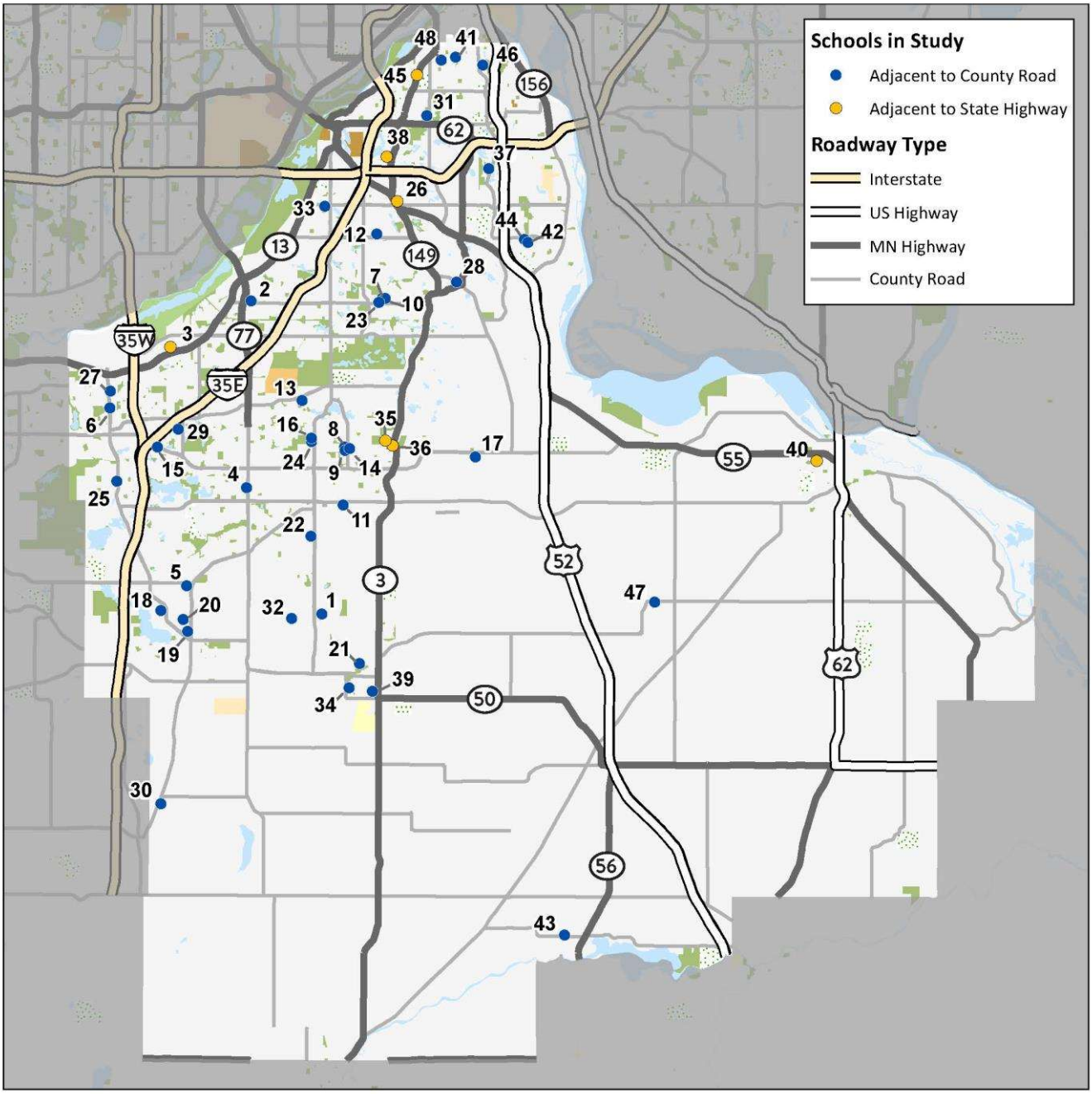


Table 1-1: List of Schools Included in Assessment

Map ID	School Name	School District	City	County or State Road
HIGH SPEED, 4+ LANES				
1	Akin Road Elementary School	Independent School District (ISD) 192 (Farmington)	Farmington	CR 64 (195th 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 (185th 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 (160th Street)
12	Faithful Shepherd	Private	Eagan	CR 28 (Yankee Doddle 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 (145th Street)

Table 1-1: List of Schools Included in Assessment (continued)

Map ID	School Name	School District	City	County or State Road
HIGH SPEED, 4+ LANES (continued)				
18	Kenwood Trail Middle School	ISD 194 (Lakeville)	Lakeville	CR 50 (Kenwood Trail)
19	Lake Marion Elementary School	ISD 194 (Lakeville)	Lakeville	CR 9 (Dodd Boulevard), CR 50 (Kenwood Trail)
20	Lakeville North High School	ISD 194 (Lakeville)	Lakeville	CR 9 (Dodd Boulevard)
21	Levi P. Dodge Middle School	ISD 192 (Farmington)	Farmington	CR 50 (212th Street)
22	North Trail Elementary School	ISD 192 (Farmington)	Lakeville	CR 31 (Pilot Knob Road)
23	Northview Elementary School	ISD 196 (Rosemount-Apple Valley-Eagan)	Eagan	CR 30 (Diffley Road)
24	Scott Highlands Middle School	ISD 196 (Rosemount-Apple Valley-Eagan)	Apple Valley	CR 31 (Pilot Knob Road)
25	Southview Christian School	Private	Burnsville	CR 5
26	Trinity Lone Oak Lutheran	Private	Eagan	TH 55
27	Vista View Elementary	ISD 191 (Burnsville-Eagan-Savage)	Burnsville	CR 5
HIGH SPEED, 2-3 LANES				
28	Berea Lutheran School	Private	Inver Grove Heights	CR 71 (Rich Valley Boulevard)
29	Echo Park Elementary School	ISD 196 (Rosemount-Apple Valley-Eagan)	Burnsville	CR 11
30	Glory Academy	Private	Lakeville	CR 9 (Dodd Boulevard)
31	Henry Sibley High School	ISD 197 (West St. Paul-Mendota Heights-Eagan)	Mendota Heights	CR 63 (Delaware Avenue)
32	Meadowview Elementary School	ISD 192 (Farmington)	Farmington	CR 64 (195th Street)
33	Pilot Knob STEM Magnet Elementary School	ISD 197 (West St. Paul-Mendota Heights-Eagan)	Eagan	CR 26 (Lone Oak Road), CR 31 (Pilot Knob Road)
34	Robert Boeckman Middle School	ISD 192 (Farmington)	Farmington	CR 31 (Denmark Avenue)

Table 1-1: List of Schools Included in Assessment (continued)

Map ID	School Name	School District	City	County or State Road
HIGH SPEED, 2-3 LANES (continued)				
35	Rosemount High School	ISD 196 (Rosemount-Apple Valley-Eagan)	Rosemount	TH 3 (Robert Trail)
36	Rosemount Middle School	ISD 196 (Rosemount-Apple Valley-Eagan)	Rosemount	TH 3 (Robert Trail)
37	Salem Hills Elementary School	ISD 199 (Inver Grove Heights)	Inver Grove Heights	CR 73 (Babcock Trail)
38	Visitation School	Private	Mendota Heights	TH 149 (Dodd Road)
LOW SPEED				
39	Farmington Elementary School	ISD 192 (Farmington)	Farmington	CR 74 (Ash Street)
40	Hastings Middle School	ISD 200 (Hastings)	Hastings	TH 55
41	Heritage STEM Middle School	ISD 197 (West St. Paul-Mendota Heights-Eagan)	West Saint Paul	CR 4 (Butler Avenue)
42	Inver Grove Heights Middle School	ISD 199 (Inver Grove Heights)	Inver Grove Heights	CR 28 (80th Street)
43	Randolph Elementary and High School	ISD 195 (Randolph)	Randolph	CR 88 (292nd Street)
44	Simley High School	ISD 199 (Inver Grove Heights)	Inver Grove Heights	CR 28 (80th Street)
45	Somerset Elementary	ISD 197 (West St. Paul-Mendota Heights-Eagan)	Mendota Heights	TH 149 (Dodd Road)
46	St. Croix Lutheran Academy	Private	West Saint Paul	CR 73 (Oakdale Avenue)
47	St. John the Baptist Catholic School	Private	Vermillion	CR 62 (Main Street)
48	St. Joseph's Catholic School	Private	West Saint Paul	CR 4 (Butler Avenue)

Table 1-2: Summary of Assessment Schools by School District

School District	Number of Schools
ISD 191, Burnsville-Eagan-Savage School District	3
ISD 192, Farmington Area Public Schools	6
ISD 194, Lakeville Area Schools	4
ISD 195, Randolph Public Schools	1
ISD 196, Rosemount-Apple Valley-Eagan Public Schools	13
ISD 197, West St. Paul-Mendota Heights-Eagan Area Schools	4
ISD 199, Inver Grove Heights Schools	3
ISD 200, Hastings Public Schools	1
Intermediate School District 917	1
Private Schools	12
Total	**48**

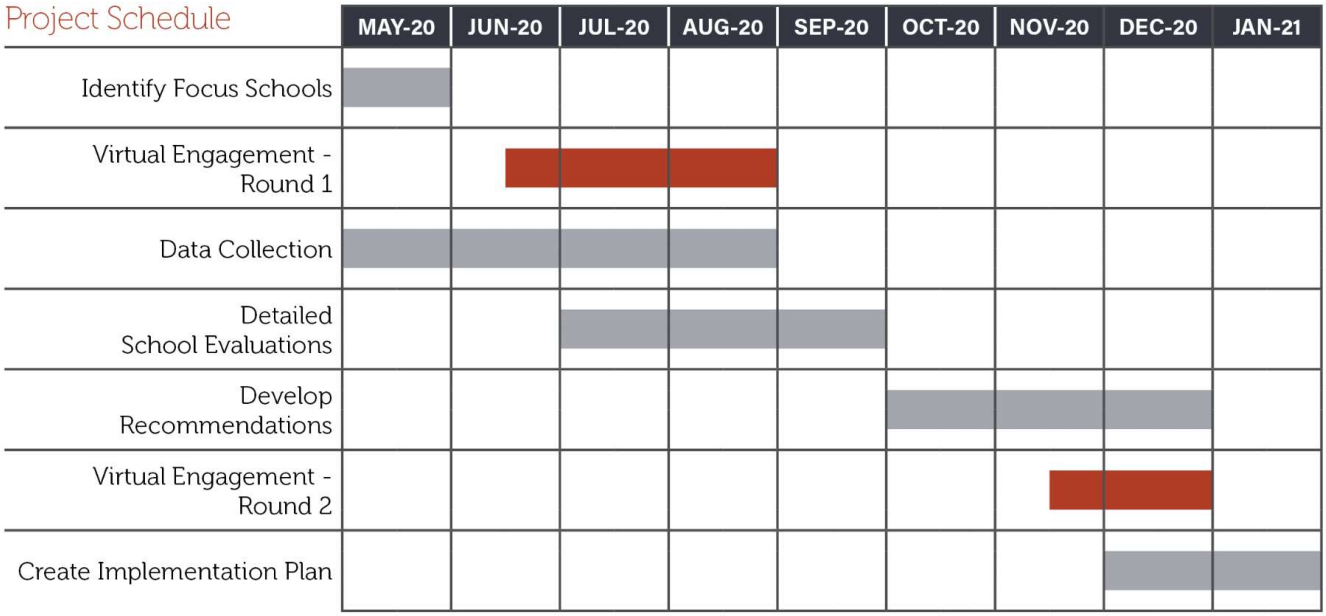
1.3 ASSESSMENT PROCESS

The process for this assessment involved five main steps as laid out in the following bullets and illustrated in the schedule in Figure 1-2.

- **Identify schools for the assessment:** School sites next to county and state road right-of-way were included in this assessment, as previously described in Section 1.2.
- **Data collection:** Research and best practices for safety treatments at schools were gathered and evaluated, as described in Chapter 3. Transportation and school data were assembled for the 48 schools included in this assessment, which are documented in the individual school evaluations and recommendations in Appendix C.
- **Detailed evaluations**: A smaller group of sample schools was identified and used to conduct more detailed evaluations. The sample schools helped to inform recommended treatments for common conditions that occur at multiple schools. The sample schools and evaluations are described in Chapter 4.
- **Develop recommendations:** The recommended applications of each safety treatment are discussed in Chapter 3. The process for developing recommendations for each school site is described in Chapter 4 and the resulting improvements are detailed in Appendix C.
- **Create implementation plan:** Document the assessment process, the evaluations at each school, the recommended improvements, and benefit/cost information that Dakota County and MnDOT can use to identify potential programs and projects that will be used to implement improvements.

At two key points in the assessment, public input was sought on existing safety concerns and on potential improvements. The engagement strategies and feedback are summarized in Chapter 2.

Figure 1-2: Assessment Process and Schedule



School Travel Safety Assessment Committees

PROJECT MANAGEMENT TEAM

The Project Management Team (PMT) met eight times during the School Travel Safety Assessment to provide input on the process, school evaluations, recommendations and implementation plan. The PMT included representatives from the following agencies:

- Dakota County Transportation
- MnDOT Metro District and MnDOT Central Office
- City of Lakeville
- City of Eagan

ADVISORY COMMITTEE

The Advisory Committee included the PMT members as well as additional representatives from Dakota County, MnDOT, and the school districts. The committee met four times as a group during the School Travel Safety Assessment and the project team regularly coordinated one-on-one with the school district representatives during the data collection, engagement, and recommendation stages of the project.

The Advisory Committee included representatives from the following agencies:

- ISD 191 (Burnsville-Eagan-Savage)
- ISD 192 (Farmington)
- ISD 194 (Lakeville)
- ISD 195 (Randolph)
- ISD 196 (Rosemount-Apple Valley-Eagan)
- ISD 197 (West St. Paul-Mendota Heights-Eagan)
- ISD 199 (Inver Grove Heights)
- ISD 200 (Hastings)
- Dakota County Transportation
- Dakota County Public Health
- MnDOT Metro District and MnDOT Central Office
- City of Lakeville
- City of Eagan

1.4 HOW TO USE THIS REPORT

The School Travel Safety Assessment focuses on safety near the schools next to county and state roads and recommendations for safety improvements. These recommendations were developed based on research studies of the effectiveness of each treatment, national best practices, stakeholder and public input, and an analysis of the schools included in the assessment. While this assessment focused on 48 schools in Dakota County, the findings and best practices documented in this report can be applied at other schools where similar conditions exist.

As part of the engagement process, the project team also heard about conditions and community concerns on city streets near the schools included in the assessment. These conditions and comments are reflected in this report for future consideration by the cities and schools, but this assessment does not include any recommendations on city streets as they were not the focus of the assessment.

The information in this report is provided to Dakota County and MnDOT to improve safety near schools. The implementation of the recommendations is anticipated to occur over several years. The improvements may be implemented as part of regular operations and maintenance activities, through existing planned projects, or programmed as a new project (see Chapter 5).

Finally, the School Travel Safety Assessment does not set requirements or mandates, does not create standards, and does not establish a legal standard of care. In an effort to help reduce the potential exposure to claims of negligence associated with motor vehicle crashes, three key points should be considered:

- Federal law (23 U.S.C. Section 409) established that information generated as part of the statewide safety planning process is considered privileged and unavailable to the public. The privileged status includes the lists of at-risk locations, and information supporting the development and evaluation of

potential safety projects. The federal law and the privileged status of the safety information was upheld by the U. S. Supreme Court in the case of Pierce County (Washington) v. Guillen.

- Minnesota tort law provides for discretionary immunity for decisions made by agency officials when there is documentation of the decision and evidence of consideration of social, economic, and political issues. To help establish immunity for decisions relative to moving forward with development of recommended safety improvement projects, the County Engineer is encouraged to prepare a memorandum/plan of action for the County Board. This document would identify the projects selected for implementation and those they choose to dismiss and why.
- Minnesota tort law also provides for official immunity for decisions made by agency staff where there is written documentation of the thought process supporting project development and implementation.

Chapter 2. Public and Stakeholder Engagement

2.1 PUBLIC ENGAGEMENT ACTIVITES

Public input was sought at two key points in the assessment process:

- Engagement #1 – Identify walking and biking routes and safety concerns at the 48 schools included in the assessment.
- Engagement #2 – Seek feedback on draft safety improvements identified in the assessment.

Due to the COVID-19 pandemic, all engagement was done virtually. The project team relied on the members of the Advisory Committee to publicize the engagement opportunities to school staff and families. The engagement activities and feedback received are summarized in the following sections.

Virtual Engagement #1

The first virtual engagement was held from June 19 to August 31, 2020, and included the following components:

- Project introduction video
- Interactive map
- Parent/caregiver survey

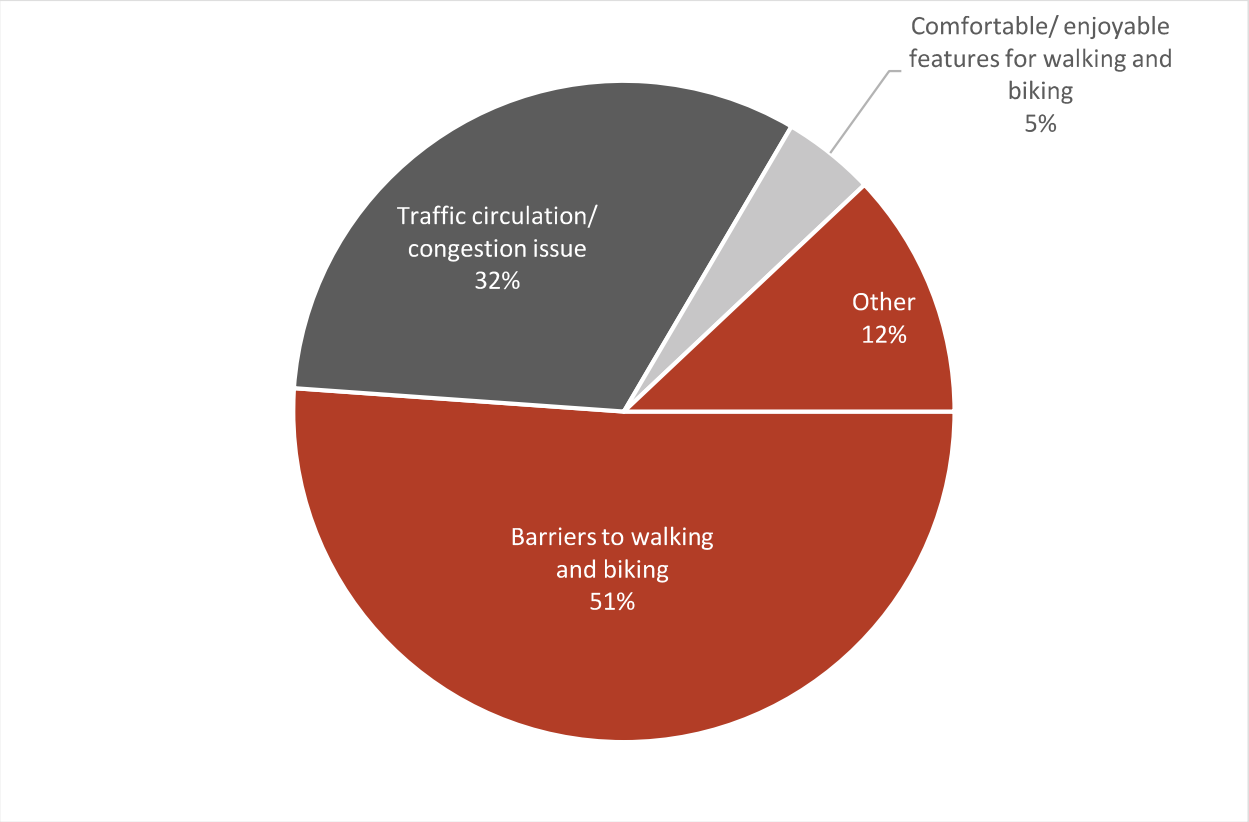
All engagement materials were available on the Dakota County project website in English and Spanish. The engagement was publicized primarily through announcements in regular school communications in order to reach the targeted audiences of school staff and families. Dakota County social media was also used to promote the virtual open house. There were 316 views of the project introduction video.

INTERACTIVE MAP

The interactive map provided tools for people to indicate their routes to and from school, locations of enhancements and perceived barriers in their trips, locations of congestion, and other issues. A total of 74 routes were drawn and 133 pins were dropped on the map along with an optional comment box.

The chart in Figure 2-1 summarizes the types of pins and routes that were placed on the map and Figure 2-2 shows an example of how the map was used to gather input. Detailed summaries of map feedback for each school site are provided in the individual school evaluations in Appendix C.

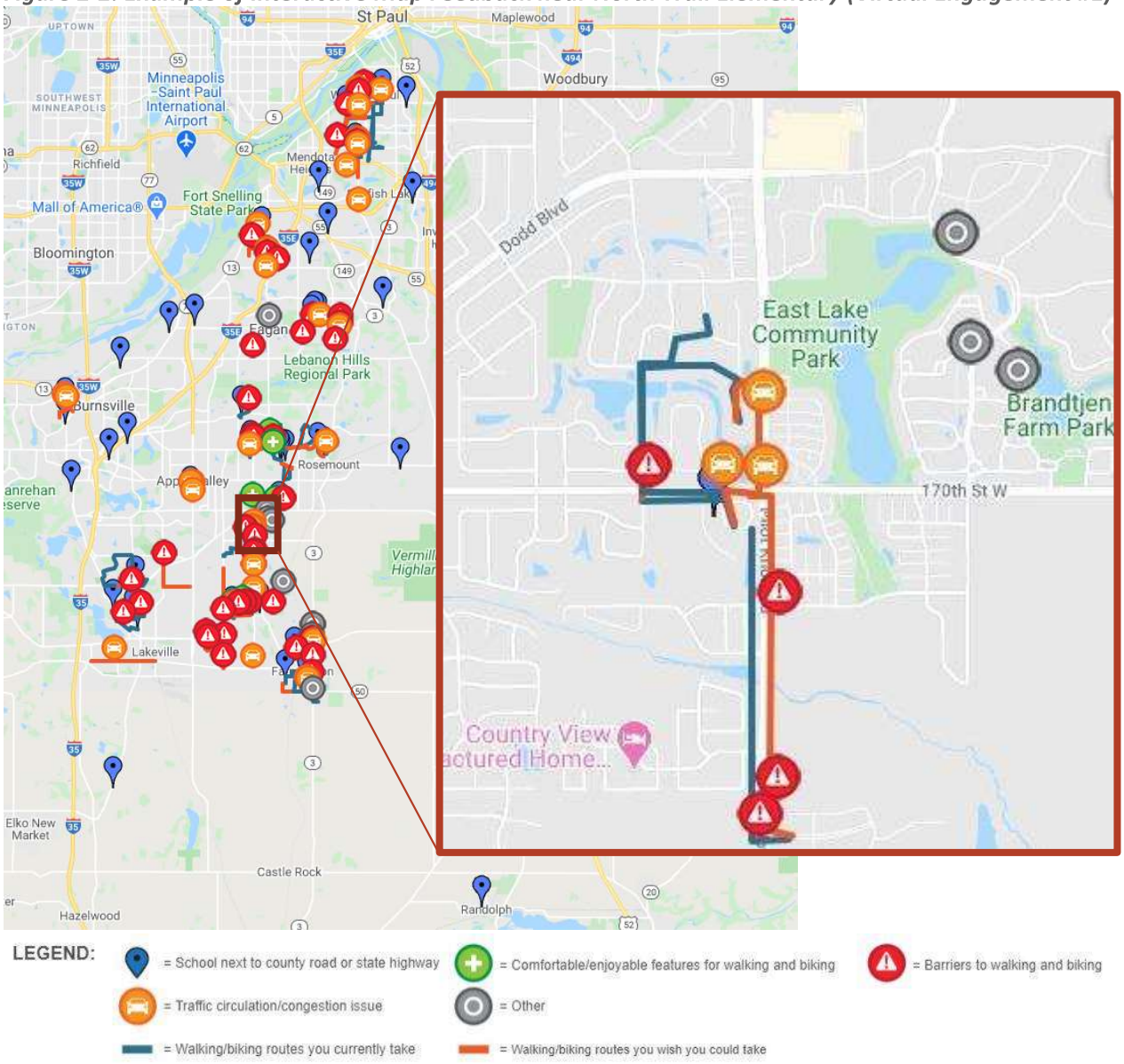
Figure 2-1: Summary of Interactive Map Feedback (Virtual Engagement #1)



The common themes in the pin and route comments included:

- **Barriers to walking and biking** and **Routes you wish you could take**: Barriers that were identified included gaps in sidewalk/trail along high speed roadways, intersections without pedestrian crossing features, sidewalk/trail gaps on school grounds, and locations with uncomfortable close proximity between the sidewalk/trail and vehicles.
- **Traffic circulation/congestion**: Concerns that were mentioned included turning movements near schools, areas with limited visibility, and driver behavior such as speeding or distracted driving.
- **Routes you currently take**: Existing sidewalk/trail was identified as the main contributing factor in people's route choice. Some comments mentioned crossing barriers or deteriorating sidewalk/trail conditions.
- **Other**: Locations where treatments such as speed zones or other traffic calming measures are desired were identified, as well as comments on school bussing areas and other safety concerns or comments.

Figure 2-2: Example of Interactive Map Feedback near North Trail Elementary (Virtual Engagement #1)



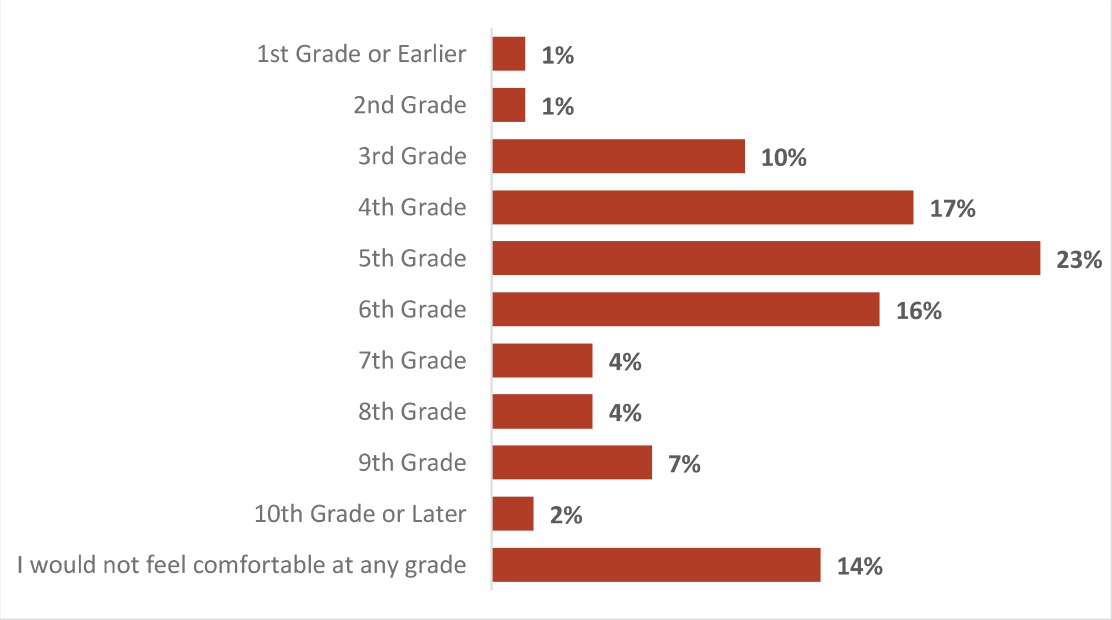
PARENT/CAREGIVER SURVEY

A survey of parents/caregivers was conducted in conjunction with the first virtual engagement to gather behavioral data on biking and walking decisions within Dakota County households. The survey included questions about the number and age of school-aged children, perceptions of walking and biking safety, and their decision-making process in letting their child/children walk or bike to/from school. The survey was modeled

after the standard parent/caregiver survey from the National Center for Safe Routes to School[1] and was provided in both English and Spanish.

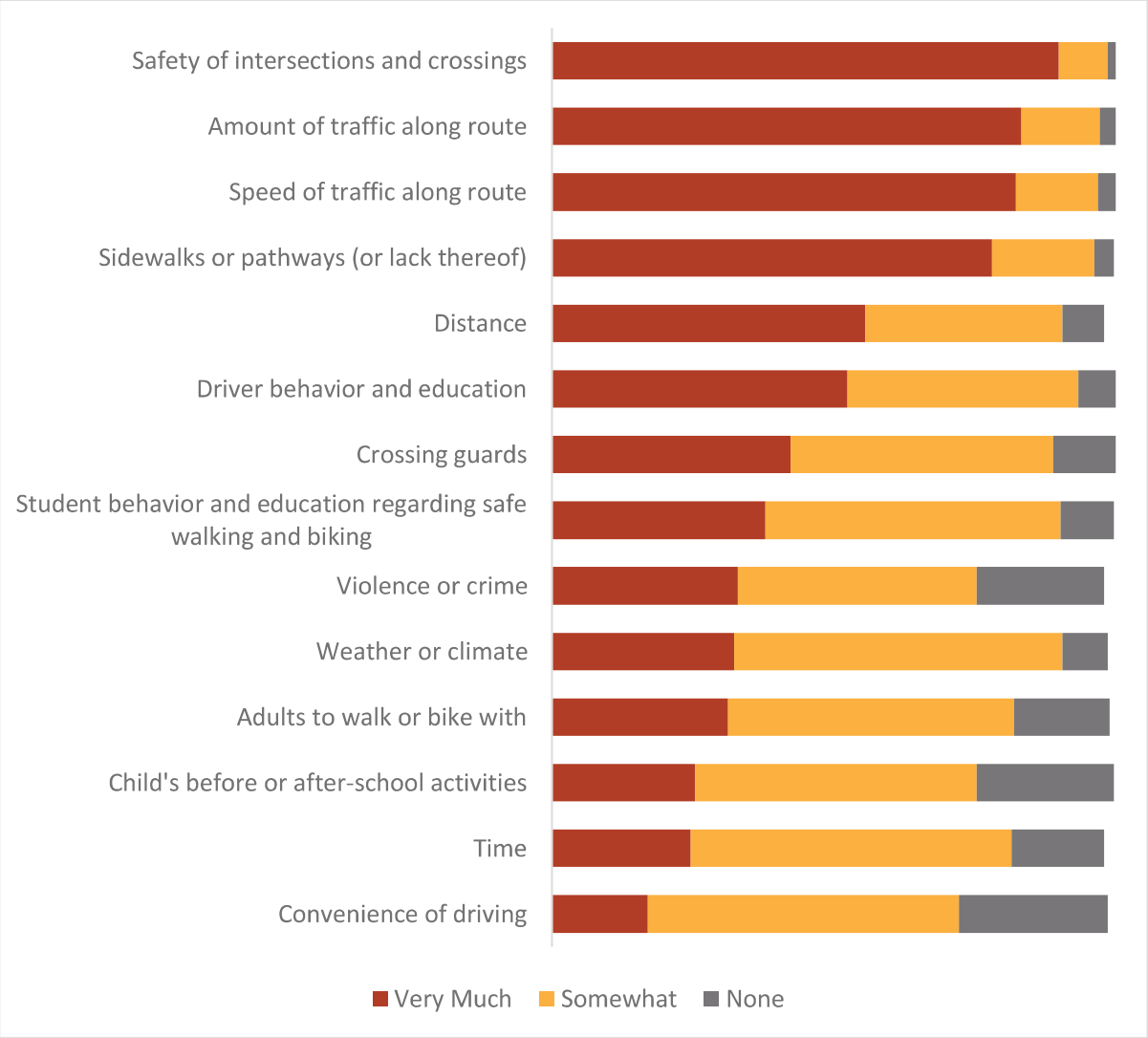
There were 304 surveys completed during Virtual Engagement #1. The schools with the most surveys completed were Heritage STEM Middle School and Somerset Elementary, with 64 and 56 responses respectively. Of the parents responding to the survey, 57 percent reported that their child/children have asked for permission to walk or bike to/from school in the last year. The earliest grade level at which respondents said they would allow their student to walk or bike to school without an adult are shown in Figure 2-3. The most significant perceived walking/biking barriers as identified from the survey are shown in Figure 2-4.

Figure 2-3: Responses to the Parent Survey Question: What is the earliest grade that you would allow your student to walk or bike to/from school without an adult?



[1] http://saferoutesdata.org/

Figure 2-4: Responses to the Parent Survey Question: How much do the following issues affect your decision to allow or not allow your child/children to walk or bike to/from school?



Open-ended survey responses are provided in the individual school evaluations in Appendix C.

Virtual Engagement #2

The second virtual engagement was held from November 20 to December 31, 2020 and included the following components:

- Project introduction video (from Virtual Engagement #1)
- Interactive map with draft proposed improvements
- Feedback form for open-ended comments

All engagement materials were available on the Dakota County project website in English and Spanish. The engagement was publicized primarily through announcements in regular school communications in order to reach the targeted audiences, which were school staff and families. There were about 680 views of the project website during the second virtual engagement.

INTERACTIVE MAP

The interactive map included draft improvements at each school site included in the assessment and provided tools for people to agree/disagree with the recommendation and to provide comments on the identified improvements.

There were 70 reactions to or comments on proposed improvements, of which 76 percent were in agreement with the draft improvements.

People that disagreed with the recommendations primarily had concerns with:

- A recommended sidewalk or trail segment and its potential impacts on their property
- Recommended evaluation for potential removal or addition of a school speed zone. There were several comments suggesting a lowered regulatory speed limit.

Comments in agreement with recommended improvements included support for more visible crossings, connections to the existing bicycle and pedestrian network, and greater enforcement of existing school speed zones.

FEEDBACK FORMS

An additional five comments were received via the feedback form on the project website. These comments addressed a variety of topics including:

- Safety concerns at intersections on city streets or on county/state roads further away from the schools included in the assessment.
- Comments and questions about schools not included in the assessment.
- Concerns with the draft recommendations due to potential impacts to a resident's property.

2.2 STAKEHOLDER INTERVIEWS

Interviews were also conducted with other safety professionals that work in Dakota County to gain insight into their perspectives and experiences with student active transportation. Dakota County has both an involved

Toward Zero Deaths (TZD) traffic safety coalition as well as multiple law enforcement agencies that receive federal grant funding for additional traffic law enforcement through the statewide Toward Zero Deaths program. Dakota County public health leaders were also asked to share their experience as they are important partners in school district programs to encourage students to walk and bike to school.

Each interview lasted approximately 30 to 45 minutes. Interview questions were open-ended and built on responses received. Questions included:

- How has your agency/organization been involved with student active transportation (i.e., walking or biking)? This question was followed up with specific questions about efforts or details of programs their organization was involved with.
- From your perspective, what do you see as the primary issues with students walking and/or biking to schools?

While the Dakota County Toward Zero Deaths Coalition works on traffic safety efforts throughout the County and has been involved with school bus stop arm violation campaigns, the coalition has not been involved with promoting student biking and walking.

Law enforcement officials from different police departments described varying levels of involvement with safety efforts aimed at student walkers and bikers. In one community, officers work as frequently as possible enforcing traffic laws in school zones, beginning in the fall and throughout the winter months when morning visibility is lower. They also participate in back-to-school events to promote safety in schools, including biking and walking. In this community, officers work in concert with paid adult crossing guards as no student crossing guards are used. It was noted that driver behavior during student drop-offs is a significant safety concern.

Speaking with a law enforcement representative from another Dakota County community, it was noted that student crossing assistance comes primarily from student crossing guards that are supervised by school staff. In this city, enforcement occurs more often around middle and high school locations, due to complaints of speed and drivers not yielding to people walking. The observation was also made that enforcement overall was hampered because schools in this city lack adequate places for officers to park and observe traffic with a good view of crosswalks, or to be visible in order to deter speeders.

Dakota County public health staff noted that in their work to increase walking and biking, parents expressed the most concern around students crossing streets and using paths that parallel roadways for fear of unsafe driver behaviors. Parents also had safety concerns about underpasses or areas adjacent to public transit bus stops. Many school districts use non-dedicated staff for their active transportation advocacy efforts, which can make consistent effort and messaging a challenge. Finally, it was observed that an equity lens was important because all students do not have access to bicycles.

Chapter 3. School Travel Safety Treatments

Best practices and recommendations for engineering, education, and enforcement treatments have been identified that Dakota County, MnDOT, and its partners can implement consistently throughout the county. The safety of children on public streets near schools is a shared responsibility between drivers, road authorities, school officials, and parents and a combination of treatments is usually needed to improve safety for children walking and biking to school. This chapter describes:

- Treatments considered and recommended for schools on county and state roads.
- Research and best practices that support the application of these treatments.
- Specific conditions when the treatment is recommended to be used or should be considered.
- Process to evaluate and implement the treatment.

Improving safety necessitates a multi-pronged approach that includes engineering, education, and enforcement. No treatment by itself will address all safety concerns for people walking and biking, so the recommendations take a comprehensive approach to improve all aspects of safety.

The following sections present the treatments that were considered and recommended to improve safety near schools. They are organized with the fundamental elements (school route plan and sidewalk/trails) first, followed by the mostly commonly heard requests from school officials and parents.

3.1 SCHOOL ROUTE PLAN AND SAFE ROUTES TO SCHOOL PLANNING

Purpose of the Treatment

A school route plan identifies the walking and biking routes to a school along with existing intersection control, school crossing guard locations, and school crossing locations. A school route plan can be developed by any school with a small investment of time.

A Safe Routes to School plan is a more comprehensive process that encompasses all 6 Es of safety (evaluation, education, encouragement, equity, enforcement, and engineering). The planning process engages school and community members to develop an action plan for addressing barriers and encouraging more students to walk and bike to school. A Safe Routes to School plan typically requires several months to develop and necessitates input from many stakeholders.

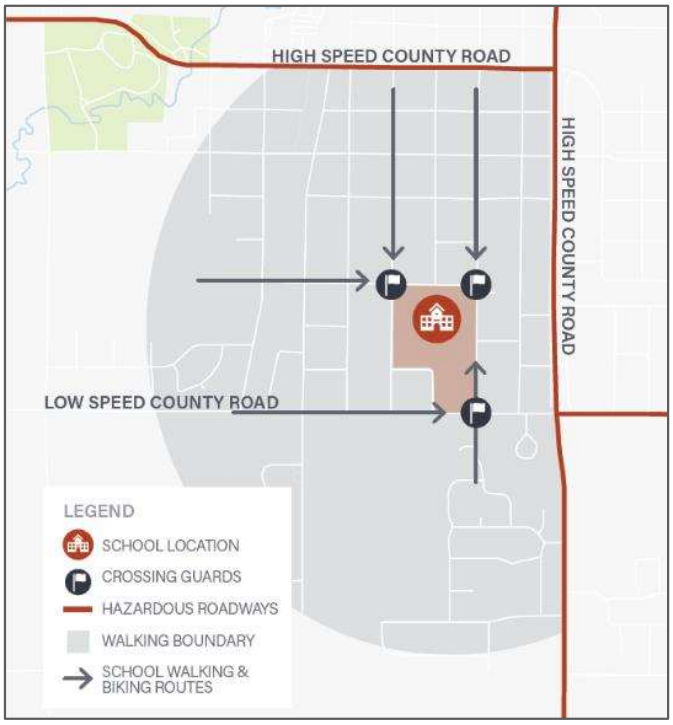
While they have similar names, a school route plan and a Safe Routes to School plan are used for different purposes and represent different levels of time investment. A school route plan can be developed independent of any larger study, but can also be created as part of a Safe Routes to School planning process.

Research and Best Practices

A school route plan is a requirement before consideration of other treatments such as school crossing enhancements and evaluation of school speed zones. A school route plan should be developed before any new infrastructure treatments are considered. An example of a school route plan is shown in Figure 3-1 and the plan includes:

- School location
- Walk zone of the school
- Primary walking and biking routes from each area of the walk zone
- Locations of school crossings and crossing guards

Figure 3-1: Example of a School Route Plan



School routes and the school route plan are described in more detail in Section 7A.2 of the Minnesota Manual on Uniform Traffic Control Devices[2].

Safe Routes to School planning is a more in-depth process that addresses education, encouragement, evaluation, equity, enforcement, and engineering. A Safe Routes to School Plan achieves the following objectives:

- Creates a vision and goals
- Develops support for walking and bicycling to school
- Evaluates existing walking and bicycling conditions
- Creates an action plan to address barriers and encourage more students to use active travel to school

The development of Safe Routes to School plans at the school or community level is supported through MnDOT grants[3], and a Safe Routes to School plan is a required element for infrastructure grants[4] to implement walking and biking infrastructure improvements.

Where the Treatment Should Be Used

A school route plan should be developed to identify walking and biking routes to school before any other treatments are considered such as school crossing improvements or school speed zones. **A school route plan**

[2] https://www.dot.state.mn.us/trafficeng/publ/mutcd/mnmutcd2018/mnmutcd-7.pdf
[3] http://www.dot.state.mn.us/saferoutes/planning-grants.html
[4] http://www.dot.state.mn.us/saferoutes/infrastructure-grants.html

should be developed by all schools with students walking and biking and requires a small investment of time by the school and school district.

A Safe Routes to School plan can be developed for any community or school, and is recommended for schools that meet either of the following criteria:

- More than ten percent of students live within the walk area.
- School staff or parents/caregivers are actively engaged and want to increase walking and biking activity at the school.

To be successful, Safe Routes to School plans require time investments from all school stakeholders: school staff; parents/caregivers; school district staff; city, county, and state planning and engineering staff; and local law enforcement officers. Therefore, Safe Routes to School plans are recommended at schools or communities where stakeholders are engaged and committed to the planning, encouragement, and implementation process. Having a Safe Routes to School plan inplace is also a requirement for schools or communities seeking Safe Routes to School infrastructure funding. It is also recommended that a school route plan be developed as part of the Safe Routes to School planning process and the route plan be included in the Safe Routes to School plan. The research and treatment recommendations in this report should be used when considering infrastructure improvements as part of a Safe Routes to School plan.

Additional Considerations

School route plans should be reviewed by the school and school district at least every year since the school population changes every year. The review should confirm that the walking/biking routes are still appropriate and confirm crossing guard locations. The school route plan should also be shared with students and families at the start of each school year so they know where they should walk and bike to school (see Section 3.7). When changes in school enrollment or school transportation cause changes to the school route plan, the school or school district should work with Dakota County or MnDOT to reevaluate the treatments along the school routes (see Section 5.4).

MnDOT recommends that Safe Routes to School plans should be updated every three to five years[5] or when major changes are made to transportation conditions, attendance or walk areas of the school, or school transportation policies. The need for or frequency of updates to the plan will depend on whether the conditions at the school have changed.

3.2 SIDEWALK AND TRAILS

Purpose of the Treatment

Sidewalks and trails provide a dedicated space for people to walk and bike that separates them from motor vehicles. They are important elements of a safe and multi-modal transportation system and provide the foundation for non-motorized travel options to and from school. A network of sidewalks and trails that are

[5] http://www.dot.state.mn.us/mnsaferoutes/resources/plans.html

maintained for year-round use provide multiple benefits including safety, environmental sustainability, active transportation options, and quality of life.

Where the Treatment Should Be Used

Sidewalks and trails for children walking and biking to school are needed most along roadways with higher traffic volumes and speeds.

Dakota County practice is to construct shared use trails on each side of the highway within urban and suburban areas.[6] New sidewalk and trail construction near schools should be prioritized where:

- Students are currently walking or biking to school where no sidewalk/trail exists.
- The sidewalk/trail gap exists between a neighborhood and school that are on the same side of the county or state road. The new sidewalk/trail connection would provide a facility for students to walk or bike to the school without having to cross the county or state road.
- The sidewalk/trail gap exists between a neighborhood and a designated school crossing of a county or state road. The sidewalk/trail is needed for students to walk or bike to the location where crossing enhancements are provided, such as school crossing guards, active crossing devices, and other treatments.
- The school walk area includes neighborhoods where students would have the opportunity to walk or bike to school if a sidewalk or trail was provided along the county or state road.
- A sidewalk or trail connection is needed between the school and the local or regional sidewalk and trail network.

Figure 3-2: Example of Sidewalk/Trail Gap Where There is Demand for Walking to School

The Dakota County 2040 Transportation Plan identifies and priorities pedestrian and bicycle gaps in the county. Gaps near a school that is part of the assessment are discussed further in Appendix C.

Additional Considerations

Walking and biking near fast-moving traffic can feel uncomfortable. A buffer between the curb and sidewalk or trail is recommended to provide a comfortable separation from traffic and also provide space for signs, lighting, and snow storage. An eight-foot buffer is recommended to provide adequate clearance from the trail to sign

[6] https://www.co.dakota.mn.us/Transportation/PlanningPrograms/2040TransportationPlan/Pages/default.aspx

posts, poles, and other obstructions. A four-foot buffer may be acceptable for lower speed roads and in constrained conditions.

The risk to a pedestrian walking on a sidewalk or trail is very small – from 2016 to 2018, one percent of pedestrian crashes in Minnesota involved a vehicle leaving the roadway. The most common types of pedestrian crashes in Minnesota involve pedestrians crossing the roadway (64 percent) or walking in the roadway (15 percent). Installation of a wall or barrier between traffic lanes and the sidewalk or trail is not recommended because it would not provide significant safety benefits. The types of crashes that the wall or barrier would prevent are very rare and it is not feasible to predict the locations where they could occur.

Figure 3-3: Example of an Existing Trail Along a County Road

3.3 SCHOOL CROSSINGS

Purpose of the Treatment

A school crossing is a designated crossing location that is part of a school route plan where children cross the road traveling to and from school. The number and locations of school crossings need to consider all of the following factors:

- The most direct and convenient routes for children walking and biking to school
- Engineering factors such as sight lines, minimizing the number of lanes being crossed, minimizing conflicts with vehicles, and locations where safety features (infrastructure) can be provided
- The need for school crossing guards for elementary and middle school age students

Research and Best Practices

This assessment identified and reviewed relevant research studies and best practices for school crossings. A literature review was conducted for crosswalk marking types, active crossing treatments, and crossings at single lane roundabouts. The following sections detail relevant research reviewed and the findings of those studies.

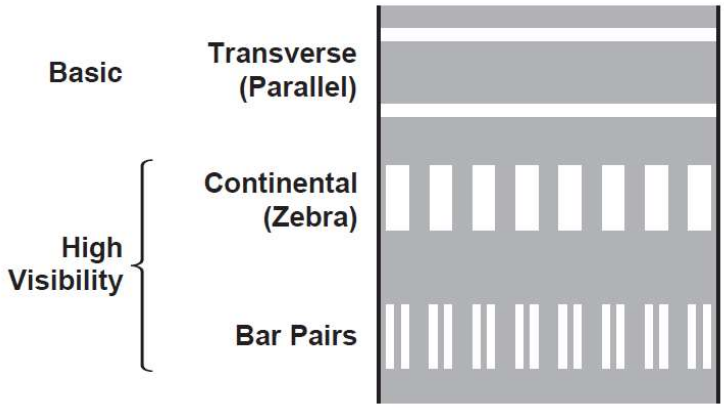
CROSSWALK MARKING TYPES

Best practices for crosswalk marking types were evaluated in the Federal Highway Association (FWHA) study, *Crosswalk Marking Field Visibility Study.*[7] The research study evaluated three crosswalk marking patterns, which

[7] https://www.fhwa.dot.gov/publications/research/safety/pedbike/10068/10068.pdf

are shown in Figure 3-4: transverse (parallel), continental (zebra), and bar pairs. The research sought to determine the relative visibility of each marking pattern using 78 participants driving an instrumented vehicle on a set course. The research variables included light level (day/night), age group of the participant, gender of the participant, vehicle type (car/SUV), and driving direction of the course.

Figure 3-4: Crosswalk Marking Types



The research concluded that the midblock continental (zebra) crosswalks were detected at twice the distance of the transverse (parallel) crosswalks. In addition, participants rated the continental (zebra) and bar pair crosswalks significantly higher in appearance than the transverse (parallel) crosswalks. The continental (zebra) and bar pair crosswalk types had similar participant ratings in both day and night conditions. The FHWA research study recommended the use of continental (zebra) or bar pair type crosswalks as the default marking type for all uncontrolled crossings. The School Travel Safety Assessment only references continental (zebra) type crosswalks in the recommendations because this is consistent with local practice and design standards in Minnesota.

ACTIVE CROSSING TREATMENTS

Several research studies were reviewed and considered in identifying best practices and recommendations for active treatments at uncontrolled crossings. The relevant findings of the research are summarized in this section.

A 2018 FHWA study, *Improving Pedestrian Safety at Uncontrolled Crossing Locations*[8], was prepared as part of the Safe Transportation for Every Pedestrian (STEP) program and is referred to as the STEP Guide. Based on the results of crash analysis, road safety audits, and stakeholder input, the STEP guide provides recommended treatments at uncontrolled crosswalks based on the roadway design, vehicle speeds and vehicle volumes as shown in Figure 3-5. The recommended treatments identify the conditions for which marked crosswalks alone would increase the crash risk and the additional treatments that should be considered.

[8] https://safety.fhwa.dot.gov/ped_bike/step/docs/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf

Figure 3-5: Application of Pedestrian Crash Countermeasures by Roadway Feature

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	● 2 4 5 6	● 5 6 7 9	○ 5 6 ● 9	● 4 5 6	● 5 6 7 9	○ 5 6 ● 9	● 4 5 6 7 9	○ 5 6 7 9	○ 5 6 9
3 lanes with raised median (1 lane in each direction)	● 2 3 4 5	● ❸ 5 7 9	○ ❸ 5 ● 9	○ 3 4 5 7 9	○ ❸ 5 ● 9	○ ❸ 5 ● 9	○ ❸ 4 5 7 9	○ ❸ 5 ● 9	○ ❸ 5 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	● 2 3 4 5 6 7 9	● ❸ 5 6 7 9	○ ❸ 5 6 9	○ 3 4 5 6 7 9	○ ❸ 5 6 ● 9	○ ❸ 5 6 9	○ ❸ 4 5 6 7 9	○ ❸ 5 6 9	○ ❸ 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	● ❸ 5 7 8 9	● ❸ 5 7 8 9	○ ❸ 5 8 9	○ ❸ 5 7 8 9	○ ❸ 5 ● 8 9	○ ❸ 5 8 9	○ ❸ 5 ● 8 9	○ ❸ 5 8 9	○ ❸ 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	● ❸ 5 6 7 8 9	○ ❸ 5 ❻ 7 8 9	○ ❸ 5 ❻ 8 9	○ ❸ 5 ❻ 7 8 9	○ ❸ 5 ❻ ● 8 9	○ ❸ 5 ❻ 8 9	○ ❸ 5 ❻ ● 8 9	○ ❸ 5 ❻ 8 9	○ ❸ 5 ❻ 8 9

Given the set of conditions in a cell,

\# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.

○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

Source: FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

An additional FHWA study, *Effects of Yellow Rectangular Rapid-Flashing Beacons on Yielding at Multilane Uncontrolled Crosswalks*[9], was reviewed to understand the effectiveness of rectangular rapid flashing beacons (RRFBs) and specifically for multi-lane crossings. There were 22 RRFB sites studied in Florida, Illinois, and Washington, DC and 21 of the sites had three or more lanes. The research showed an increase in driver yielding from 18 percent with static signs to more than 80 percent with RRFB. The data showed that driver yielding remained similarly high even two years after initial installation. The research also showed that drivers increased the distance at which they yielded to the pedestrian, which reduced the potential of a multi-lane threat crash.

[9] https://www.fhwa.dot.gov/publications/research/safety/pedbike/10043/10043.pdf

Finally, a University of Minnesota research study was reviewed, *Assessing the Impact of Pedestrian-Activated Crossing Systems*[10]. The University of Minnesota study investigated the effects of pedestrian-activated crossing systems including the RRFB, pedestrian hybrid beacon (PHB)[11] and LED-enhanced pedestrian crossing signs. Observational data was collected via video at 34 sites in Minnesota to identify driver yielding rates and pedestrian delays. Due to a limited number of PHB and LED-enhanced sign locations included in the University of Minnesota study, only the RRFB data was considered when developing recommended treatments for the School Travel Safety Assessment. The driver yield rates for the RRFB locations by the number of lanes are summarized in Table 3-1. RRFBs installed for one- to three-lane crossings had average driver yield rates between 70 and 80 percent. The University of Minnesota research further reinforced the findings from the FHWA study that RRFB are effective on multi-lane crossings.

Table 3-1: RRFB Driver Yielding Rates by Number of Lanes (Minnesota sites)

Lanes Crossed	Average Driver Yield Rate (RRFB Activated)
1	72%
2	78%
3	79%
4	61%

SCHOOL CROSSINGS AT SINGLE LANE ROUNDABOUTS

This assessment identified relevant research studies and best practices for school crossings at single lane roundabouts, and specifically the use of RRFBs. The research in this area was used to inform the school crossing treatments for the CR 30 (Diffley Road) project which was underway at the time the of this assessment, and the findings in this assessment are intended to guide the design of future projects in Dakota County. A literature review was conducted to identify relevant research, including the following studies:

- National Cooperative Highway Research Program (NCHRP). (2016). *Guidelines for the Application of Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities,* Project 3-78b.[12]
- National Cooperative Highway Research Program (NCHRP). (2017). *Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities.* Report 874.[13]

[10] https://www.dot.state.mn.us/research/reports/2020/202013.pdf

[11] Some agencies and research studies use the term High intensity Activated cross WalK (HAWK), which refers to the same treatment as the pedestrian hybrid beacon (PHB). This report uses the term PHB throughout, to be consistent with the terminology in the Minnesota Manual on Uniform Traffic Control Devices.

[12] https://itre.ncsu.edu/wp-content/uploads/sites/2/2017/04/NCHRP-03-78b_Final-Report.pdf

[13] http://nap.edu/24678

- Oakland County, Michigan. (2011). *Road Commission for Oakland County PHB and RRFB Study.*[14]
- Minnesota Department of Transportation Services. (2012). *Investigation of Pedestrian/Bicyclist Risk in Minnesota Roundabout Crossings*. Final report 2012-28.[15]

The NCHRP research projects included twelve crossing locations at a single-lane roundabout. However, of the 28 study locations with an RRFB, only one was at a single-lane roundabout. The research identified that smaller radii and shorter curves (increased approach degree of curvature) are associated with decreases in vehicle speeds and increased yielding to pedestrians at the crosswalks. However, the research study or subsequent NCHRP Report 874 did not identify conditions or best practices where RRFB should be considered at single-lane roundabouts.

The research study in Oakland, Michigan was focused on PHB and RRFB at multi-lane roundabouts and found that RRFBs significantly increased driver yielding at the crossings. In addition, the Michigan study showed that drivers are less likely to yield to pedestrians at the roundabout exit compared to the roundabout entry.

The Minnesota study focused on two roundabout locations – one single lane roundabout and one multi-lane roundabout. The single lane roundabout evaluated in the Minnesota study, at Minnehaha Parkway/Minnehaha Avenue in Minneapolis, is not representative of a modern roundabout design. The Minnesota study also did not identify design recommendations for pedestrian treatments. Therefore, the Minnesota research study was not considered further relative to the School Travel Safety Assessment.

The Minnesota Department of Transportation and Local Road Research Board (LRRB) recently began a research study[16] to look at pedestrian safety data, best practices for pedestrian features at roundabouts, and features that can be implemented to improve yielding to pedestrians. The LRRB research study is anticipated to be completed in 2022 and therefore was not available to inform the recommendations as part of this assessment.

In summary, the literature review showed that RRFBs are effective treatments to increase driver yielding at roundabouts. However, none of the studies identified best practices or recommendations regarding the use of RRFB at single-lane roundabouts.

During this assessment, one example in Minnesota was identified with a school crossing including an RRFB at a single-lane roundabout. The roundabout location is on TH 97 in Forest Lake, Minnesota and the roundabout construction was completed in fall 2020. It is recommended that MnDOT monitor the safety and operations at this location to evaluate the effectiveness of the RRFB at the school crossings.

[14] https://www.rcocweb.org/DocumentCenter/View/99/HAWK-and-RRFB-study-2011-PDF
[15] https://www.dot.state.mn.us/research/TS/2012/2012-28.pdf
[16] https://researchprojects.dot.state.mn.us/projectpages/pages/projectDetails

Where the Treatment Should Be Used

School crossing treatments should be implemented where the school route plan identifies a crossing on a county or state road. The specific conditions at the crossing are used to determine the appropriate crossing treatment. The process for deciding the appropriate crossing treatment is shown in Figure 3-6, with crossing treatment recommendations based on crossing conditions shown in Table 3-2.

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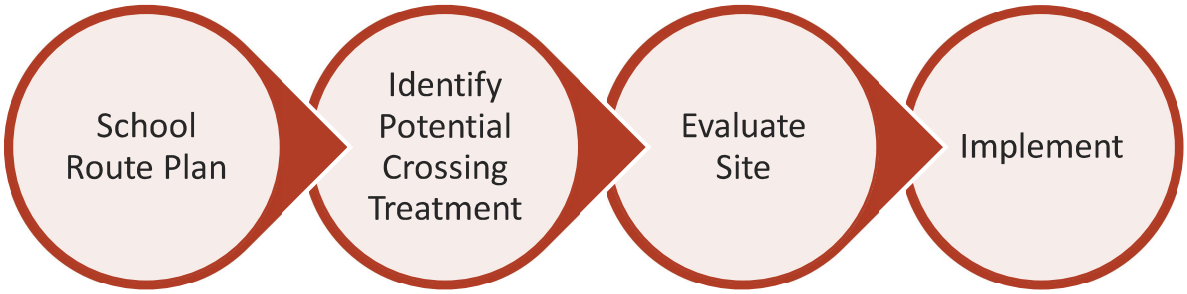
Figure 3-6: Crossing Treatment Decision Making Process



- **Marked crosswalks** should be installed at all designated school crossings that are part of the school route plan.
  - Continental (zebra) style crosswalks are recommended for all designated school crossings because they are most visible to drivers.
  - Dakota County practice is to provide transverse (parallel line) crosswalks at all traffic signals. Continental (zebra) style crosswalks are recommended at traffic signals that are not part of the school route plan but where there is a known destination and student crossings occur periodically (at least once per week).
  - Marked crosswalks alone are insufficient and need to be paired with other treatments to be effective.
- **Active crossing devices** (RRFB or PHB) are recommended based on Table 3-2 below, which is in accordance with FHWA guidance. The conditions at the school crossings on county and state roads evaluated in this assessment indicate that an RRFB would be the appropriate active treatment, but the final determination should be made as part of the design of each location.
- **School crossing guards** should be provided at all uncontrolled school crossings for elementary and middle school students on county and state roads. Elementary and middle school students are not able to sufficiently judge gaps in traffic and adult crossing guards should be provided at uncontrolled crossings, even where there are other crossing enhancements.
  - Where there is not a school crossing guard, elementary school students should only cross a county or state road with an adult unless there is a bridge or tunnel.
  - Where there is not a school crossing guard, middle school students should only cross high-speed or four-lane county or state road with an adult or at controlled crossings.

- High school students should only cross high-speed or four-lane county or state road at controlled crossings. High school students can cross low speed, 2-3 lane county or state roads at an uncontrolled crossing with other crossing enhancements.

Table 3-2: Crossing Conditions and Recommended Treatment

	Traffic Volume ≤9,000 vehicles per day			Traffic Volume >9,000 to ≤12,000 vehicles per day			Traffic Volume >12,000 to ≤15,000 vehicles per day			Traffic Volume >15,000 vehicles per day		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes												
3 Lanes												
4+ Lanes Raised Median												
4+ Lanes No Median												

Candidate site for marked crosswalk at school crossing

Possible candidate site for marked crosswalk at school crossing. Risk of pedestrian crashes if crosswalk is installed without other enhancements.

Marked crosswalk is insufficient at school crossing. Substantial enhancements are needed to improve pedestrian crossing safety.

- **Curb extensions**, such as those shown in Figure 3-7, should be considered on low speed, two-lane county and state roads to make pedestrians more visible and reduce the crossing distance.
- **Median refuge islands** should be considered on multi-lane county and state roads to allow pedestrians to cross one direction of traffic at a time.
- **Advance stop bars** should be installed at all mid-block school crossings and at uncontrolled school crossings on county or state roads that have two or more lanes in each direction.

Figure 3-7: Example of Curb Extension at a School Crossing

- **Traffic signal enhancements** should be installed at all traffic signals on the school route plan and at traffic signals that are not part of the school route plan but where there is a known destination and student crossings occur periodically (at least once per week). Enhancements to the traffic signal should include consideration of the following treatments:
  - Accessible pedestrian push buttons (APS)
  - Pedestrian countdown timers

- Operation of the left-turn movement as protected-only when there is a conflicting pedestrian call at the push button (this applies to left-turn movements with flashing yellow indications)
- Operation of leading pedestrian intervals (LPI) to give pedestrians a head start into the intersection before the green vehicle indication

SCHOOL CROSSING TREATMENTS AT ROUNDABOUTS

There is no guidance or best practice about the conditions when RRFB should be installed at the crosswalks at a single-lane roundabout; however RRFB at one or more roundabout crosswalks may be beneficial to the visibility of the school crossing and to increase drivers' yielding behavior.

- Smaller radii and shorter curves at the roundabout should be evaluated and to decrease driver speeds at the crosswalks.
- RRFBs may be considered where the school route plan includes crossing the county or state road leg of the single-lane roundabout.
  - RRFBs should be prioritized on the leg of the roundabout where the school crossing is located or where there are increased vehicle/pedestrian conflicts. RRFBs are not needed at all crosswalks of a single-lane roundabout.
- Adult crossing guards are still needed for middle school and elementary students crossing at a roundabout, even if RRFBs are installed. Crossing guards should be trained to use the RRFB push buttons even if they have a stop paddle or school patrol flag.
- Students should be trained to follow the direction of the adult crossing guard, and to wait for the crossing guard to enter the crosswalk and stop traffic, even if the RRFB is flashing.

Figure 3-8: Example of RRFB at a Single-Lane Roundabout

Image Source: Bolton & Menk, Inc.

GRADE SEPARATED CROSSINGS

Grade separated crossings (a bridge or tunnel for people to cross over or under the roadway) improve safety by eliminating conflicts between people walking/biking and vehicles. They may be considered where there is crossing demand across a high-speed road and where all of the following conditions exist:

- Other crossing treatments aren't feasible or aren't recommended
- The topography is favorable for the grade separation
- The potential grade separated crossing can be located where it is convenient for the travel routes to school

Opportunities for a grade separated crossing should be evaluated when a new roadway or roadway reconstruction project is planned. Otherwise a capital project would need to be programmed to build the grade separated crossing.

Figure 3-9: Example of Grade Separated Crossing (Tunnel) of CR 46 (160th Street) near East Lake Elementary School

Figure 3-10: Example of Grade Separated Crossing (Bridge) of CR 38 (McAndrews Road) near the Minnesota Zoo

Additional Treatments

Through-lane reduction requires a traffic study to evaluate the road capacity and the existing and future traffic volumes (see Section 3.5). This may be considered on a four-lane road where the future average daily traffic volumes are 15,000-17,500 vehicles per day or less.[17]

Intersection control such as a traffic signal or roundabout requires that traffic signal or all-way stop warrants are met, as well as additional criteria that may be established by Dakota County or MnDOT. An engineering study would be required to evaluate the intersection once it is established that the minimum warrants are met.

[17] https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/ch3.cfm

Community crossings are locations that are not part of the school's route plan and the crossing demand is generated by the sidewalk/trail network or community destinations rather than the school. These crossing locations on county roads will be evaluated by Dakota County in a separate study because they have different characteristics than school crossings.

3.4 SCHOOL SPEED ZONES

Purpose of the Treatment

School speed zones are established during the times that children are traveling to and from school because slower traffic speeds reduce vehicles' stopping time and distance. Crashes that occur at slower speeds also reduce the severity of the crash.

Legal Requirements

Minnesota Statutes Section 169.14[18] enables local authorities to establish speed limits in school zones. Detailed evaluation and engineering are required in accordance with *A Guide to Establishing Speed Limits in School Zones*.[19]

A school route plan (see Section 3.1 and Figure 3-1 in this report) is required as a first step and a hazard identification process is needed to address the following nine issues:

Figure 3-11 Example of School Speed Limit Sign

1. **Roadway geometry**: Crossing narrower roads at a location with good sight distance.
2. **Traffic volume**: Low volume roads are safer to cross. High volume roads require adult crossing guards.
3. **Pedestrian volume**
4. **Parking:** Parking should be banned in the immediate area of any school crossing
5. **Traffic control devices**: Review to verify existing devices are operating correctly
6. **Sidewalks**
7. **Fencing:** Strategically placed fencing can change walking patterns
8. **Crash history**
9. **Speed zones**

If measures 1-8 have been addressed and a reduced speed is still required to safely navigate the school zone, then a school speed limit should be considered.

[18] https://www.revisor.mn.gov/statutes/cite/169.14

[19] http://www.dot.state.mn.us/trafficeng/committees/minutes/2012/mayattachment3.pdf

Research and Best Practices

A literature review was conducted of relevant research for school speed zones. The primary research study that was used to inform the recommended applications for the School Travel Safety Assessment was a 2009 Texas Transportation Institute (TTI)/FHWA report, *Speeds in School Zones*[20].

The TTI research study evaluated school speed zones at 24 school sites in Texas, in both urban and rural settings and with a variety of different roadway characteristics and school site characteristics. Driver speeds were continuously measured through the before and through the school speed zone. The research found that the following characteristics are correlated with lower driver speeds in the school speed zone (i.e., greater effectiveness of the school speed zone):

- Presence of a crosswalk within the school speed zone
- Sidewalk (or trail) along the roadway with a school speed zone
- Shorter school speed zone
- Higher number of access points (intersections and driveways)

The chart in Figure 3-12 illustrates why longer school speed zones result in higher driver speeds through the zone. The minimum speed in a school speed zone was found to occur in the first 15 to 30 percent of the school speed zone length, and then driver speeds increase at a rate of approximately 0.9 mph for every 500 ft of school speed zone length.

Figure 3-12: Generalized Ideal and Field Data Speed-Distance Profiles

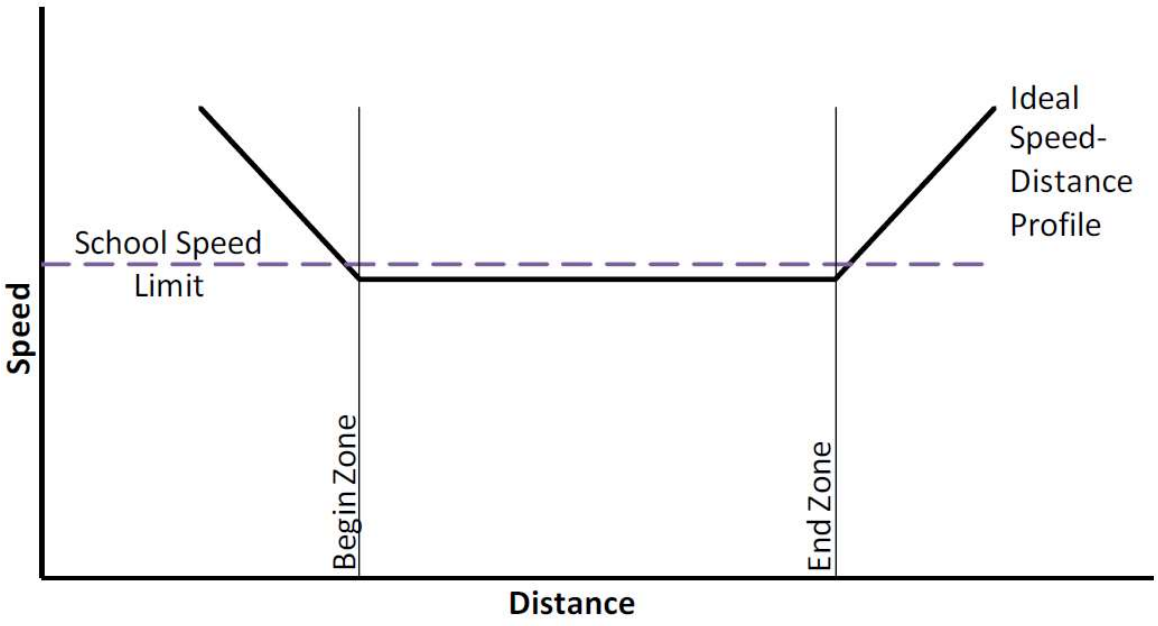


Image Source: Speeds in School Zones

[20]. https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5470-1.pdf

RRFBS WITHIN SCHOOL SPEED ZONES

This assessment sought to answer the following questions about the use of RRFBs within school speed zones:

- Are there any driver comprehension issues using multiple treatments that contain beacons or flashers? For example, are the effectiveness of a school speed zone with flashing beacons and an RRFB impacted when they are in proximity to each other?
- Are drivers able to correctly understand and respond to each treatment when there are multiple beacons or flasher treatments in use?

A literature review did not identify any research studies or published best practices regarding the use of RRFBs within school speed zones. With a lack of research to answer the specific questions, an informal survey of locations with similar conditions was conducted. This was done through an email request to approximately 600 traffic engineers at more than 90 Kimley-Horn offices in the United States. More than 20 locations were identified with the combination of school speed zone with beacons and a school crossing with active treatments. Table 3-3 summarizes the 10 locations with RRFBs where additional data was gathered and input was requested from the roadway authority. Quantitative studies were not available from the roadway authorities, but the agencies indicated they believe the treatments are effective and are understood by the public. More detailed information about the 10 locations are provided in Appendix A.

Table 3-3: Summary of Sample Sites with RRFB within School Speed Zone

Number of Sites	10
School Types*	7 at Elementary Schools 2 at Middle Schools 3 at High Schools
Average Regulatory Speed Limit (mph)	35.0
Average School Speed Zone Limit (mph)	20.5
Average Distance between Start of School Speed Zone Start and RRFB (feet)	327

**Note: Sites may be adjacent to more than one school*

Where the Treatment Should Be Used

School speed limit signs by themselves do not result in drivers reducing their travel speeds. School speed zones should only be considered where all the following conditions are met:

- School route plan includes a school crossing of a county or state road.
- Regulatory speed limit of 35 mph or higher.
- School transportation by pedestrians, bicycles, and vehicles are focused on the county or state road.
  - In addition to the school crossing on the county or state road, school speed zones are most effective when school driveways and other local street intersections are also located on the same county or state road.

The school speed zone should be focused at the school crossing location and should be as short as possible to maximize its effectiveness. The speed limit within the school speed zone must be established based on an engineering study and the school speed zone should begin at least:

- 200 feet from the school crossing for 20 or 25 mph speed zones
- 300 feet from the school crossing for 30 mph speed zones
- 400 feet from the school crossing for 35 mph speed zones

The school speed zone should follow the guidance in Chapter 7B of the MnMUTCD[21] and the zone is not required to extend to the property boundaries of the school site.

A school speed zone on a county or state road next to a school site, but where there are no school crossings and no school transportation activity, would not be effective in causing drivers to reduce their speeds and therefore school speed zones are not recommended for these conditions.

Additional Considerations

School speed zones may use a combination of static signs, flashing beacons, and dynamic speed signs to communicate to drivers when the school speed zone is in effect. There is not research or published guidance on where to use each of these treatments, therefore the criteria in Table 3-4 are suggested for use in Dakota County.

[21] https://www.dot.state.mn.us/trafficeng/publ/mutcd/mnmutcd2015/mnmutcd-7.pdf

Table 3-4: School Speed Zone

Treatment	Example Application	Conditions Where Treatment May Be Considered
Static Signs		Locations where any of the following conditions exist: • County roads with two lanes and regulatory speed limit of 35 mph or less • This type of treatment is also most appropriate where crossings regularly occur outside school arrival and departure times such as during mid-day or in the evening
Beacons		Locations where any of the following conditions exist: • State roads • County roads with three or more lanes • County roads with regulatory speed limit of ≥40 mph
Dynamic Speed Signs		Dynamic speed signs may be considered as an addition to a school speed zone where any of the following conditions exist and based on engineering judgement. • State roads • County roads with regulatory speed limit of ≥40 mph and the change in speed limit is ≥15 mph • Where the school speed zone is longer than 1,000 feet • Where driver compliance with the speed zone is an identified issue and other treatments have not been effective

Beacons on school speed zones have been shown to be effective and the review of locations with RRFBs within school speed zones did not identify any concerns or issues with the combination of treatments. However, it is acknowledged that at some locations or for some drivers, the combination of school speed zone beacons, RRFBs, and a roundabout may contribute to driver overload. If school speed zone beacons and an RRFB within the school speed zone are implemented at any locations, it is recommended that data be collected to evaluate the effects of having multiple devices with beacons or flashers.

3.5 ROADWAY GEOMETRIC CHANGES

Purpose of the Treatment

Roadway design has significant effects on safety near schools because it influences traffic speeds, driver behavior, and the width of school crossings.

Where the Treatment Should Be Used

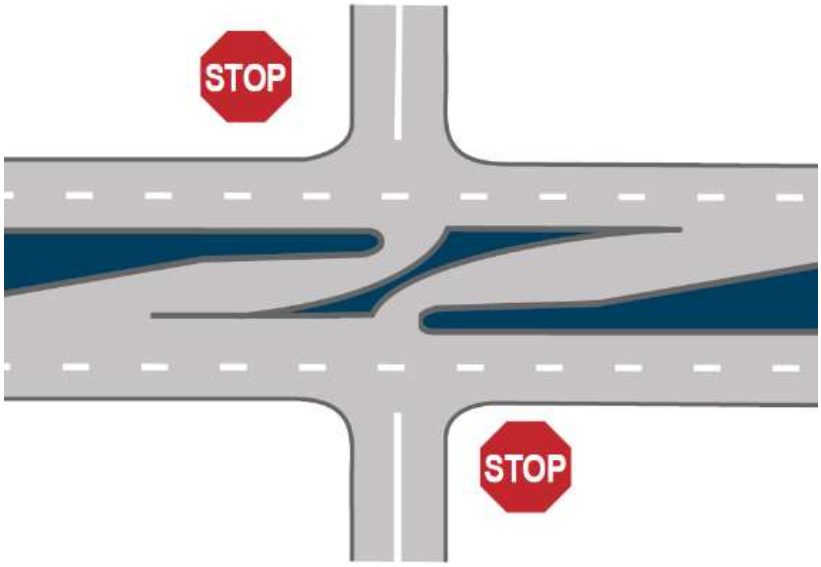
Table 3-5 presents the types of geometric changes that may be considered near schools and the conditions where they should be considered.

Table 3-5: Roadway Geometric Treatments for Consideration Near Schools

Condition	Recommended Treatment
County or state road has more traffic lanes than needed for the existing and future vehicle traffic	**Through lane reduction** is an approach to properly size a road to fits its existing and future traffic volumes. Lane reductions can result in better compliance with posted speed limits and provide opportunities for turn lanes. Through lane reduction of four-lane roads to three-lane roads are considered on Dakota County roads based on 2040 volumes of 14,400 vehicles per day, and consultation and agreement with local jurisdictions. Through lane reductions are evaluated for state roads on a project specific basis.
Vehicles turning into the school site are queued on the county or state road	If the county or state road does not have turn lanes and the queued vehicles are waiting for a gap in traffic, left or right **turn lanes** should be provided on the county or state road.
	If the queued vehicles are due to congestion on the school site, **improvements to the school circulation** should be evaluated and implemented first to eliminate queuing from the site onto the county or state road (see Section 3.6).
School traffic causes operations or safety concerns at the intersection with a county or state road	Evaluate intersection for access management and intersection control treatments. • A **roundabout** or **traffic signal** could be considered for high volume intersections. • Modify access to a **reduced conflict intersection** at lower volume intersections.[22] This treatment restricts left-turn and through movements from the minor street (shown in Figure 3-13).
Access control creates demand for u-turn movements	Provide **median u-turn** location downstream from the school access. The u-turn location is as close as reasonable given the specific conditions such as sight lines and other factors (typically within ¼ mile of the school access).

[22] http://www.dot.state.mn.us/roadwork/rci/index.html

Figure 3-13: Diagram of a Reduced Conflict Intersection



The Dakota County 2040 Transportation Plan[23] has identified through lane reduction as a potential treatment on eight roadway segments, and three of these segments are next to or near schools in this assessment (see Appendix C):

- CR 30 (Diffley Road) next to Dakota Hills Middle School, Eagan High School, and Northview Elementary School in Eagan.
- CR 33 (Diamond Path) next to Diamond Path Elementary School, Dakota Ridge School, and First Baptist School.
- CR 26 (Lone Oak Road) east of CR 31 (Pilot Knob Road), which is near Pilot Knob STEM Elementary School in Eagan.

Additional Considerations

All geometric changes require an **engineering study** to confirm the appropriate treatment for the specific conditions and then to complete the engineering design for implementation. Some of the above improvements may not be feasible or appropriate based on the type of roadway, traffic speeds, or traffic volumes.

[23] https://www.co.dakota.mn.us/Transportation/PlanningPrograms/2040TransportationPlan/Pages/default.aspx

3.6 SITE AND CIRCULATION IMPROVEMENTS

Purpose of the Treatment

School site improvements are used to address on-site congestion or to address conflicts between pedestrians, vehicles, and school buses.

Where the Treatment Should Be Used

Site and circulation improvements are **needed** where:

- Vehicle congestion on the school site causes vehicles to back up onto the county or state road.
  - Consider redesign of on-site drop-off/pick-up areas.
  - Consider changes to intersection control, such as stop signs and roundabouts, at intersections within the school site.

Where on-site circulation or congestion results in vehicles backing up on the county or state road, the site issues need to be addressed first. Any additional roadway geometric changes or improvements could be considered on the county or state road only after the site circulation has been improved.

Site and circulation improvements **could be considered** where:

- School bus, vehicle traffic, pedestrian, and bicycle flows cross each other or conflict on the school site, as shown in Figure 3-14.
  - Bus staging and loading areas should be separated from staff and visitor parking and from drop-off/pick-up areas wherever possible.

Additional Considerations

Site improvements will typically require an engineering study to investigate the causes and appropriate treatment for the specific conditions and then to complete the engineering design for implementation.

Figure 3-14: Example of Vehicle and School Bus Congestion on a School Site

3.7 EDUCATION

Purpose of the Treatment

Teach students safe walking and biking practices and the designated walking and biking routes that are part of the school route plan (see Section 3.1).

Where the Treatment Should Be Used

Walking and biking safety education provides students with lifelong skills and is recommended for all students at all schools. Safe Route to School programs provide many tools and resources for education and encouragement to walk and bike to school.[24] Potential activities and programs to promote pedestrian and bicycle safety in schools include:

- School Communication - Communication could come as a paper or electronic newsletter or school social media blast describing safe transportation practices in and around school, especially for walking and biking. Communication can inform parents of designated school crossings, safe crossing practices, and how to dress appropriately for weather. Information could describe where bike parking and other resources are located at each school. Communication can also highlight SRTS news and efforts and advertise upcoming events related to walking and biking.
- Parent workshop - Since parents are usually the ones deciding whether their children walk or bike to school, a workshop designed for them can provide the tools, resources, and support needed to begin walking or biking for transportation. Topics could include starting a walking school bus, carpool matching, launching a safety campaign, how to be a responsible driver, or organizing an event such as Walk and Bike to School Day.
- Walk/Bike Safety Week - A safety week teaches students and families essential safety information all in one week. The information does not need to focus specifically on walking and biking, but at least one lesson should be devoted to transportation safety. Safety Week may be held in coordination with walk and bike to school days in fall and spring to review walking and biking skills, safety, and rules of the road. Information might include how to safely cross streets, how to signal your turns on a bicycle, proper helmet fitting, where to walk/ride when there is no sidewalk or trail, emergency exiting from buses, and safe driving around campus.
- Walk! Bike! Fun! - Walk! Bike! Fun! Pedestrian and Bicycle Safety Curriculum is a two-part curriculum designed specifically for Minnesota's schools. It is structured to meet Minnesota education standards and is an important part of the Safe Routes to School Program in Minnesota. Walk! Bike! Fun! helps children ages five to 13 learn traffic rules and regulations, the potential hazards to traveling, and handling skills needed to bike and walk effectively, appropriately, and safely through their community.
- Walking and Biking Field Trips - A field trip made by foot or by bicycle gives students a supportive environment in which to practice safe walking and bicycling skills. Walk/bike field trips can also

[24] http://www.dot.state.mn.us/saferoutes/education.html

showcase the benefits of walking and bicycling for transportation including health and physical activity, pollution reduction, and cost savings. The destination of the field trip may vary, or the field trip could be the ride or walk itself.

The school route plan should also be provided to all students and parents/caregivers so that students know where they should walk, bike, and cross roadways when traveling to and from school. Roadways crossings that are discouraged by the school and district should also be part of the school route plan and should be clearly communicated to students.

Additional Considerations

Community education creates a better biking and walking environment and may include:

- Minnesota state law requiring yielding to pedestrians in a marked or unmarked crosswalk.
- The role of speed in pedestrian/bicycle safety.
- Safe driving practices around schools.
- How to use new treatments such as roundabouts, pedestrian hybrid beacons, and reduced conflict intersections.

Figure 3-15: Example of Bicycle Education for Children

3.8 ENFORCEMENT

Purpose of the Treatment

Targeted enforcement efforts aimed at improving driver behavior near schools and improving safety for all users.

Where the Treatment Should Be Used

Enforcement can be effective at addressing the following behaviors if these issues are identified on county and state roads near schools:

- Distracted driving
- Aggressive driving
- Yielding to pedestrians at marked and unmarked crosswalks

Enforcement is also recommended for all school speed zones on county and state roads.

Law enforcement includes a variety of methods to raise awareness and educate drivers about their behaviors and how they relate to safety. The intent of enforcement is to get people to change behaviors that could cause a crash and subsequent injury or fatality. Effective safety-focused enforcement around school includes three components:[25]

- Parent/caregiver and community notification – Parents/caregivers, residents, and school staff make up much of the traffic around schools. An effective enforcement program first notifies these groups about the enforcement efforts through communications such as sending flyers home with students or mailing materials to residents living within a certain distance of the school.
- Public awareness and education – Public awareness and education needs to occur before law enforcement activities. The awareness and education messages should inform people of the problem and why enforcement action is needed. Methods for raising awareness include using local television stations and newspapers to spread the message.
- Officer training – Officer training is critical to an effective law enforcement program. The training should include information on what, when, where and how law enforcement should occur to maximize behavior change.

Additional Considerations

Local police departments will also have a key role in working with school administrations in providing officers and assistance for education and encouragement programs.

It is recommended that local law enforcement be engaged when designing or re-designing school facilities so that space for officers to observe crosswalks, school speed zones, and other school access points can be considered and incorporated into the design.

[25] http://guide.saferoutesinfo.org/enforcement/the_law_enforcement_approach.cfm

Chapter 4. School Evaluations and Recommended Improvements

4.1 SCHOOL EVALUATION GROUPS

All 48 schools included in the assessment were grouped based on their transportation context. The groups were used to evaluate similar transportation conditions together in order to develop consistent recommendations for similar conditions. The following three groups were used for the assessment:

- **High-Speed, 4+ Lane Road*:*** Schools next to county or state roads with four or more lanes and speed limit of 40 miles per hour (mph) or more.
- **High-Speed, 2-3 Lane Road**: Schools next to county or state roads with two or three lanes and speed limit of 40 mph or more.
- **Low Speed Road*:*** Schools next to county or state roads with speed limit of 35 mph or less. All schools on roads with lower speed limits were grouped together because there were only two schools on roads with three or four lanes.

Speed limits of 40 mph or higher are considered high speed relative to pedestrian crossings because of the significantly increased crash severity resulting from vehicle/pedestrian crashes that occur with vehicle speeds of 40 mph or more. Table 1-1 shows the schools included in the assessment, classified in the three evaluation groups.

4.2 SAMPLE SCHOOLS

A subset of all the schools in the assessment was selected for more detailed evaluation, with two to three schools selected in each evaluation group. A total of nine sample schools were selected based on the following characteristics:

- Schools next to both county and state roads
- At least one private school
- Schools with all grade levels (elementary, middle, and high school)
- Even distribution of school districts and cities
- Schools with at least two existing school speed zones

Table 4-1 shows the final list of sample schools evaluated. Several of the school sites include other schools in close proximity and were considered as part of the sample school evaluation. These schools are also listed in the table.

Table 4-1: List of Sample Schools

Schools by Category	Sample School	Near Sample School	Adjacent Roadway	School Speed Zone on County or State Road	City	School District
HIGH-SPEED (≥ 40 MPH), 4+ LANE ROAD						
Akin Road Elementary School	✓		County		Farmington	ISD 192
Lake Marion Elementary School	✓		County		Lakeville	ISD 194
Scott Highlands Middle School	✓		County		Apple Valley	ISD 196
Highland Elementary School		✓	County		Apple Valley	ISD 196
Vista View Elementary	✓		County		Burnsville	ISD 191
HIGH SPEED (≥ 40 MPH), 2 OR 3 LANE ROAD						
Echo Park Elementary School	✓		County	✓	Burnsville	ISD 196
Pilot Knob STEM Magnet Elementary School	✓		County	✓	Eagan	ISD 197
Rosemount High School	✓		State		Rosemount	ISD 196
Rosemount Middle School		✓	State		Rosemount	ISD 196
LOW SPEED (≤35 MPH) ROAD						
Heritage STEM Middle School	✓		County		West St. Paul	ISD 197
St. Joseph's Catholic School		✓	County		West St. Paul	Private
Somerset Elementary	✓		State	✓	Mendota Heights	ISD 197
TOTAL	**9**	**3**		**3**		

Data on the school district, school site, and transportation infrastructure was collected and evaluated at each of the sample schools. The following data was requested or collected for each sample school:

- School district characteristics:
  - Hazardous roads designated by the school district.
  - School walk zone criteria established by the school district.
- School site characteristics:
  - School attendance zone for each sample school site.
  - School walk area for each sample school site.
  - Number and grade levels of students for each sample school site.
  - Number of students within the designated walk zone for each sample school site.
  - Number of students that regularly walk or bike to each sample school site.
  - Locations of student school patrols and adult crossing guards at each sample school site.
  - Previous Safe Routes to School plans for each sample school site.
- Transportation characteristics:
  - Daily traffic volumes on county and state roads near each sample school site.
  - Daily traffic volumes on city streets, if available, near each sample school site.
  - Posted speed limits on roads near each sample school site.
  - Sidewalk and trail network near each sample school site.
  - Existing pedestrian crossing treatments, including signs, crosswalk markings, and other crossing enhancements near each school site.
  - Location and treatments at existing school speed zones, including signs, beacons, and pavement markings near each sample school site.
  - Location of existing intersection control, including stop signs and traffic signals near each sample school site.

The data gathered for each sample school site is documented in the individual school evaluations in Appendix C.

In addition to the characteristics listed above, one-on-one discussions were also held with school district representatives to identify safety and traffic concerns and qualitative observations at each sample school and issues or concerns gathered from virtual engagement #1 were also noted (see Chapter 2 of this report). Input was also gathered from school principals where needed to confirm the school's activities or operations. On-site observations at the sample schools were not able to be completed during this assessment because all the school districts were operating with full or partial remote learning due to COVID-19.

In consideration of the research findings and best practices documented in Chapter 3 of this report, along with the detailed evaluations of the sample schools, the following generalized findings and conclusions were made.

High Speed (≥40 MPH), 4+ Lane Roads:

- All school districts identify high speed, 4+ lane roads as hazardous roads. Students that would have to cross these types of roads are provided bus transportation to school.
- Crossing enhancements on high speed, 4+ lane roads would not change the designated hazardous roads and would not change the designated school walk zone.
- School districts would not support designated school crossings on high speed, 4+ lane roads.
- Based on the above considerations, new school crossings were not recommended on any high speed, 4+ lane roads in this assessment.
    - Through-lane reductions (see Section 3.5 of this report) could allow for an uncontrolled school crossing on the high-speed road, if the existing/future volumes and an engineering study indicates this is feasible. School crossings on high speed, 2-3 lane roads will need crossing enhancements such as active crossing devices and median refuge island (see Section 3.3).
        - Through-lane reductions are being planned on CR 30 (Diffley Road) near Dakota Hills Middle School, Eagan High School, and Northview Elementary School and on CR 33 (Diamond Path) near Dakota Ridge School, Diamond Path Elementary School, and First Baptist School. No other through-lane reductions were identified or recommended on county or state roads in this evaluation group.
    - There are not existing school crossings or adult crossing guards on high speed, four-lane roads.
        - Elementary school students should only cross a county or state road with an adult unless there is a bridge or tunnel.
        - Middle school students should only cross county or state roads with an adult or at crossings controlled by stop signs, a traffic signal, or PHB. At existing controlled crossings adjacent to a middle school, crossing enhancements should be made to improve safety for students that will cross there even though it is not a designated school crossing.
        - High school students should only cross county or state roads at crossings controlled by stop signs, a traffic signal, or PHB. At existing controlled crossings adjacent to a high school, crossing enhancements should be made to improve safety for students that will cross there even though it is not a designated school crossing.
- Because no designated school crossings were identified or recommended in this evaluation group, the criteria for a school speed zone were also not met and therefore no school speed zones were recommended.
- Sidewalk and trail connections are needed for students that could walk or bike to school without crossing the high speed county or state road.
- Sidewalk and trail connections may be needed for students to walk or bike to controlled crossings (for example, an intersection with a traffic signal or PHB) s.

High Speed (≥40 MPH), 2-3 Lane Roads:

- Not all high speed, 2-3 lane roads are designated as hazardous roads by the school districts.
- School crossings on high speed, 2-3 lane roads may be feasible depending on:
  - Crossing demand or needs
  - Age of students
  - Presence of controlled intersection (traffic signal, all-way stop control, or roundabout)
  - Presence of crossing enhancements at uncontrolled intersections (see Section 3.3):
    - Continental (zebra) crosswalk.
    - Median refuge island where feasible.
    - Active crossing devices (RRFB or PHB).
  - School crossing guards should be provided at all uncontrolled school crossings where elementary and middle school students cross county and state roads because elementary and middle school students are not able to sufficiently judge gaps in traffic.
    - Where there are not school crossing guards, elementary school students should only cross a county or state road with an adult unless there is a bridge or tunnel.
    - Where there are not school crossing guards, middle school students should only cross county or state roads with an adult or at crossings controlled by stop signs, a traffic signal, or PHB. At existing controlled crossings adjacent to a middle school, crossing enhancements should be made to improve safety for students that will cross there even though it is not a designated school crossing.
    - High school students should only cross county or state roads at crossings controlled by stop signs, a traffic signal, or PHB. At existing controlled crossings adjacent to a high school, crossing enhancements should be made to improve safety for students that will cross there even though it is not a designated school crossing.
- A school speed zone should be evaluated for school crossings on high speed, 2-3 lane county and state roads (see Section 3.4).
- Sidewalk and trail connections are needed for students that could walk or bike to school without crossing the county or state road and to connect to designated school crossings of the county or state road.

Low Speed (≤35 MPH) Roads:

- Schools along low speed county and state roads have the highest opportunities and demand for walking and biking to school.
- School crossings on low speed county and state roads are typically feasible with the following enhancements:
  - Adult crossing guards for elementary students
  - Crossing enhancements at uncontrolled intersections (see Section 3.3)

- Continental (zebra) crosswalk
- Median refuge island or curb extensions where feasible
- Active crossing devices (RRFB) where applicable based on conditions

- Where there is not a school crossing guard, elementary school students should only cross a county or state road with an adult unless there is a bridge or tunnel.
- Where there is not a school crossing guard, middle school students should only cross county or state roads with an adult or at crossings controlled by stop signs, a traffic signal, or PHB. At existing controlled crossings adjacent to a middle school, crossing enhancements should be made to improve safety for students that will cross there even though it is not a designated school crossing.
- High school students should only cross four-lane county or state roads at crossings controlled by stop signs, a traffic signal, or PHB. At existing controlled crossings adjacent to a high school, crossing enhancements should be made to improve safety for students that will cross there even though it is not a designated school crossing.
- High school students can cross 2-3 lane roads at an uncontrolled crossing if there are crossing enhancements.

- A school speed zone should be evaluated for school crossings on 35 mph county and state roads (see section 3.4).
- Sidewalk and trail connections are needed for students that could walk or bike to school without crossing the county or state road and to connect to designated school crossings of the county or state road.

4.3 RECOMMENDED IMPROVEMENTS

The findings from the sample school evaluations were used to inform the types of treatments considered at all the school sites in this assessment, but the conditions at each school site were used to develop the specific recommendations for the school. For the 36 school sites that were not part of the sample school evaluation, basic data was collected and used to identify whether additional detailed evaluation was needed. Additional detailed evaluations were done where there was the potential for new or enhanced school crossings or where a school speed zone evaluation was needed. As part of the detailed evaluations of these school sites, individual meetings were also held with school principals and school district representatives to confirm the operations and conditions at the school and validate potential recommendations for improvements.

The summary of recommended improvements by school evaluation group are summarized in Table 4-2. The summary of recommendations for all 48 school sites is included in Appendix B.

Table 4-2: Summary of Recommendations by School Evaluation Group

School Evaluation Group	Number of Schools	Number of Sites with Recommended Treatment								No Treatments Recommended on County/State Road
		Sidewalk and Trail Infrastructure	School Crossings		Evaluate School Speed Zone	Roadway Geometric Changes	Site and Circulation Improvements	Education	Enforcement	
			Major	Minor						
High Speed (≥40 mph), 4+ Lanes	27	4	0	4	1	3	1	14	1	8
High Speed (≥40 mph), 2-3 Lanes	11	4	2	1	3	2	1	4	1	4
Low Speed (≤35 mph)	10	4	5	2	4	0	1	3	4	0
TOTAL	**48**	**12**	**7**	**7**	**8**	**5**	**3**	**21**	**6**	**12**

The individual school site evaluations are documented in Appendix C. The school district, school site, and transportation data that support the recommendations are provided for all 48 school sites. The public input at each school site is also documented and the recommended improvements are described in more detail.

Chapter 5. Implementation and Next Steps

The recommendations and improvements identified in Appendix B at each school site are not currently programmed. The next steps for Dakota County and MnDOT will be to identify potential programs and projects that will be used to implement improvements.

5.1 COST ESTIMATES

High level costs estimates were created for each type of improvement to help Dakota County and MnDOT with future planning and programming. The order-of-magnitude estimates for each treatment were based on the cost levels shown in Table 5-1. The costs were developed for each school safety treatment based on previously constructed projects and do not include any right-of-way, utility, or design costs and are shown in Table 5-2.

Table 5-1: Estimated Cost Levels

Cost Level	Approximate Cost Range
$	$0 to $10,000
$$	$10,001 to $50,000
$$$	$50,001 to $100,000
$$$$	>$100,000

Table 5-2: Safety Treatment Estimated Costs

Treatment	Cost	Notes
Sidewalk and Trails	$$ to $$$$	Depends on length of sidewalk/trail, topography, and drainage needs
Zebra Crosswalks	$	Per intersection
Street Lighting	$ intersection $$ to $$$$ roadway segment	
Advance Stop Bar and Signing	$	
Curb Extensions	$$	Depends on drainage and utilities
Median Refuge Island	$$	
Rapid Flashing Beacon	$$	
Pedestrian Hybrid Beacon	$$$$	
Traffic Signal Crossing Enhancements	$$ to $$$	Per intersection
School Speed Zone	$$	Includes evaluation prior to installation
Through-Lane Reduction	$$ to $$$$	Depends on length
Turn Lanes	$$ to $$$$	Depends on existing roadway section and length of turn lane
Reduced Conflict Intersection	$$$$	
Median U-Turn	$$$$	Depends on drainage and utilities
Site and Circulation Improvements	$ to $$$$	Depends on scope of improvements
Grade Separated Crossing	$$$$	Includes bridge or tunnel

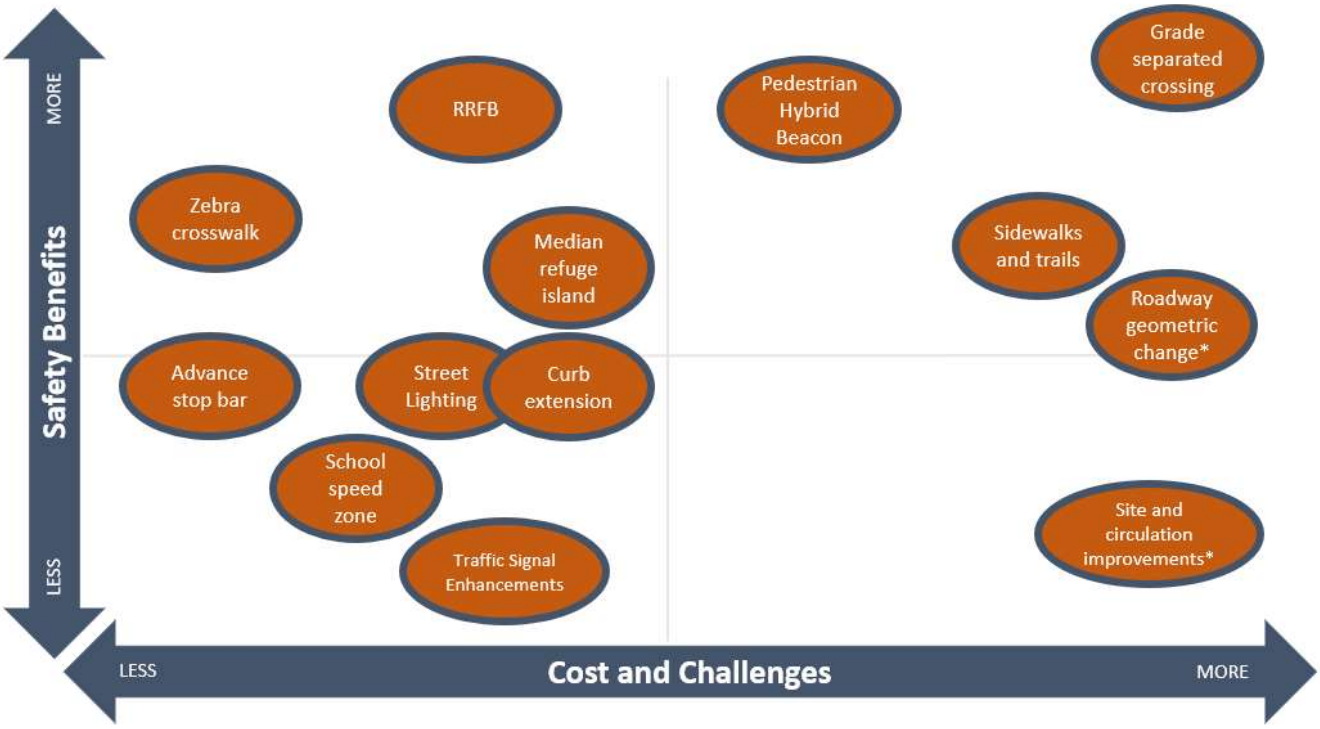
5.2 PRIORITY IMPROVEMENTS

The graphic in Figure 5-1 shows the school safety improvements according to a relative scale of safety benefits and costs/challenges. The relative costs were based on the cost estimates described in section 5.1 of this report. The relative safety benefits were based on available crash modification factors (CMF) or a relative comparison of the benefit for people walking and biking.

Improvements can be prioritized according to where they fall on this matrix, with the highest benefit/lowest cost improvements shown in the top left quadrant of the matrix. These include RRFB, continental (zebra) crosswalk, median refuge island, advance stop bar, and curb extension. The improvements in the top right quadrant of the matrix also have a high level of benefit, but have additional challenges such as utility

coordination, stormwater design, and right-of-way needs. Improvements on the right half of the matrix will require the most time and resources to implement.

Figure 5-1: Benefit-Cost Matrix of School Safety Treatments



*Includes several types of treatments with varying levels of benefits.

5.3 IMPLEMENTATION

The implementation of the recommendations at all school sites is expected to take several years to complete. Dakota County and MnDOT will each be responsible for prioritizing and planning for future implementation. It is anticipated that the implementation of improvements would occur through multiple ways, such as existing operations and maintenance activities, incorporation into existing capital projects, and new capital projects for larger investments.

Improvements that are easy and low-cost may be implemented in the short term as part of regular maintenance and operations activities. This can allow improvements to be completed more quickly because they are not tied to a capital project. Implementation through existing operations and maintenance activities would be most applicable for treatments such as crosswalk markings and traffic signal enhancements.

There may also be opportunities to add school safety improvements to existing projects, such as a pavement resurfacing or intersection improvement project near the school. An example of this implementation approach

is the through-lane reduction and median refuge completed in 2020 on CR 28 (80th Street) near Inver Grove Heights Middle School and Simley High School as part of a pavement resurfacing project.

MnDOT will look to incorporate improvements with upcoming projects as well as evaluating standalone capital projects.

Based on the types of treatments considered in this assessment, improvement costs more than $100,000 or would improvements that would require right-of-way acquisition were assumed as thresholds for Dakota County to plan for a capital project in the five-year capital improvement program (CIP). Improvements that exceed these thresholds will require the most time and funding for implementation, which is why they would likely be completed through a capital project.

5.4 FUTURE EVALUATIONS

School attendance and walk zones are updated by school districts periodically and school enrollment changes every year. Similarly, changes will occur to the roadway network over time, such as the sidewalk and trail network, intersection control, traffic speeds, and other elements. When the transportation conditions significantly change, there are school route plan changes, or there is a capital project planned, the following evaluation or re-evaluation process should be followed:

- When there is a significant change in transportation conditions or a capital project is planned, Dakota County or MnDOT will contact the school or school district to initiate the evaluation process.
- When there are changes in the school route plan or walking/biking demand, the school or school district should contact:
  - Dakota County Transportation for needs or concerns on county roads
  - MnDOT Metro District Area Engineer[26] and Safe Routes to School[27] for needs or concerns on state roads
- A meeting should be convened with school, school district, Dakota County and/or MnDOT, city, and other relevant stakeholders to discuss walking and biking demands and any concerns.
- The school should update the school route plan (see Section 3.1).
- Data collection and evaluation will be completed by Dakota County and/or MnDOT.
- Recommendations will be developed by Dakota County and/or MnDOT based on the changed conditions at the school using the guidance and criteria in this report (see Chapter 3) and any new research or best practices.
- Based on the evaluation and recommendations, the school, school district, Dakota County and/or MnDOT, city and other relevant stakeholders should plan for implementation.

The guidance and criteria in this report should also be reviewed periodically and updated as new research and best practices become available or when changes to regulations or standards occur, such as the MnMUTCD.

[26] https://www.dot.state.mn.us/metro/pdf/programdelivery.pdf
[27] http://www.dot.state.mn.us/saferoutes/contacts.html

BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA

September 26, 2023 — Resolution No. 23-424

Motion by Commissioner Hamann-Roland — Second by Commissioner Atkins

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

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

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

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

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

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

WHEREAS, subject to federal funding award for the projects identified hereto, the Dakota County Board of Commissioners would be asked to consider authorization to execute a grant agreement at a future meeting.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the submittal of the following County-led projects to the Regional Solicitation application process for federal funding:

Highway Projects

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

Safe Routes to School Projects

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

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	X	**Slavik**	
Atkins	X	**Atkins**	
Halverson	X	**Halverson**	
Droste	X	**Droste**	
Workman	X	**Workman**	
Holberg	X	**Holberg**	
Hamann-Roland	X	**Hamann-Roland**	

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 26th day of September 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

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

Jeni Reynolds

Clerk to the Board

Greenway Multiuse Trails and Bicycle Facilities Projects

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

; and

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

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	X	**Slavik**	
Atkins	X	**Atkins**	
Halverson	X	**Halverson**	
Droste	X	**Droste**	
Workman	X	**Workman**	
Holberg	X	**Holberg**	
Hamann-Roland	X	**Hamann-Roland**	

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Jeni Reynolds

Clerk to the Board

BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA

November 28, 2023 — Resolution No. 23-542

Motion by Commissioner Hamann-Roland — Second by Commissioner Halverson

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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 185th 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 3rd Avenue to 21st Avenue – Lead Agency: South St. Paul

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	X	**Slavik**	
Atkins	X	**Atkins**	
Halverson	X	**Halverson**	
Droste	X	**Droste**	
Workman	X	**Workman**	
Holberg	X	**Holberg**	
Hamann-Roland	X	**Hamann-Roland**	

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 28th 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 28th 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 172nd to 175th 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 (117th 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)
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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	X	**Slavik**	
Atkins	X	**Atkins**	
Halverson	X	**Halverson**	
Droste	X	**Droste**	
Workman	X	**Workman**	
Holberg	X	**Holberg**	
Hamann-Roland	X	**Hamann-Roland**	

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 28th 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 28th day of November 2023.

Jeni Reynolds

Clerk to the Board

CITY OF
WEST ST. PAUL

1616 Humboldt Avenue
West St. Paul, MN 55118

651-552-4100
www.wspmn.gov

November 28, 2023

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

Dear Ms. Kooutsoukos:

The City of West St. Paul is supportive of Dakota County's application for a Safe Routes to School Grant. This project will construct a multi-use trail along County Road 4 (Butler Avenue) from County State Aid Highway 63 (Delaware Avenue) to Manomin Avenue. This pedestrian and bicycle gap is identified in the County's School Travel Safety Assessment, ranked #6 on Dakota County's High Priority Trail Gap list and is in West St. Paul's current Bicycle and Pedestrian Plan.

This project will be a joint effort between Dakota County and West St. Paul. The City of West St. Paul intends to honor the existing maintenance agreement with Dakota County to perform snow and ice removal on the trail, while Dakota County will perform all other maintenance of the trail.

Thank you for the opportunity to advocate for Dakota County on this grant. If you have any additional questions, please reach out to me at rbeckwith@wspmn.gov or 651-552-4130.

Sincerely,

Ross A. Beckwith, P.E.
Public Works Director/City Engineer