



**Meeting Location: Municipal Center
7100 147th Street West
Apple Valley, Minnesota 55124**

August 7, 2025

Parks And Recreation Advisory Committee Informal Meeting Tentative Agenda

6:00 PM

1. Park monument signs update
2. Johnny Cake Ridge Park West challenge course concept
3. Johnny Cake Ridge Park West pickleball court naming
4. EVAA building update
5. Community Center/Senior Center project update
6. Misc. Committee/Staff Communications

Parks And Recreation Advisory Committee Regular Meeting Tentative Agenda

7:00 PM

1. Call to Order and Pledge
2. Approval of the Agenda
3. Audience
4. Approval of the June 2025 Minutes
5. Agenda Items
 - A. Alimagnet Park NRMP update
 - B. MPCA Stormwater Grant update
 - C. Bicycle and Pedestrian Plan update
 - D. Discuss City entrance monument signs
 - E. Division update: Senior programs
 - F. Parks Referendum update

6. Committee / Staff Discussion Items
7. Input from Committee Members on Next Agenda
 - A. Future meeting items
 - Update on Joint Powers Agreements
 - Update on City's relationship with local youth athletic associations
 - Volunteer opportunities
8. Adjourn

NEXT REGULARLY SCHEDULED MEETINGS:

Thursday, September 4, 2025 – 6 p.m. (Informal) and 7 p.m. (Regular)
Regular meetings are broadcast live on Charter Communications Cable Channel
180 and on the City's website at www.applevalleymn.gov.



ITEM:
PARKS & RECREATION ADVISORY
COMMITTEE MEETING DATE:
SECTION:

4.
August 7, 2025
Regular

CITY OF APPLE VALLEY
PARKS AND RECREATION
ADVISORY COMMITTEE
August 7, 2025

Minutes of the June 5, 2025, Apple Valley Parks and Recreation Advisory Committee meeting.

PRESENT: Committee Chair Mark Schori; Committee Members Randy Bailey, Dave Freed, Craig Long, Noel Hammill, and Jessica Merchant; Parks and Recreation Director Eric Carlson; Park Superintendent Steve Rother; Recreation Superintendent Nate Rosa; Recreation Facilities Manager Brian Christianson; Recreation Supervisor Bill Bird; Summer Coordinator Mia Sorensen; and Administrative Coordinator Kayla Hechsel

ABSENT: Committee Member Jess Smith and Golf Course Manager Jim Zinck.

ITEM 1. Call to Order

Committee Chair Schori called the meeting to order at 7:00 p.m. Everyone took part in the Pledge of Allegiance.

ITEM 2. Approval of Agenda

Committee Chair Schori wished to add a discussion item to the agenda regarding a welcome entrance monument sign near Redwood Park. This was added to the agenda as Item 5.E.

MOTION: by Freed, seconded by Long, approving the agenda as amended.

VOTE: Yes – 6, No – 0

ITEM 3. Audience – 10 Minutes Total Time Limit – For Items Not on the Agenda

No one present to speak.

ITEM 4. Approval of the May 2025 Minutes

MOTION: by Bailey, seconded by Freed, to approve the May 2025 minutes as presented.

VOTE: Yes – 6, No – 0

ITEM 5.A. Agenda Items – Committee’s Annual Report

The Parks & Recreation Department prepares an annual report about the year's work done by the Parks & Recreation Advisory Committee, and the report is approved by the Committee and then by the City Council. Upon approval of the report, it is posted on the City's website for the public to view.

MOTION: by Long, seconded by Hammill, to approve the Parks and Recreation Advisory Committee's 2024 Annual Report as presented.

VOTE: Yes – 6, No – 0

ITEM 5.B. Agenda Items – Department's Annual Report

The Parks & Recreation Department staff create an annual report for the work done by the Department each year. After the report is approved by both the Parks & Recreation Advisory Committee and the City Council, the report is posted online for the public to view.

MOTION: by Freed, seconded by Long, to approve the Parks and Recreation Department's 2024 Annual Report as presented.

VOTE: Yes – 6, No – 0

ITEM 5.C. Agenda Items – Division Updates: Aquatics and Youth & Family

Recreation Superintendent Nate Rosa introduced Splash Valley Water Park (the renovated and rebranded Apple Valley Family Aquatic Center) and walked through all the changes that were made to the facility in the improvement project. He also highlighted the new season passes that are being offered this year. Committee members commended staff on the successful completion of this referendum improvement project.

Recreation Supervisor Bill Bird and Summer Coordinator Mia Sorensen highlighted the youth and family programs available for summer, including new classes for preschool-aged participants and extended day camp opportunities. Recreation Supervisor Bird emphasized location changes for upcoming events for Freedom Days and the Fall Food Truck Festival due to construction.

ITEM 5.D. Agenda Items – Kelley Park Update

Director Carlson provided an update on the construction project planned for Kelley Park. He summarized the scope of the project and ran through the tentative construction schedule. Committee Member Bailey asked where the Rotary clock tower will be moved to, and Director Carlson showed the new spot of the clock tower on the renderings. Committee Member Long expressed his excitement for future movies in the park.

ITEM 5.E. Agenda Items – Welcome Monument Sign at Redwood Park

Committee Member Schori asked the Committee’s opinion on sending a letter to the City Council urging them to begin designing and budgeting for a Welcome to Apple Valley entrance monument sign near Redwood Park. The hope is that if the process is begun now, the sign can be installed in conjunction with the Redwood Park improvement project and the County Road 42 improvement project.

Director Carlson stated that staff will help them draft the memo and get it to City Council.

ITEM 6. Committee/Staff Discussion Items

Committee Member Freed congratulated Eric Carlson for being named the President of the Minnesota Recreation and Parks Association.

ITEM 7. Input from Committee Members on Next Agenda

No additional items were added.

ITEM 8. Adjourn

There being no further business, the Parks and Recreation Advisory Committee meeting was adjourned.

MOTION: by Hammill, seconded by Long, to adjourn the meeting at 8:14 p.m.

VOTE: Yes – 6, No – 0

Respectfully Submitted,

Kayla Hechsel, Administrative Coordinator

Approved by the Apple Valley Parks
and Recreation Advisory Committee
on August 7, 2025.

Mark Schori, Chair



ITEM:
MEETING DATE:
SECTION:

5.A.
August 7, 2025
Parks and Recreation
Advisory Committee
Regular Meeting Tentative
Agenda

Description: Alimagnet Park NRMP update	
Staff Contact: Samantha Berger, Natural Resources Coordinator	Department / Division: Parks and Recreation

Action Requested:
N/A - Informational Item

Summary:

With the help of Dakota County, the City completed a Natural Resources Management Plan for Alimagnet Park in late 2024. The City of Apple Valley received a DNR Conservation Partner Legacy grant to complete Phase I of a two-phase ecological restoration project at Alimagnet Park. This project will focus on improving the health and sustainability of a 20.5-acre oak woodland area (referred to as Unit 3) by removing invasive woody and herbaceous species, selectively thinning certain native trees, treating stumps to prevent regrowth, and seeding native grasses to stabilize the site. The restoration will enhance habitat quality, promote native plant diversity, and improve long-term ecological function.

This work in Alimagnet Park builds on restoration already underway in neighboring Burnsville and will create better habitat connectivity across the city boundary. Ultimately, this project supports regional wildlife, including red-shouldered hawks and other oak woodland-dependent species, while reducing invasive species pressure. Work will occur during winter on frozen ground to minimize soil disturbance and will follow the Alimagnet Park Natural Resources Management Plan. The second phase, funded separately, will include prescribed burns and further seeding to establish a healthy, diverse woodland.

Background:

Working in partnership with Dakota County, City staff developed a Natural Resource Management Plan for Alimagnet Park, and it was approved by the City Council in late 2024. The purpose of the Natural Resource Management Plan (Plan) is to describe the current and preferred natural resource conditions, goals, and activities for Alimagnet Park within the City of Apple Valley. The Plan includes information on Alimagnet Park's historical and existing vegetative cover, noxious and invasive plants, and land cover; ecological impacts, past and present, including fire suppression, diseases, wildlife, and climate change; plant community assessment; wildlife; target vegetation communities, including

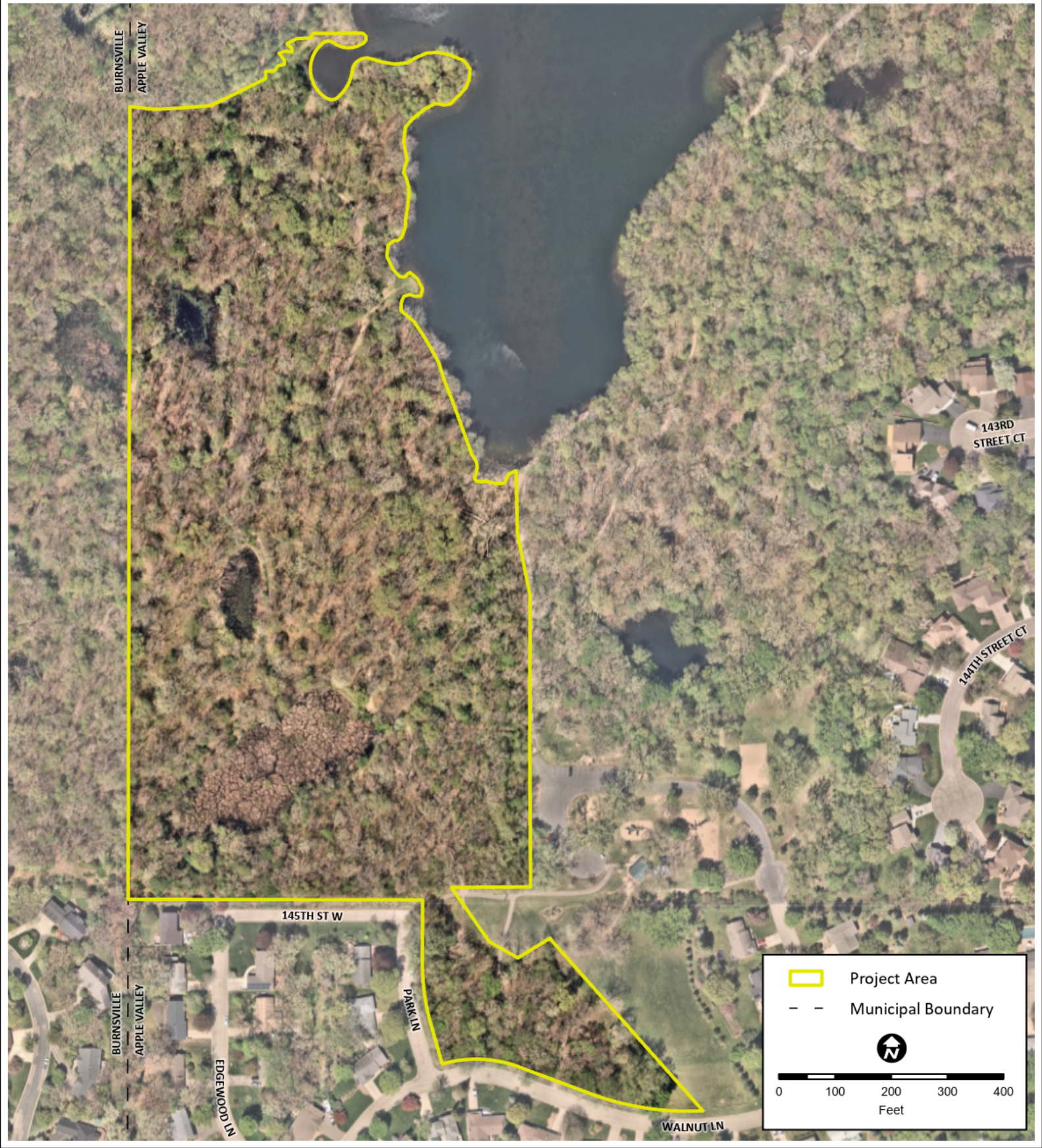
management priorities, methods, and five-year workplan. The Plan also includes plant restoration goals and recommendations, a restoration process, schedule, and cost estimates.

Budget Impact:

N/A

Attachments:

1. Exhibit
2. Presentation

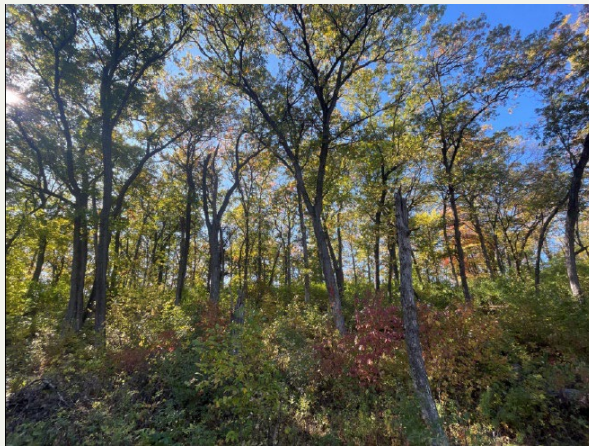


ALIMAGNET PARK - UNIT 3 PROJECT AREA
CITY OF APPLE VALLEY



Alimagnet Natural Resource Management Plan

Parks and Recreation Advisory Committee Meeting - August 7, 2025



Alimagnet NRMP Phase 1 – Unit 3 Implementation



\$262,009 DNR Conservation Partners Legacy (CPL) Grant

- 10% match required (\$29,000 match plus \$262,009 award = \$291,000 dedication)
- 20.1 Acre Section
 - Invasive Removal, selection thinning of certain trees/species, herbicide treatment, seeding
 - Grant project is Phase 1 of 2 within Unit 3. Future phase will involve further invasives management and additional seeding/planting of native grasses, forbs, shrubs, and potentially trees

2023-2024

Partner with Dakota County and RES to begin NRMP

2024

Public Engagement onsite
PRAC and Council
Approval of plan

2024 – 2025

Staff apply for
\$262,009 in DNR
CPL funding for
Phase 1
implementation

July 2025

Staff notified of
selection for full
\$262,009

Winter 2025-2027

Proposed
Implementation

Alimagnet Park Natural Resource Management Plan



Alimagnet Park

Land Management Units



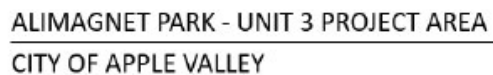
Land Management Unit	MLCCS Classification Description	Management Unit Area [acres]	Quality Index	Priority (5-year Workplan)
UNIT 1	Oak forest – mesic subtype	15.5	C to D	-
UNIT 2	Oak forest – mesic subtype	28.2	C to D	-
UNIT 3	Oak forest – mesic subtype	20.5	CD to D	1
UNIT 4	- Oak forest – mesic subtype - Upland soils with planted, maintained or cultivated coniferous trees	10.1	BC to NN	4
UNIT 5	- Semi-permanent flooded altered/non-native-dominated vegetation - Mixed emergent marsh - Palustrine open water	1.9	C to NN	-
UNIT 6	Wet meadow, seasonally flooded	0.3	BC	2
UNIT 7	Semi-permanently flooded altered/non-native herbaceous vegetation	1.2	NN	-
UNIT 8	- Saturated altered/non-native herbaceous vegetation - Littoral open water	0.6	NN	3
TOTAL		78.3		



View the full plan and provide comments by scanning the QR code



-
- This aerial map displays the Project Area in Burnsville, Minnesota, outlined in yellow. The area is situated in the northern part of the city, adjacent to a large body of water (Lake Minnetonka). The map includes a legend, a scale bar (0 to 400 feet), and a north arrow. The Project Area is located in the northern part of the city, adjacent to a large body of water (Lake Minnetonka). The map also shows surrounding streets such as Burnsville, Apple Valley, 145th St W, 146th St W, and Walnut. A red star marks a specific location within the Project Area.



Restoration Goal



BEFORE



AFTER

Alimagnet – Savanna/Woodland Habitat



- Historically, Alimagnet was oak savanna/woodland
- Oak savanna is characterized by 10-50% tree cover, woodland 50-70%
- Historically an important and abundant habitat type, now critically endangered
- When fire and grazing no longer occurred, the savanna was overtaken by boxelder, buckthorn, and other weedy trees and shrubs
- Shooting for 70-90% tree cover



Alimagnet - Historical



1937



Today

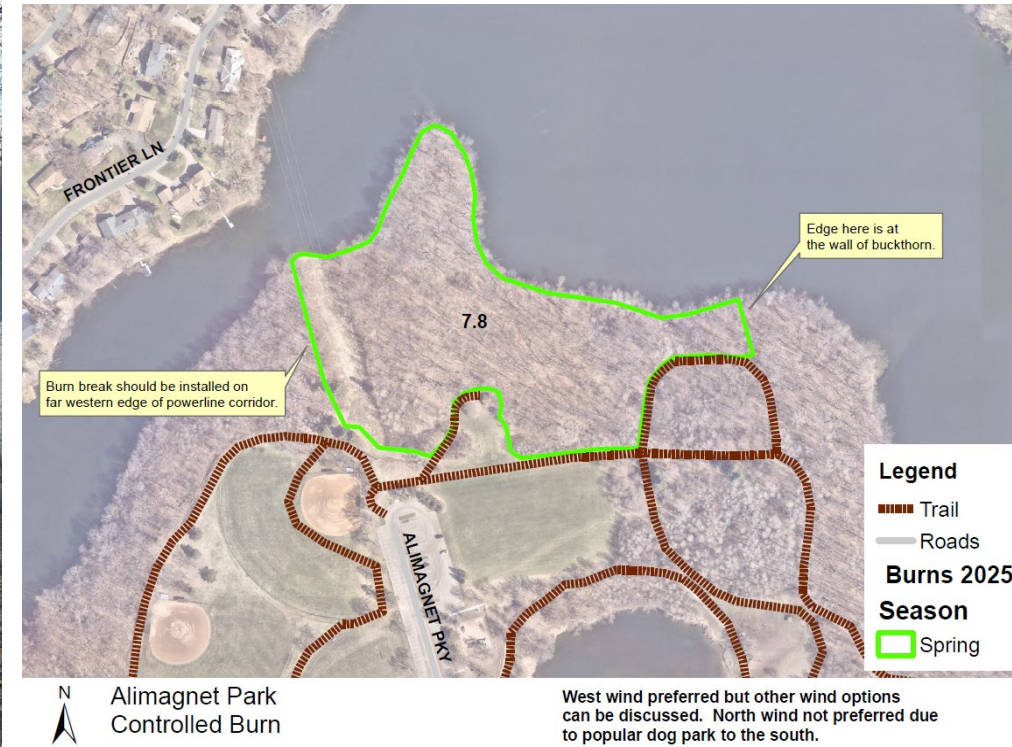
Alimagnet Park Next Steps

1. Council Meeting in August – Seek approval of grant agreement
2. Public engagement – Open House/Postcards
3. Preparation of documents for contractor bidding
4. Project staging
5. Continue seeking grant dollars for additional plan implementation

Burnsville Alimagnet Work



Burnsville Alimagnet Work



2025 Aquatic Plant Reintroduction



Shoreline Stabilization



Questions?





ITEM:
MEETING DATE:
SECTION:

5.B.
August 7, 2025
Parks and Recreation
Advisory Committee
Regular Meeting Tentative
Agenda

Description: MPCA Stormwater Grant update	
Staff Contact: Samantha Berger, Natural Resources Coordinator	Department / Division: Parks and Recreation

Action Requested:
N/A - Informational Item

Summary:

With support from grant funding, the City completed detailed stormwater modeling and concept layouts for the southwest region of Apple Valley, which includes the neighborhoods around Pennock, Greening, and Duchess Parks. City staff from the Natural Resources and Engineering divisions successfully applied for a \$5 million MPCA Stormwater Resilience Grant.

The planned stormwater improvements include an infiltration basin with underground chambers and new playground at Duchess Park, a wet pond and trail loop at Greening Park, and an “active play” infiltration basin with playground upgrades at Pennock Park, with creative features to support community use during both dry and wet conditions.

These projects, slated for construction in summer 2026, were originally identified in the 2017 Keller Lake Subwatershed Assessment and are expected to fulfill the City’s pollutant load reduction goals for Keller Lake. The hope is that through construction of these projects, we will remove Keller Lake from the impaired waters list and provide flood relief to 65 nearby structures. The City will proceed with geotechnical investigations, surveying, community engagement, and final design work in preparation for construction.

Background:

The City of Apple Valley has developed a comprehensive stormwater improvement plan for the Apple Additions neighborhood as part of its street reconstruction efforts. A feasibility study identified Duchess, Pennock, and Greening Parks as key locations for stormwater infiltration and retention projects. Throughout the creation of the Parks Amenity Plan, Parks & Recreation staff worked closely with Engineering and Natural Resources staff to incorporate these stormwater needs into our plans for amenity replacement within these parks.

With the City receiving \$5 million in grant funds to support these stormwater projects, City staff have worked with our consultants to begin planning for the implementation of these projects in 2026.

Budget Impact:

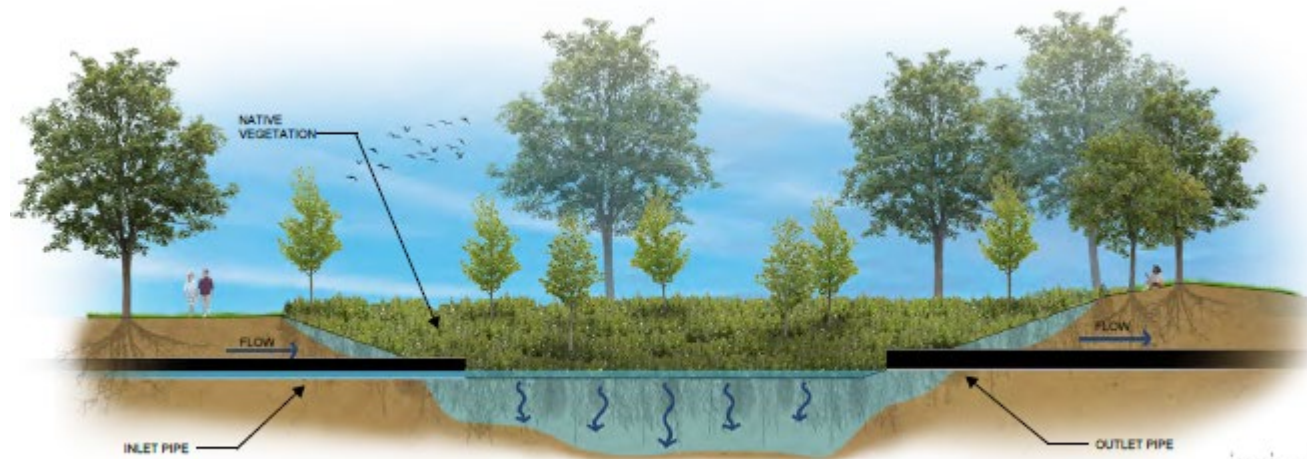
These projects are being funded by the successful MPCA Stormwater Resilience Grant, the successful 2023 Parks Bond Referendum, and previously allocated street reconstruction funds.

Attachments:

1. Presentation

Apple Valley Additions Stormwater Projects

Duchess, Greening, and Pennock Park Improvements



SECTION: DUCHESS PARK INFILTRATION BASIN



Apple Valley Additions Stormwater Improvements

\$5,000,000 in grant funding from the MPCA for Stormwater Resiliency

(only \$35 mil available to state)

- Infiltration basin, underground chamber, and playground at Duchess Park
- Wet pond with new trail loop at Greening Park
- Active Play Infiltration pond and playground at Pennock Park - the basin will be functional and enjoyable in dry, wet, and flooded conditions. (boardwalks, stepping stones, plantings, art, etc.)

2017-2018

Duchess, Greening, and Pennock Parks identified for potential storm improvements in Keller Lake Subwatershed Report

2021 – 2024

Apple Valley Additions Neighborhood identified for street reconstruction in CIP, Roadway Feasibility study completed

2024 – 2025

Staff completes Grant funded stormwater modeling and apply for \$5,000,000 in MPCA Stormwater Resiliency funding for construction

May 2025

Staff notified of selection for full \$5,000,000

Summer 2026-2027

Proposed Construction

Apple Valley Additions Stormwater Improvements



Location Map

1

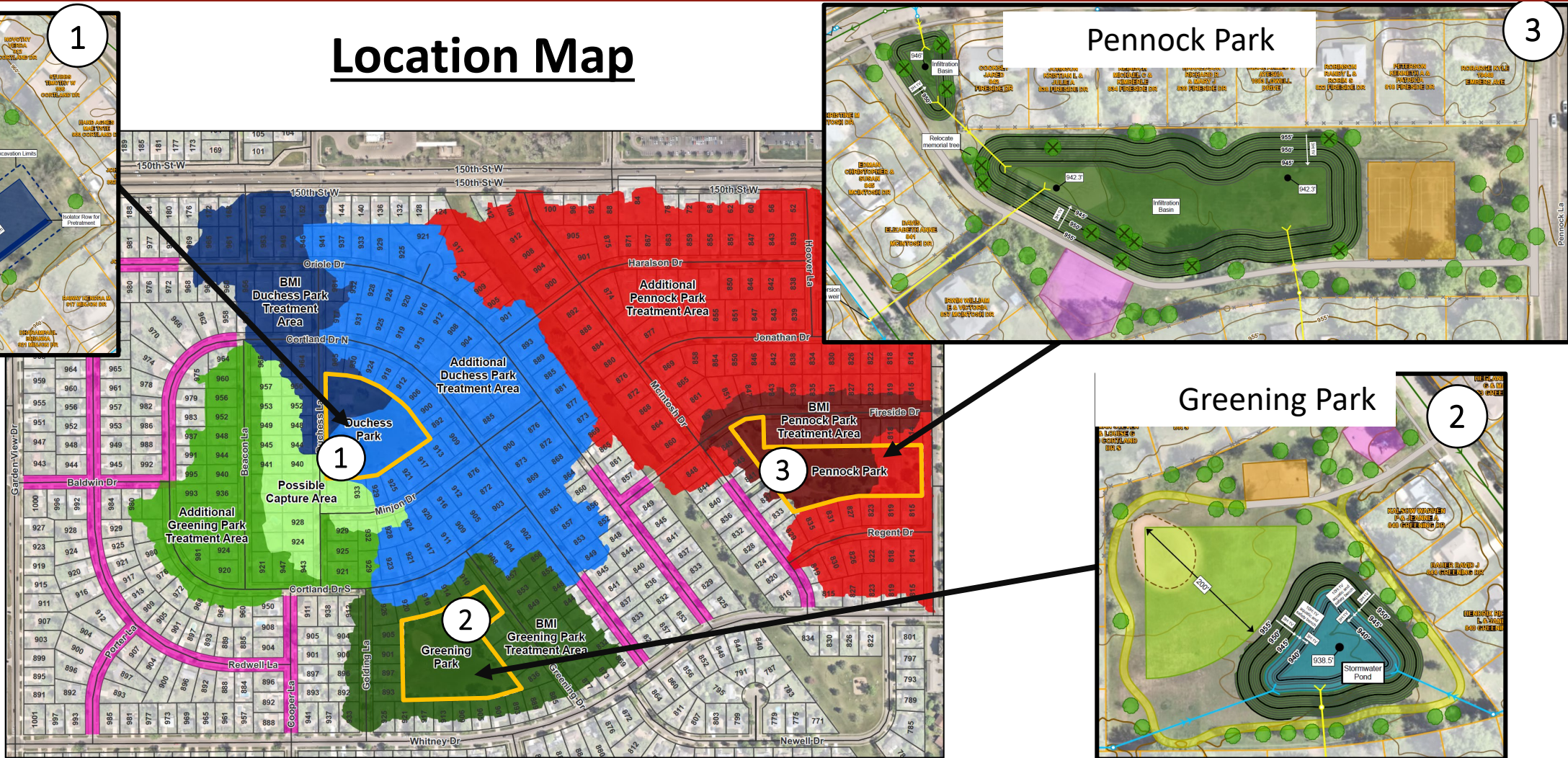
3

2

Duchess Park

Pennock Park

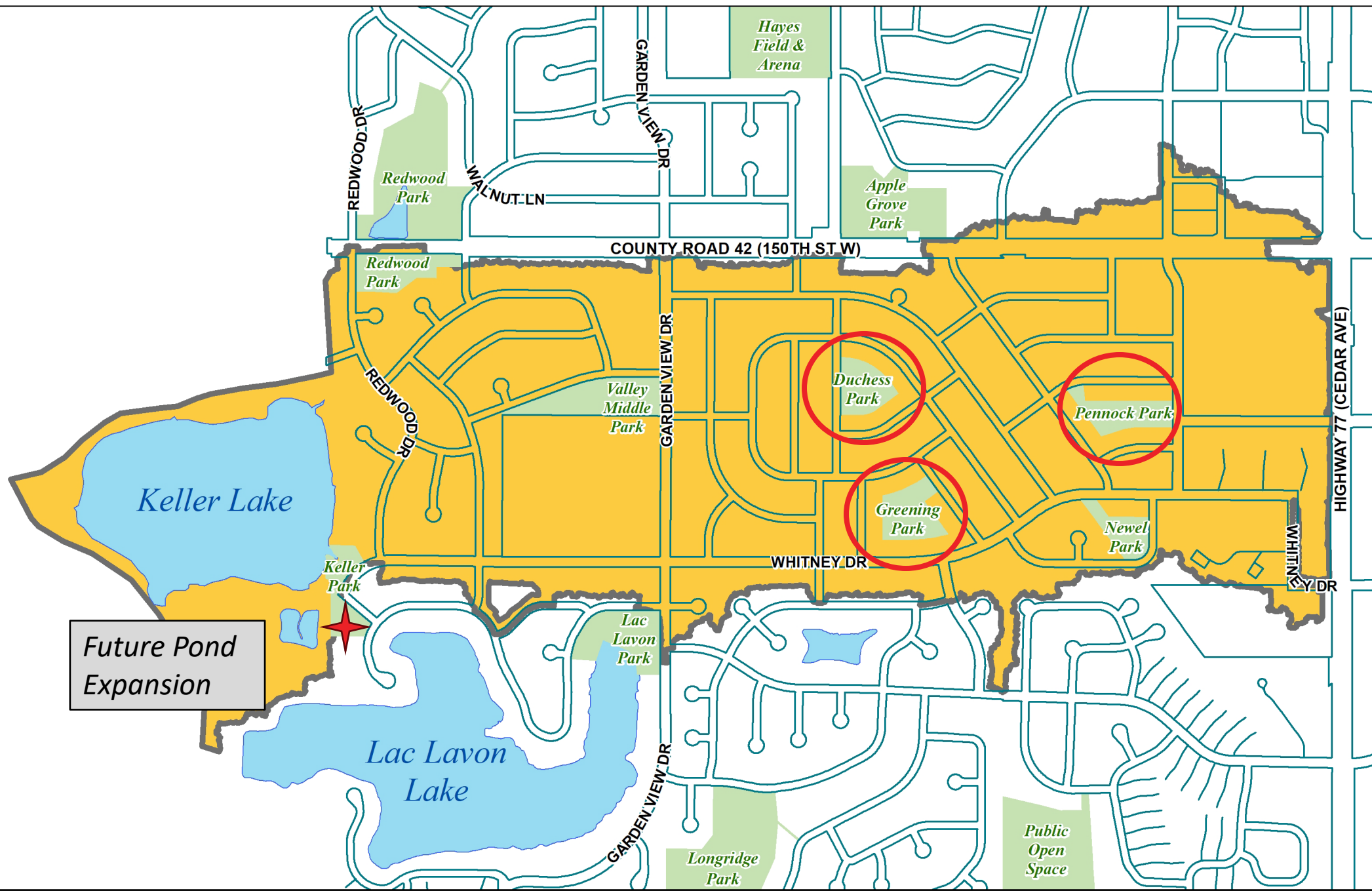
Greening Park





Apple
Valley

Keller Lake Subwatershed

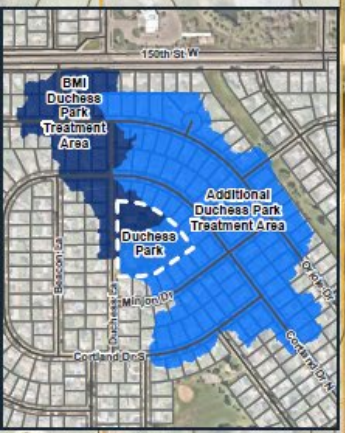
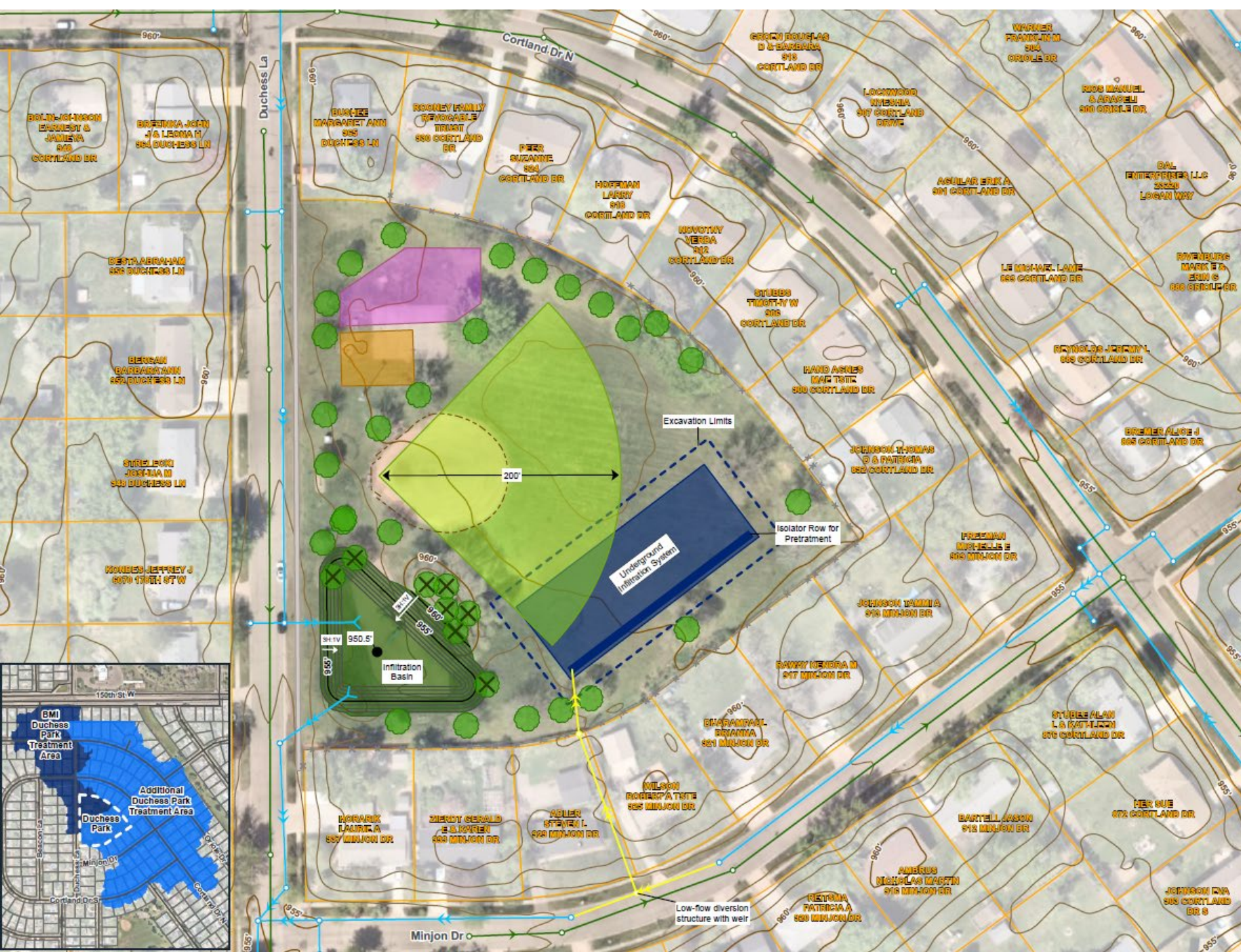


Apple Valley Additions

Stormwater Improvements



1. Infiltration basin and underground chamber at Duchess Park, preserving the space for a ballfield. The grant also funds a new set of playground equipment.
2. Wet pond at Greening Park with new, grant funded, trail loop around the pond and back to the ballfield/park entrance.
3. Active Play Infiltration pond at Pennock Park – most of the available green space was needed for the infiltration basin at the park. Staff has been researching opportunities to turn the infiltration basin into an active play space, and has found some successful case studies. We will be going through public engagement to unveil options to make the basin functional and enjoyable in dry, wet, and flooded conditions. (boardwalks, stepping stones, plantings, art, etc.) Grant is also funding a new set of playground equipment at this park.



- Storm Sewer (Street and Utility Projects)
- Storm Sewer (Additional Stormwater Treatment)
- Sanitary Sewer
- Fence
- Existing Trail/Sidewalk
- Basketball Court
- Playground
- Ball Field
- Backstop, Dugout, & Infield
- Existing Tree
- Existing Tree to be Removed
- Parcel Boundary
- Proposed Basin
- Excavation Limits
- Underground Infiltration System
- Isolator Row for Pretreatment

Proposed Contours (1ft)

- Major
- Minor

Existing Contours (1ft)

- Major
- Minor

0 75 150
Feet

Imagery: Nearmap 5/12/2024

DUCHESS PARK - CONCEPT 1

Apple Valley Additions

Stormwater Feasibility Study

Apply Valley, MN

FIGURE 2

Duchess Park



Storm Sewer (Street and Utility Projects)

Storm Sewer (To Be Removed from Street and Utility Projects)

Storm Sewer (Additional Stormwater Treatment)

Sanitary Sewer

Fence

Existing Trail/Sidewalk

Potential Future Trail/Sidewalk

Playground

Basketball Court

Ball Field

Backstop, Dugout, & Infield

Existing Tree

Parcel Boundary

Proposed Basin

Standing Water

Proposed Contours (1ft)

Major

Minor

Existing Contours (1ft)

Major

Minor

0 100 200 Feet

Imagery: Nearmap 5/12/2024

Apple Valley

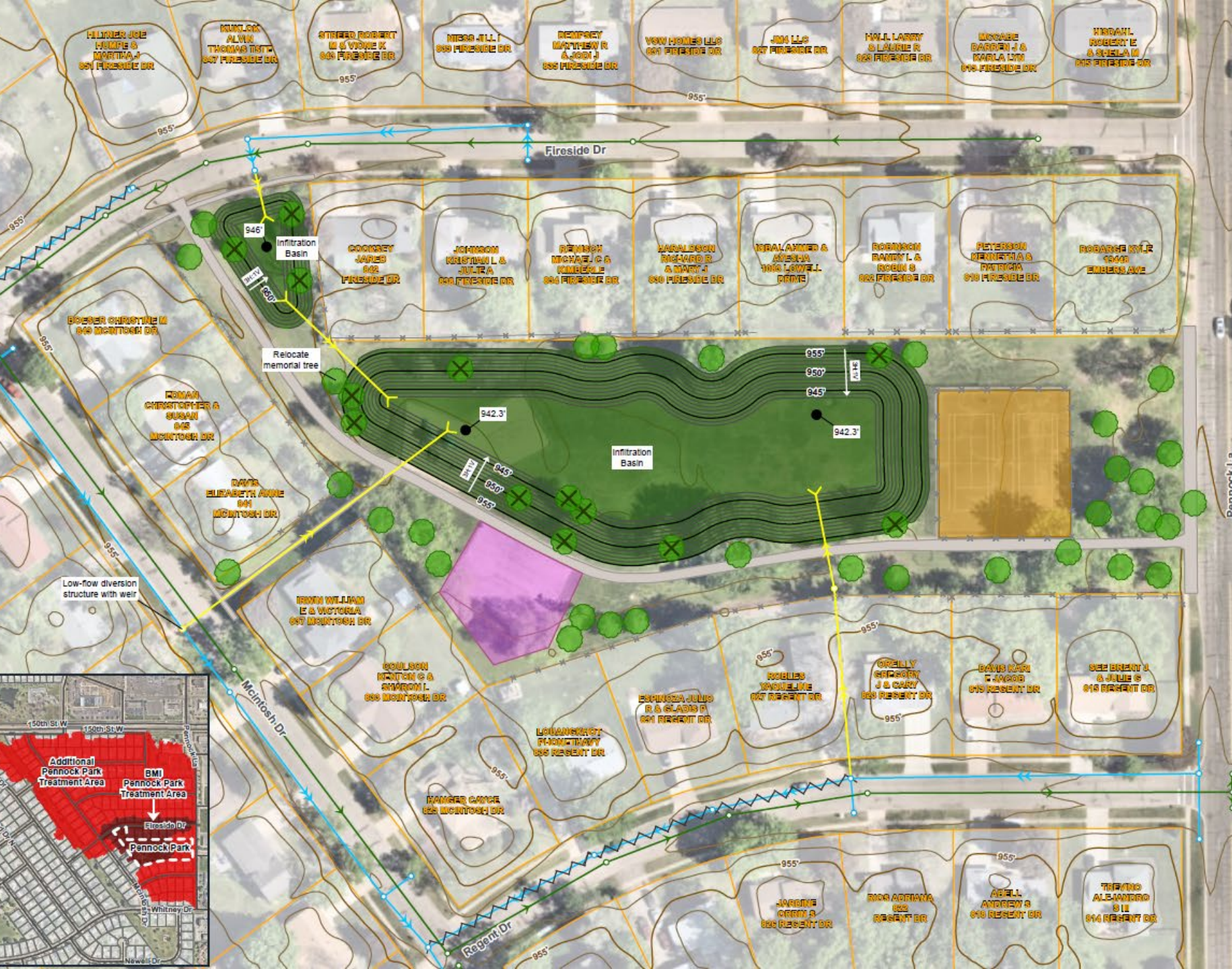
GREENING PARK - CONCEPT 1

Apple Valley Additions

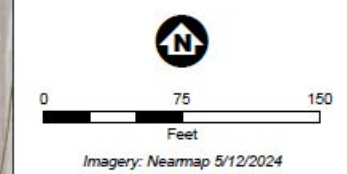
Stormwater Feasibility Study

Apply Valley, MN

FIGURE 5



- Storm Sewer (Street and Utility Projects)
- Storm Sewer (To Be Removed from Street and Utility Projects)
- Storm Sewer (Additional Stormwater Treatment)
- Sanitary Sewer
- Existing Fence
- Existing Trail/Sidewalk
- Basketball/Tennis Court
- Playground
- Existing Tree
- Existing Tree to be Removed
- Parcel Boundary
- Proposed Basin
- Proposed Contours (1ft)
 - Major
 - Minor
- Existing Contours (1ft)
 - Major
 - Minor

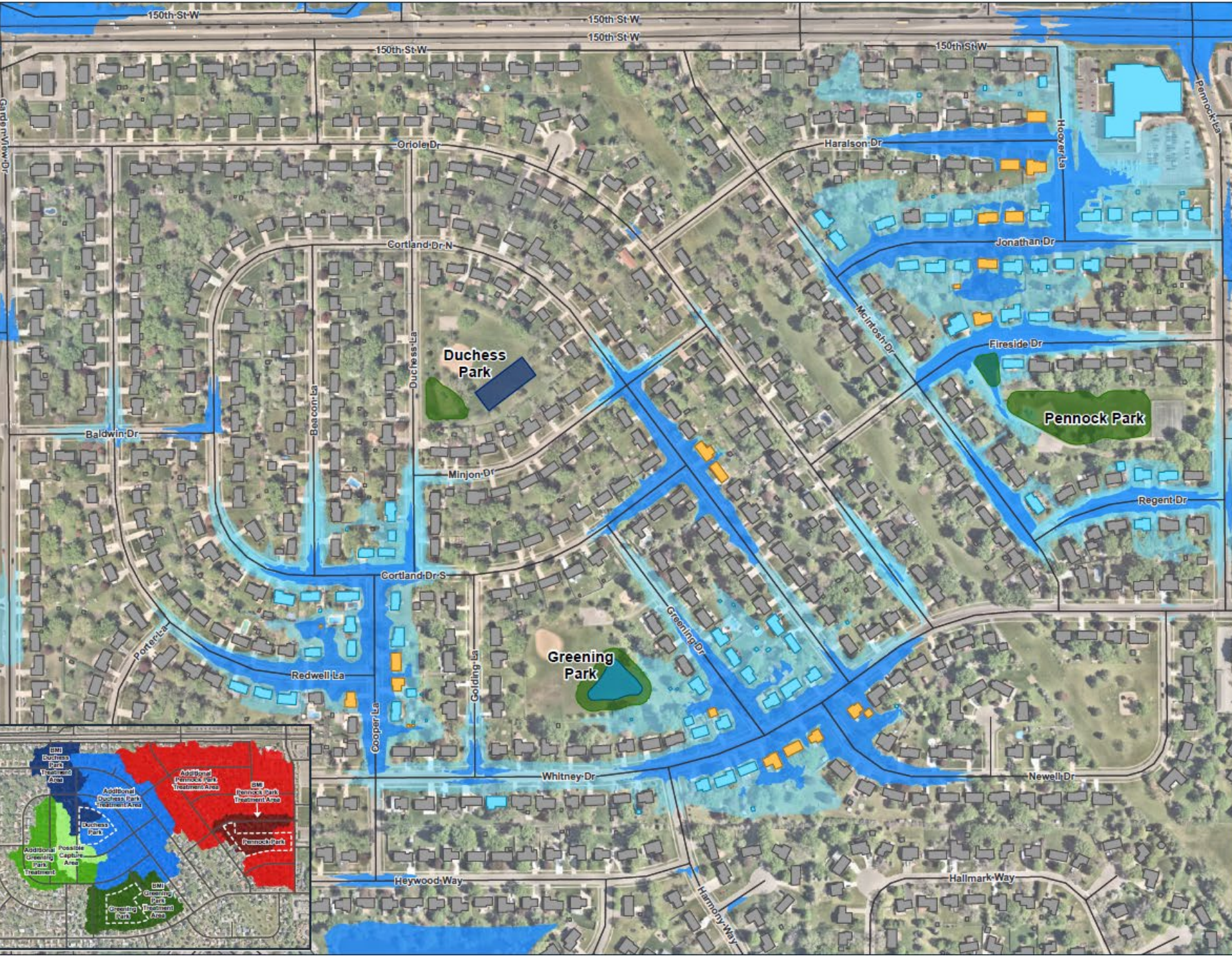


PENNOCK PARK - CONCEPT 1
 Apple Valley Additions
 Stormwater Feasibility Study
 Apply Valley, MN

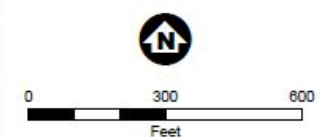
FIGURE 7

Interactive Example - LynMar





- Inundation Pre-Project
- Inundation Post-Project
- Building Inundated in Pre-Project Scenario Only (88)
- Building Inundated in Both Pre- and Post Project Scenario (23)
- Building Not Inundated in Pre- or Post-Project Scenario (882)
- Park Features (Concept 1)**
 - Proposed Basin
 - Standing Water
 - Underground Infiltration System



Imagery: Neamap 5/8/2024 to 5/12/2024



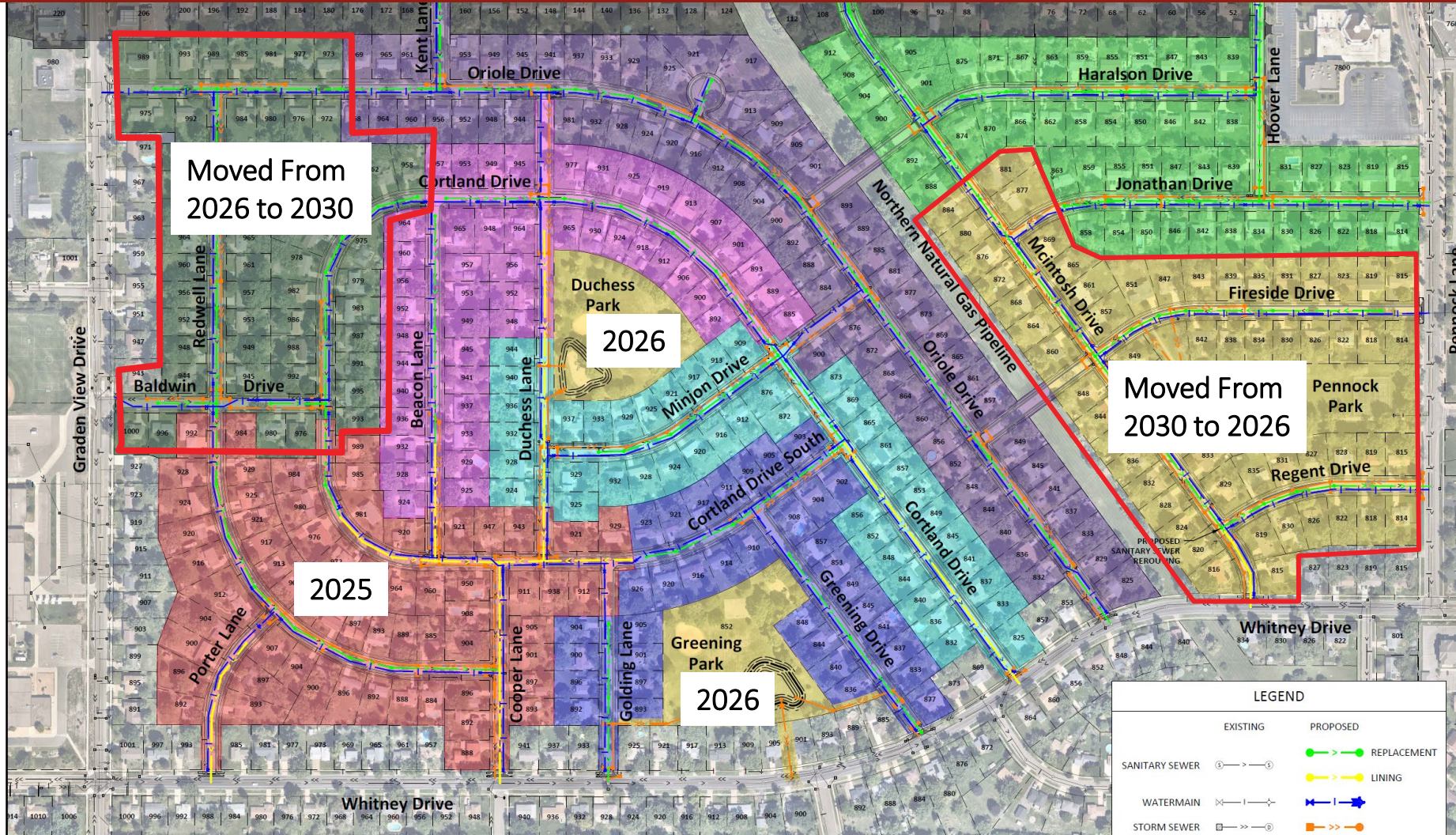
CHANGES IN 100-YEAR FLOODPLAIN WITH PROPOSED DESIGN
 Apple Valley Additions
 Stormwater Feasibility Study
 Apple Valley, MN

FIGURE 11



Flood Reduction

Apple Valley Additions Phasing Map

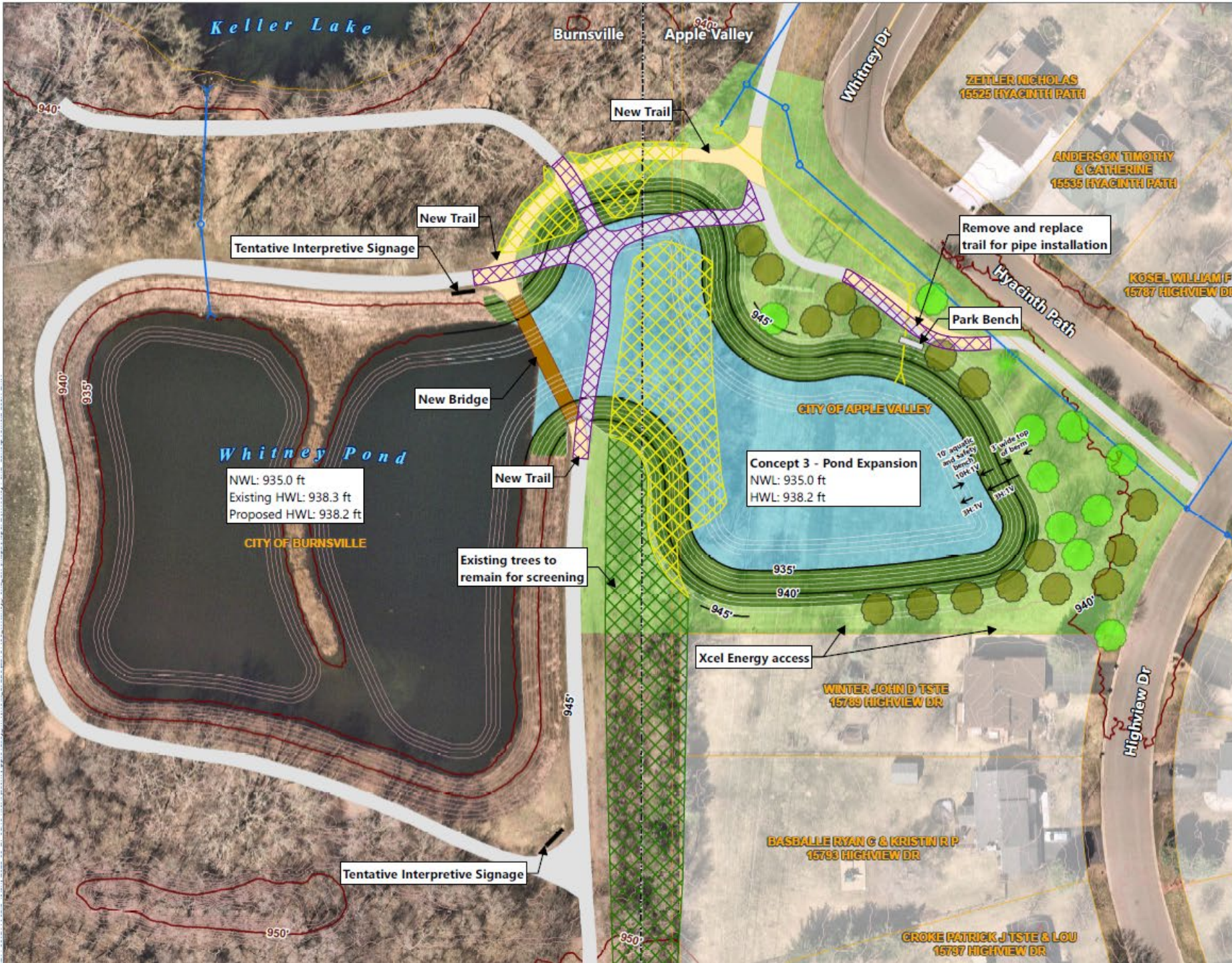


PHASING	
	2025 (4,400 LF)
	2026 (3,700 LF)
	2027 - 2028 WITH DAKOTA COUNTY
	2028 (2,800 LF)
	2029 (2,100 LF)
	2030 (3,300 LF)
	2031 (3,200 LF)
	2032 (4,400 LF)
	2033 (3,700 LF)

Apple Valley Additions Stormwater Improvements



1. Conduct a topographical field survey to collect ground elevation, utility locations, and surface features within the proposed work zone.
2. Conduct a geotechnical investigation and soil borings within the work zone
3. Conduct a neighborhood informational meeting to discuss the project with residents.
4. Prepare plans, specifications, and a project cost estimate and schedule for construction.
5. Review project plans and cost estimates with the City Council prior to bid process.



CONCEPT 3
 WHITNEY POND
 STORMWATER IMPROVEMENTS
 Apple Valley, MN

FIGURE 3

Whitney Pond Improvements



1. Project identified in Keller Lake subwatershed.
2. Grant funded study completed for pond expansion feasibility.
3. Public Engagement completed in 2024.
4. Selected for grant and plans have been certified.
5. Awaiting for grant dollars (\$1,000,000) to be allocated from State.
6. Could be a 2026 project as well.

Questions?





ITEM:
MEETING DATE:
SECTION:

5.C.
August 7, 2025
Parks and Recreation
Advisory Committee
Regular Meeting Tentative
Agenda

Description: Bicycle and Pedestrian Plan update	
Staff Contact: Evan Acosta, Assistant City Engineer	Department / Division: Parks and Recreation

Action Requested:
N/A - Informational Item

Summary:

Attached is a draft of the 2025 Bicycle and Pedestrian Plan Update for the Parks and Recreation Advisory Committee review and comments. Completed as an update to the 2010 Bike Walk Apple Valley plan, this new plan guides decision-making and prioritization for future investments in the bike and pedestrian system, provides a foundation for funding solicitation, and helps to foster a more bikeable and walkable Apple Valley. The planning process began in December 2024, and the plan document is now in a draft stage and ready for review and feedback from the Parks and Recreation Advisory Committee. Key steps in the planning process included community outreach and engagement to determine the needs and desires of city residents; inventory and evaluation of the existing pedestrian and bicycle system; and development of best practices and recommendations for projects and policies to advance a connected and equitable walking and biking system.

Community engagement activities included outreach at local events, an online survey, and a dedicated Task Force created to provide input and direction on the plan's recommendations. Community input identified the desire for consistent, connected, well-maintained off-road facilities throughout the entire community, especially in areas where there are schools and retail areas. Safe roadway crossings were also frequently mentioned throughout the engagement process. Community residents generally expressed appreciation of the off-road trails in the city, but also frequently mentioned a desire for safer road crossings of busy arterial roads, such as 140th Street, Cedar Avenue, and McAndrews Road. Several groups and individuals participated in the project. A task force was formed consisting of members from Planning Commission, Parks and Recreation Advisory Committee, Traffic Safety Advisory Committee, ISD 196, Dakota County, Apple Valley Chamber of Commerce, Police, Fire, Planning, Parks, and Public Works staff.

Several existing planning documents support the development and completion of the city's bicycle and pedestrian network. The City's Comprehensive Plan recommends: focusing on the pedestrian

and bicycle needs during the development of roadway improvement projects; continuing to connect gaps in the sidewalk and trail networks; and working with Dakota County to continue to build the North Creek Greenway in accordance with the approved Master Plan. Dakota County's 2018 Bicycle and Pedestrian Study identifies county pedestrian network gaps along County Roads 38, 42, 31, and 33. More than 60 miles of paved trails and 153 miles of sidewalks provide many opportunities for residents to bike and walk around town. However, there are no on-road bike lanes in the city, and there is a lack of bike infrastructure in the city's downtown and along the Ring Route. Analysis of the MPCA Environmental Justice Areas, the RBTN network, land use and destinations (including schools, parks, and retail areas), transit stops and stations, major road barriers, major intersections, and trail and sidewalk gaps inform the recommendations in the plan.

The guiding principles were updated from the 2010 Bike Walk Apple Valley Plan based on feedback from the Task Force and community engagement.

1. Reduce barriers to walking and biking
 - Create a bicycle and pedestrian system that works for all ages and abilities.
 - Ensure that key destinations are accessible from residential areas by biking and walking.
 - Increase features that address safety and comfort for biking and walking.
 - Ensure new development and redevelopment projects integrate walking and bicycling facilities.
2. Encourage alternative modes of transportation
 - Build places in the city where different modes of transportation connect.
3. Enhance trails and sidewalks in the community with elements that aid in navigation, foster community, and establish a sense of place.
4. Maintain a safe and functional network of non-motorized transportation in Apple Valley.

Best practices offer practical solutions and methods to implement the ideas outlined in the Guiding Principles. They include ways the city can plan for everyone in the community, regardless of age or ability; appropriate roadway treatments to support bicycling and walking; road crossing treatments; and trail design and maintenance.

Several policy and city-wide recommendations describe the need for a complete streets policy and other policies to support development of bicycle and pedestrian infrastructure, upgrading of trail crossings, the development of a hierarchy of trail loops in the city, enhancement of the trail system with signage and wayfinding, and the promotion and facilitation of programs and events that encourage biking and walking. Priority trail gap and road crossing improvement projects listed in the plan include the construction of trails along 140th Street, McAndrews Road/CR38, and pedestrian crossing upgrades of Cedar Avenue, 140th Street, and 150th Street/CR42. It is recommended that the city explore safety upgrades to pedestrian and bicycle infrastructure within the Ring Route, in particular.

Background:

The Apple Valley Bicycle and Pedestrian Plan serves as a guide for the city to continue to enhance mobility, safety, health, and quality of life for its residents. The City of Apple Valley received a grant through the Statewide Health Improvement Partnership (SHIP), from the Minnesota Department of

Health and Dakota County, to develop this plan for biking and walking improvements in the community.

Budget Impact:

N/A

Attachments:

1. Presentation



BICYCLE & PEDESTRIAN PLAN



CITY OF APPLE VALLEY, MINNESOTA
JULY 28, 2025 DRAFT

ACKNOWLEDGEMENTS

PLAN TASK FORCE

Evan Acosta, Assistant City Engineer
 Tim Benetti, Community Development Director
 Matt Saam, Public Works Director
 Eric Carlson, Parks and Recreation Director
 Sydnee Stroeing, Associate Planner
 Nick Francis, Police Chief
 Colleen Elvin, Fire Inspector
 Lillian Leatham, Dakota County
 Joel Leake, Ind. School District 196
 Paul Scanlan, Planning Commission
 Jodi Kurtz, Chamber of Commerce and Planning Commission
 Randy Bailey, Parks and Rec Advisory Committee and Business Owner
 Mark Schori, Parks and Rec Advisory Committee
 Kyle Kurbondski, Apple Valley Resident
 Jeff Milbauer, Valley Bike & Ski
 Natalie Strait, HKGi Project Team
 Gabrielle Grinde, HKGi Project Team

CITY COUNCIL

Clint Hooppaw, Mayor
 John Bergman, Councilmember
 Ruth Grendahl, Councilmember
 Lisa Hiebert, Councilmember
 Tom Melander, Councilmember

This project was funded in part by the Statewide Health Improvement Partnership, Minnesota Department of Health.



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ABOUT THE PLAN

The Bicycle and Pedestrian Plan is a tool for the City of Apple Valley to continue to enhance mobility, safety, health, and quality of life for its residents. The plan serves as a road map towards creating and maintaining a connected and equitable transportation network.

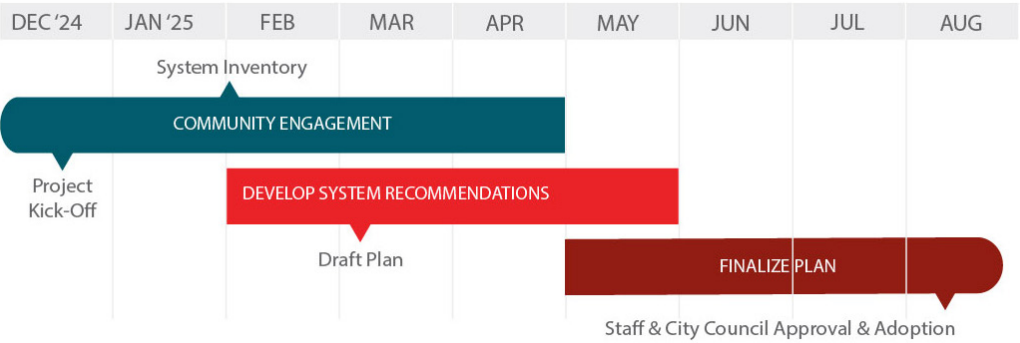
The City of Apple Valley received a grant through the Statewide Health Improvement Partnership (SHIP), from the Minnesota Department of Health and Dakota County, to develop this plan for biking and walking improvements in the community.

Improving biking and walking in Apple Valley addresses the transportation and recreation needs of the community, but the impact goes further than that. Creating convenient and pleasant places to walk and bike helps attract investment in the community and creates desirable places to live, work, and shop.

The master plan guides decision-making and prioritization for future investments in the bike and pedestrian system, provides a foundation for funding solicitation, and helps to foster a more bikeable and walkable Apple Valley.

PROJECT TIMELINE

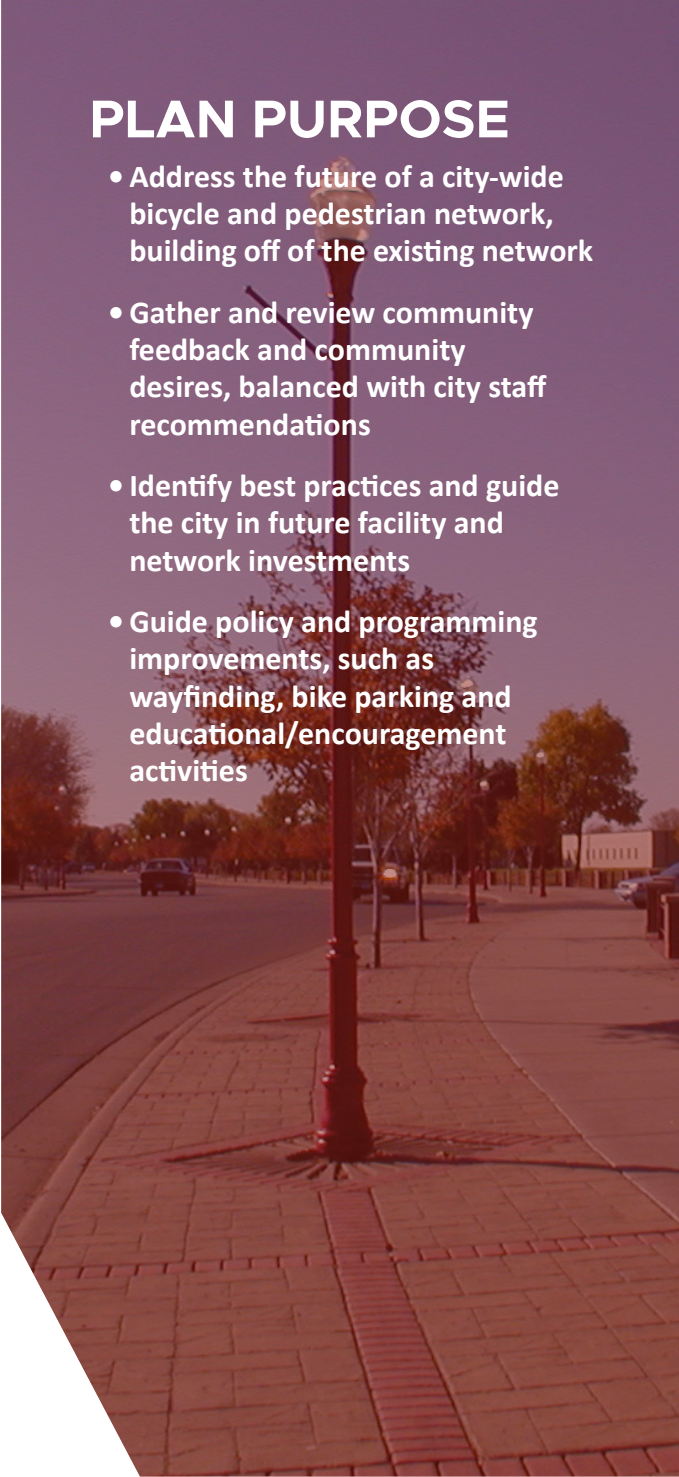
The planning process began in December of 2024, included a four-month community engagement phase, and was completed in the summer of 2025.



DRAFT

PLAN PURPOSE

- Address the future of a city-wide bicycle and pedestrian network, building off of the existing network
- Gather and review community feedback and community desires, balanced with city staff recommendations
- Identify best practices and guide the city in future facility and network investments
- Guide policy and programming improvements, such as wayfinding, bike parking and educational/encouragement activities



BENEFITS OF A CONNECTED BICYCLING AND WALKING NETWORK



SAFETY

A connected network of sidewalks and trails reduces the risk and frequency of injury and death for pedestrians and bicyclists.



HEALTH

Biking and walking are simple forms of active living that allow people to lead healthier lives. Walking and biking provide more face-to-face community interaction and enhance social experiences.



AIR QUALITY

Fewer vehicles on the road leads to better air quality and higher quality of life for community residents.



SUSTAINABLE & EFFICIENT TRANSPORTATION NETWORKS

Bikes and feet create less wear and tear on roads and trails than motor vehicles; long-term this costs taxpayers less money for maintenance and repair.



LIVABILITY & MOBILITY

Walkable and bikeable communities provide more options for aging in place and moving around a community than communities designed for primarily vehicle movement.



RECREATION

Walking and biking are often cited as the most frequent forms of recreation in community surveys, and trails are often the top-desired recreation facility.



HOUSEHOLD & COMMUNITY PROSPERITY

Bicycling and walking are less expensive than driving, take up less space on roads, and require less area to park at destinations.



REGIONAL ECONOMIC COMPETITIVENESS

Bikeable and walkable areas tend to attract residents and tourists to communities, which increases the local tax base.

BICYCLE AND PEDESTRIAN SYSTEM USERS

The purpose of this plan is to create a framework for people who use the bicycle and pedestrian system. Anyone walking, bicycling, or rolling on a trail or sidewalk is a system user, but there are some user groups that rely more heavily on this system including:

- Students: Most students don't drive, and some don't have bus transportation available due to school district busing policies
- Older Adults
- Commuters / workers
- Public transportation users
- Recreational users

These user groups should all be given a high level of consideration when it comes to bicycle and pedestrian system planning as they will be most effected by system gaps and other issues. Many of the recommendations of this plan focus in on enhancing the experience of these users.

BIKING COMFORT LEVELS

Not all people have the same level of comfort when it comes to biking. Originally developed by Roger Geller at the City of Portland (OR) the "Four Types of Bicyclists" are meant to guide efforts in assessing what certain segments of a population require or want in a bikeway facility. Geller suggested that most people can be categorized into the following Four Types of Bicyclists:

- 1. Strong and Fearless:** Advanced, confident bicyclist who is comfortable riding in the road, along with most traffic
- 2. Enthusiastic and Confident:** Bicyclists who tend to prefer bicycle lanes, multiuse trails
- 3. Interested Yet Concerned:** Bicyclists who prefer to take off-street paths or low-volume residential streets
- 4. Not Able or Not Interested:** People who have no current interest in biking or walking or who experience mobility challenges

The exact definitions and terms to describe the four groups has evolved over time. Attitudes have shifted in recent years to plan for all types of users, even those who are not able or interested in biking.

COMMUNITY ENGAGEMENT

OUTREACH METHODS

The project planning process incorporated various methods to reach out to the community at large and to SHIP priority populations. SHIP priority populations are defined as people 60 or older, children, and people with low incomes or others experiencing a health disparity.

Outreach methods included:

- Paper, mailings, and flyers
 - Project information posted in the city newsletter
 - Project flyers posted at transit stops and other community destinations
- Online outreach
 - Information and survey link on city website
- In-person outreach
 - Pop up meeting booth hosted at Midwinter Festival
 - Pop up meeting booth hosted at the spring Home and Garden Show
 - Task Force meetings

The individual components of the public engagement process are described in the following pages.



Flyer posted in the community to promote the online survey

ONLINE ENGAGEMENT

SURVEY MONKEY

An online survey was conducted using a tool called Survey Monkey. The survey was open from mid February until the end of April, and was advertised on fliers and handouts throughout the project process. In total, the survey received 127 responses. The survey page also linked to a Social Pinpoint site where users could provide map-based comments.

SOCIAL PINPOINT

Social Pinpoint is an interactive map-based online engagement tool that allows community members to leave comments on specific areas of the city via a map. The Social Pinpoint map received 14 location specific comments.



Exhibit hall at the Apple Valley Home and Garden Show

IN-PERSON ENGAGEMENT

MID-WINTER FESTIVAL

Apple Valley held its annual Mid-Winter Festival, a community winter celebration, on February 1, 2025, at Johnny Cake Ridge Park West. Staff set up several display boards and spoke with attendees about their experiences walking, biking, and rolling in the city. In total, staff spoke with around 30 community members and directed them to the project survey and Social Pinpoint site.

HOME AND GARDEN SHOW

The Apple Valley Chamber of Commerce held their annual Home and Garden Show at Eastview High School on April 12, 2025, bringing in several thousand attendees. Chamber members provided flyers with links to the survey and Social Pinpoint site in the bag of each attendee, and staff spoke with 50+ community members.

TASK FORCE

In addition to wider public engagement efforts, City staff assembled a Task Force to guide the completion of the plan update. The Task Force was made up of members of the public, City Staff (including members of the Planning Department, Public Works Department, Fire Department, and Police Departments), member of Planning Commission, a Parks and Recreation Advisory Committee member, members of the Chamber of Commerce, a representative from the 196 Independent School District, and representatives from Dakota County.

The role of the Task Force was to:

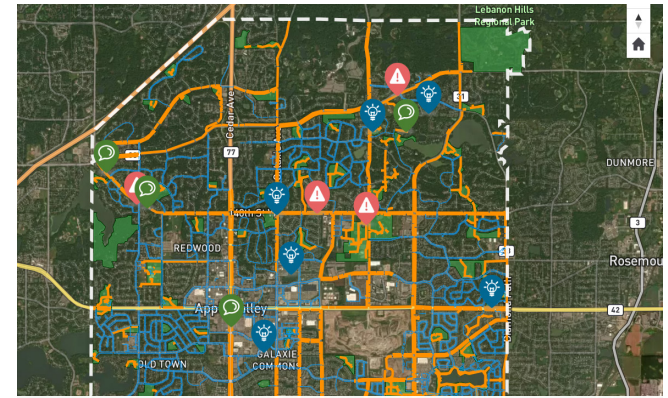
- Represent groups of people that reflect the community
- Assist with community outreach of the plan in general by distributing materials and spreading the word of the planning process
- Guide the plan and aid in implementing it

The Task Force met four times and discussed relevant themes and topics that are included in this plan update. E-bikes, on road bike lanes, and traffic safety were the most frequent topics of discussion.

SUMMARY OF COMMUNITY INPUT

Community input identified the desire for consistent, connected, well-maintained off-road facilities throughout the entire community, especially in areas where there are schools and retail areas. Safe roadway crossings were also frequently mentioned throughout the engagement process.

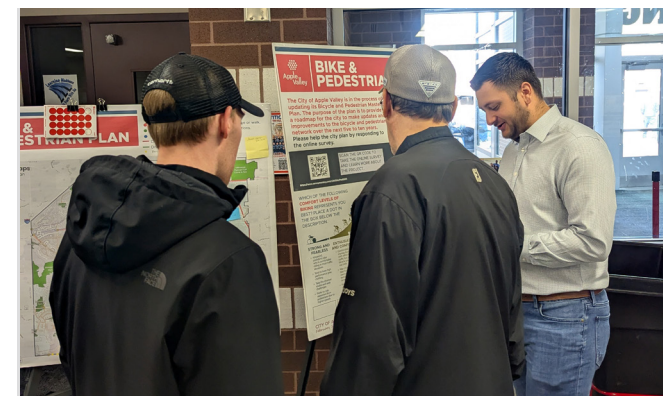
Community residents generally expressed appreciation of the off-road trails in the city, but also frequently mentioned a desire for safer road crossings of busy arterial roads, such as 140th Street, Cedar Avenue, and McAndrews Road.



Social Pinpoint Map



Mid-Winter Festival pop-up meeting

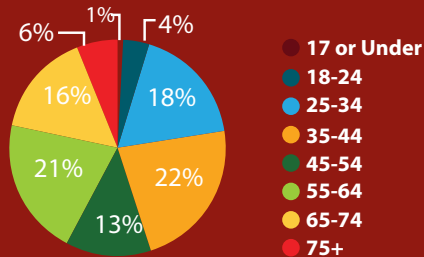


Home and Garden Show pop-up meeting

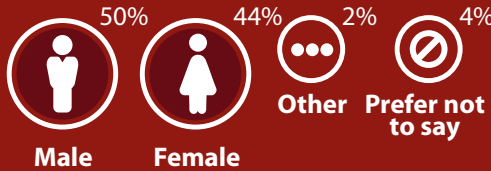
SURVEY MONKEY RESULTS

Demographics

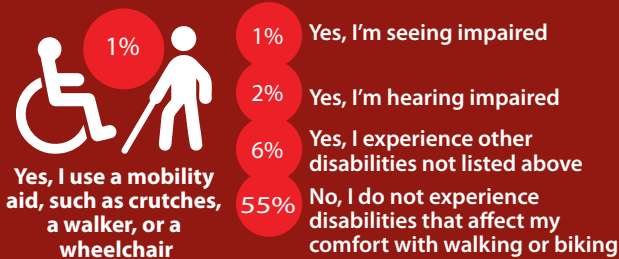
01 What is your age? (125 responses)



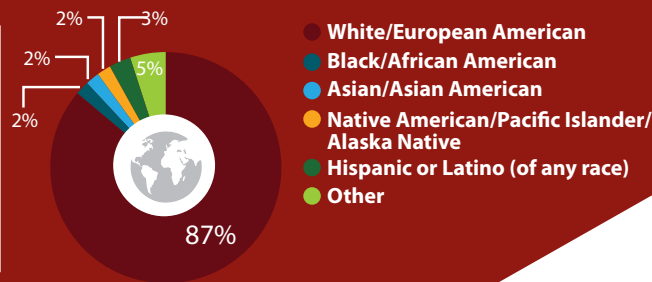
02 How do you identify? (126 responses)



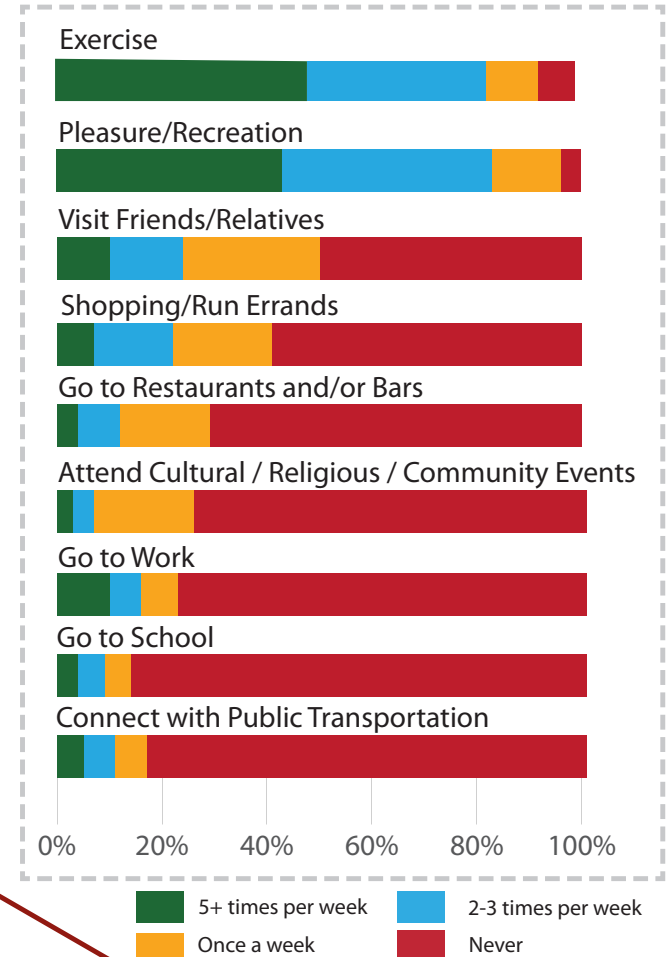
03 Do you experience disabilities that affect your comfort with walking or biking? (81 responses)



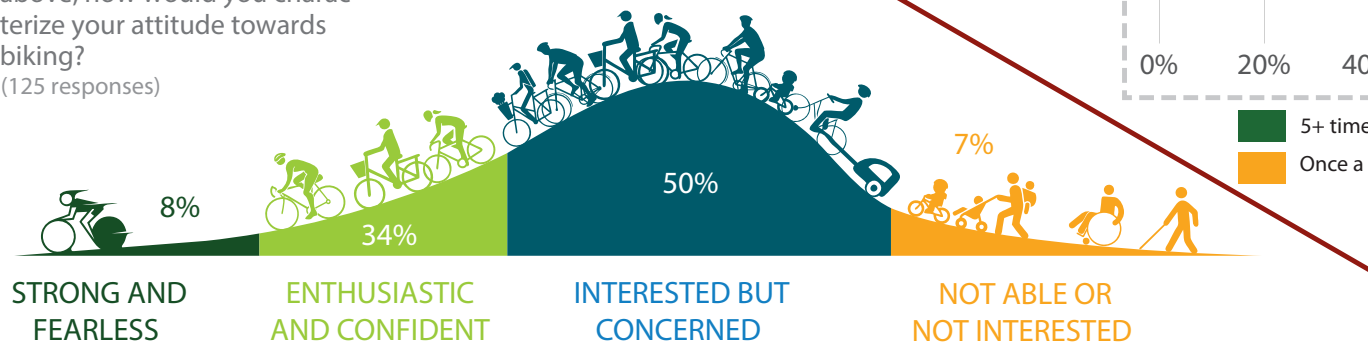
04 How do you describe your ethnic or cultural heritage? (127 responses)



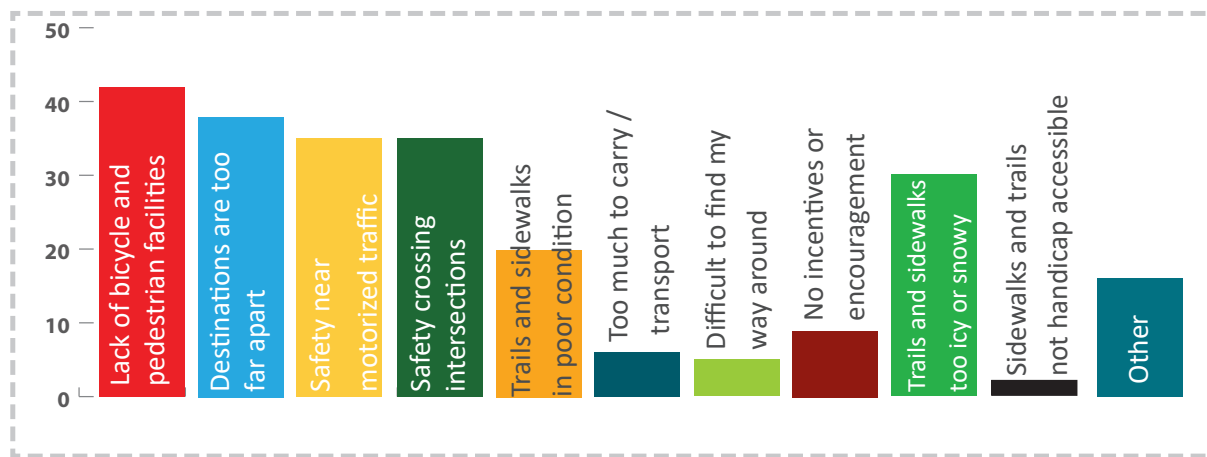
05 During the warmer months of the year, how often do you walk or bike for the following reasons? (127 responses)



06 Based on the descriptions above, how would you characterize your attitude towards biking? (125 responses)



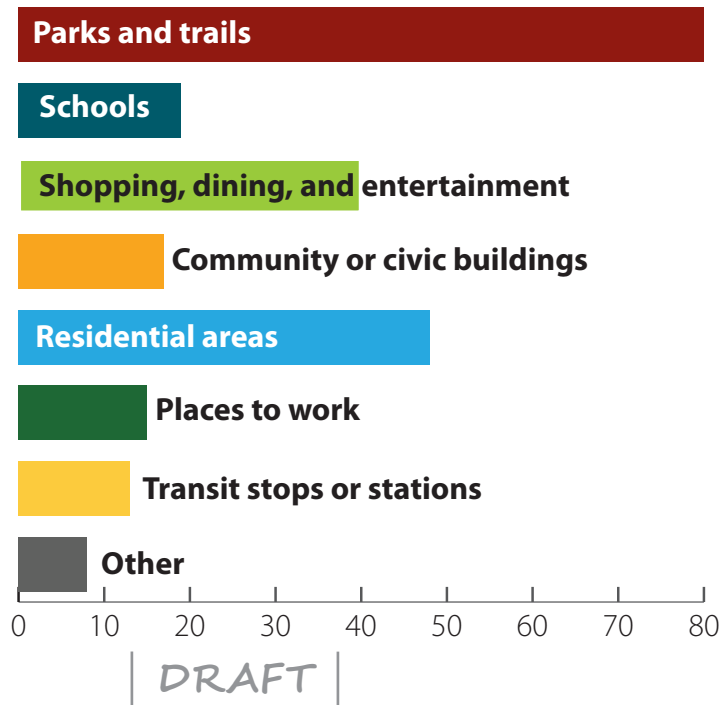
07 What keeps you from walking or biking in Apple Valley? (127 responses)



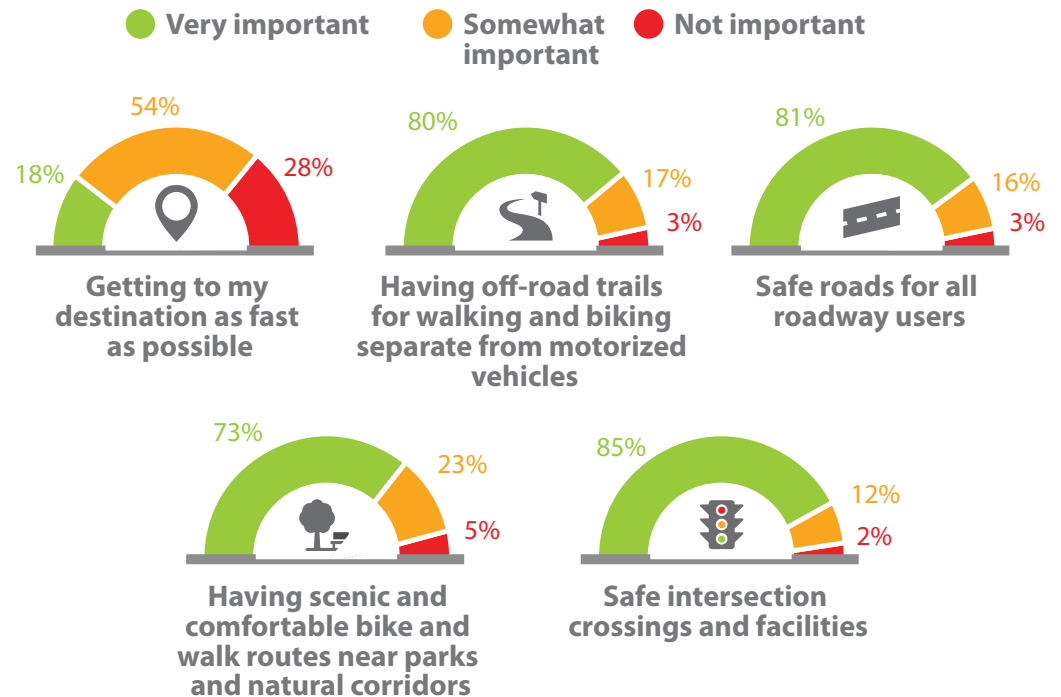
"Other" responses included:

- Not safe due to lack of lighting
- Too hot due to lack of boulevard trees
- Lack of or very small roadway shoulder
- Sidewalk and trail conditions (rough, cracked)
- Prefer trail options available in other communities
- Poor behavior of drivers or other bikers

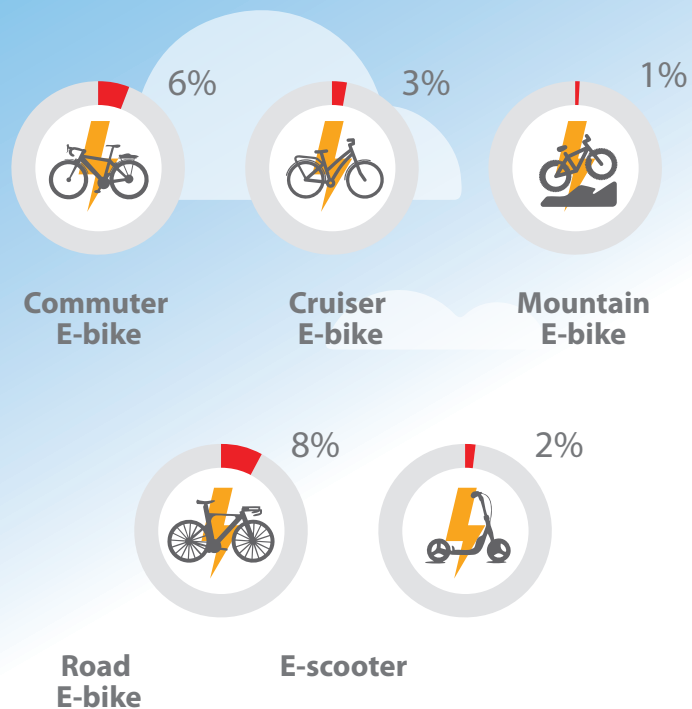
08 What are the most important destinations for you to walk or bike to? (127 responses)



09 How important are each of the following to you when planning for the future bicycle and pedestrian network? (123 responses)



10 Do you use any of the following electric assisted devices? (127 responses)



"Other" responses included:

- None but considering buying a commuter e-bike
- Our commuter ebike is for family.

11 Please share any ideas you have for improving conditions for biking and walking in Apple Valley. (64 responses)

More flowers, wild flowers, or pollinator plant species on the sidewalks of paved bike and walking trails.

Much better way-finding signage, not just a city map. Signs along bike routes indicating that's what they are.

More trails not along the side of a busy road.

I believe there is a lack of understanding of the rules that govern bikes as to where they can use the bike and what rules apply.

Conditions are perfect. There are ample trails and roads to accomplish what I want to do

Repair the cracks in the sidewalks and widen them.

Just keep clean from debris and tree limbs/branches.

Better management of traffic intersections. Crossing any of the busier streets in Apple Valley by foot or bike is treacherous! You take your life into your hands by trying to cross.

We need sidewalks. I live in the older area of AV, and we don't have them at all. Also, there are parks that would be very usable in winter and after dark, but the trails are unplowed and unlit, making them unusable.

Maintaining the trails is important. Much of Apple Valley is high speed and multiple lanes of traffic making it difficult for casual bikers and kids. As it stands, the city has a great network set up.

Reminders below stop signs near bike paths to look for bikes as well as cars.

Bigger shoulders like Eagan and Rosemount.

SOCIAL PINPOINT RESULTS

COMMENT CATEGORIES:



NEW IDEAS

Participants share an idea they have to improve walking and biking in Apple Valley



CONCERN

Participants share a concern they have about walking and biking in Apple Valley

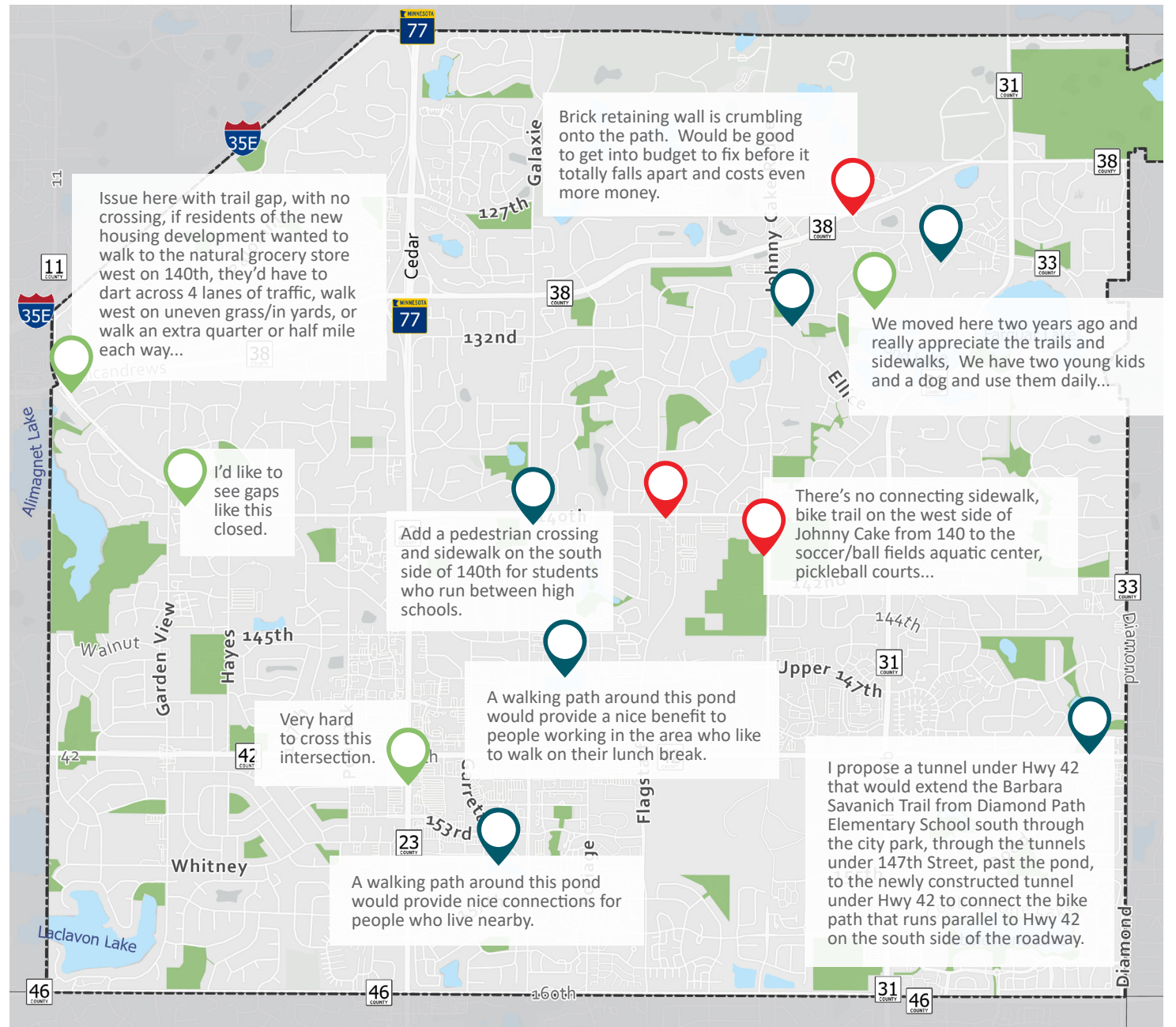


GENERAL COMMENTS

Participants share a comment about walking and biking in Apple Valley

**A selection of the comments added to the map are shown on the right*

SOCIAL PINPOINT MAP COMMENTS



1 mile

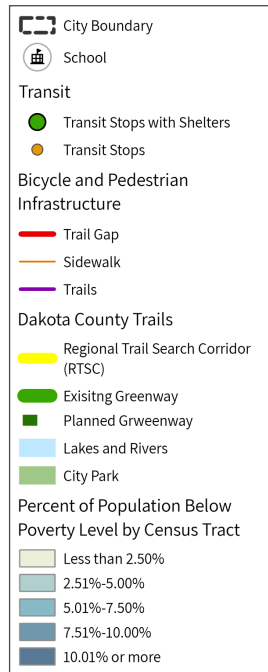
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JULY 28, 2025

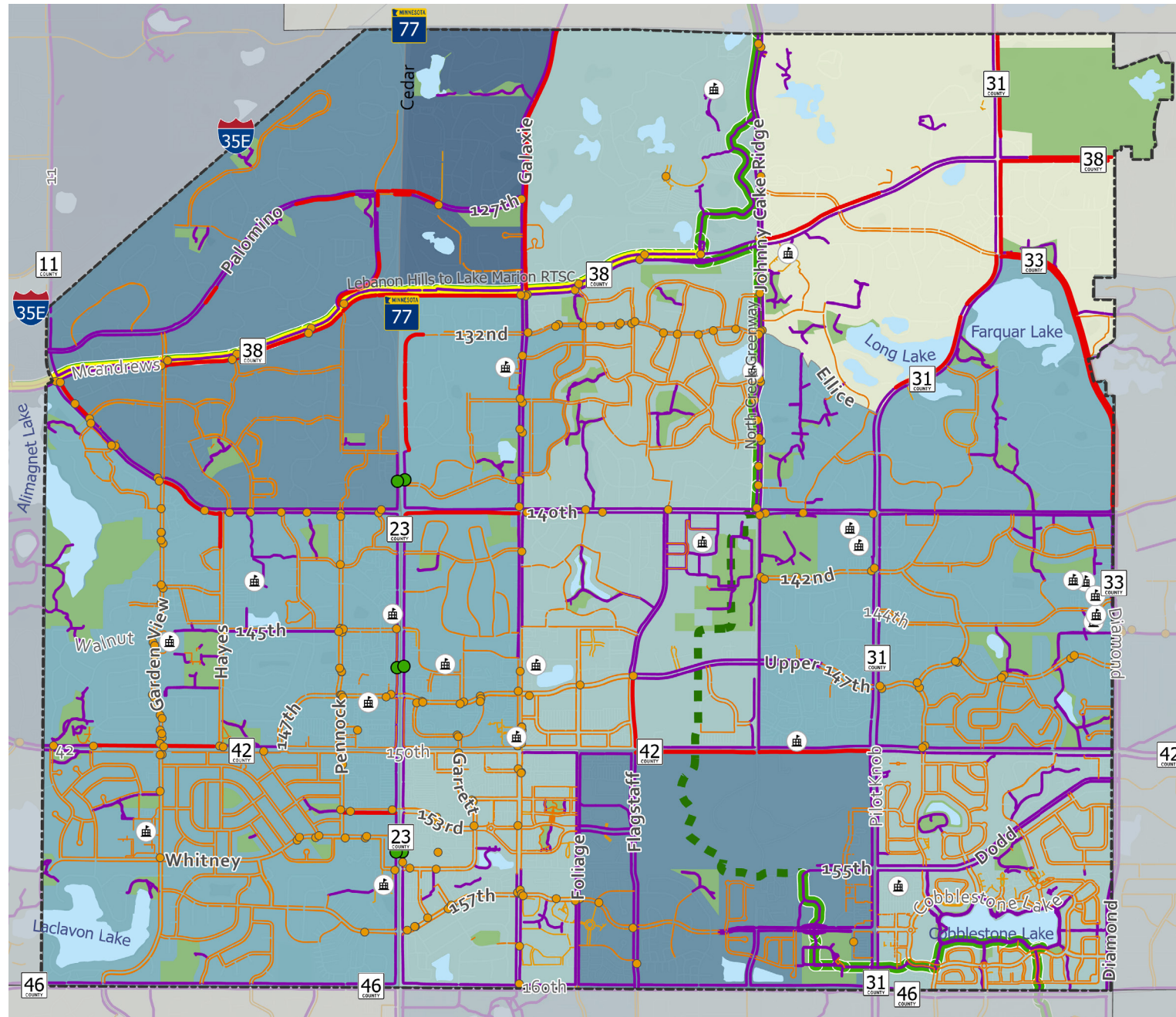
11

COMMUNITY AREAS OF NEED

The map on this page identifies areas of the city that have higher concentrations of people living in poverty overlaid with bicycle and pedestrian infrastructure and trail gaps. Areas with a higher concentration of poverty include the northwest side of town where there are several mobile home parks, and the south central side of town where there is more multi-family housing. More emphasis and priority should be placed on providing safe connections from these areas of the city to key destinations within the city, such as retail destinations, transit, and schools.



PERCENT OF POPULATION BELOW THE POVERTY LEVEL BY CENSUS TRACT



ENVIRONMENTAL JUSTICE AREAS

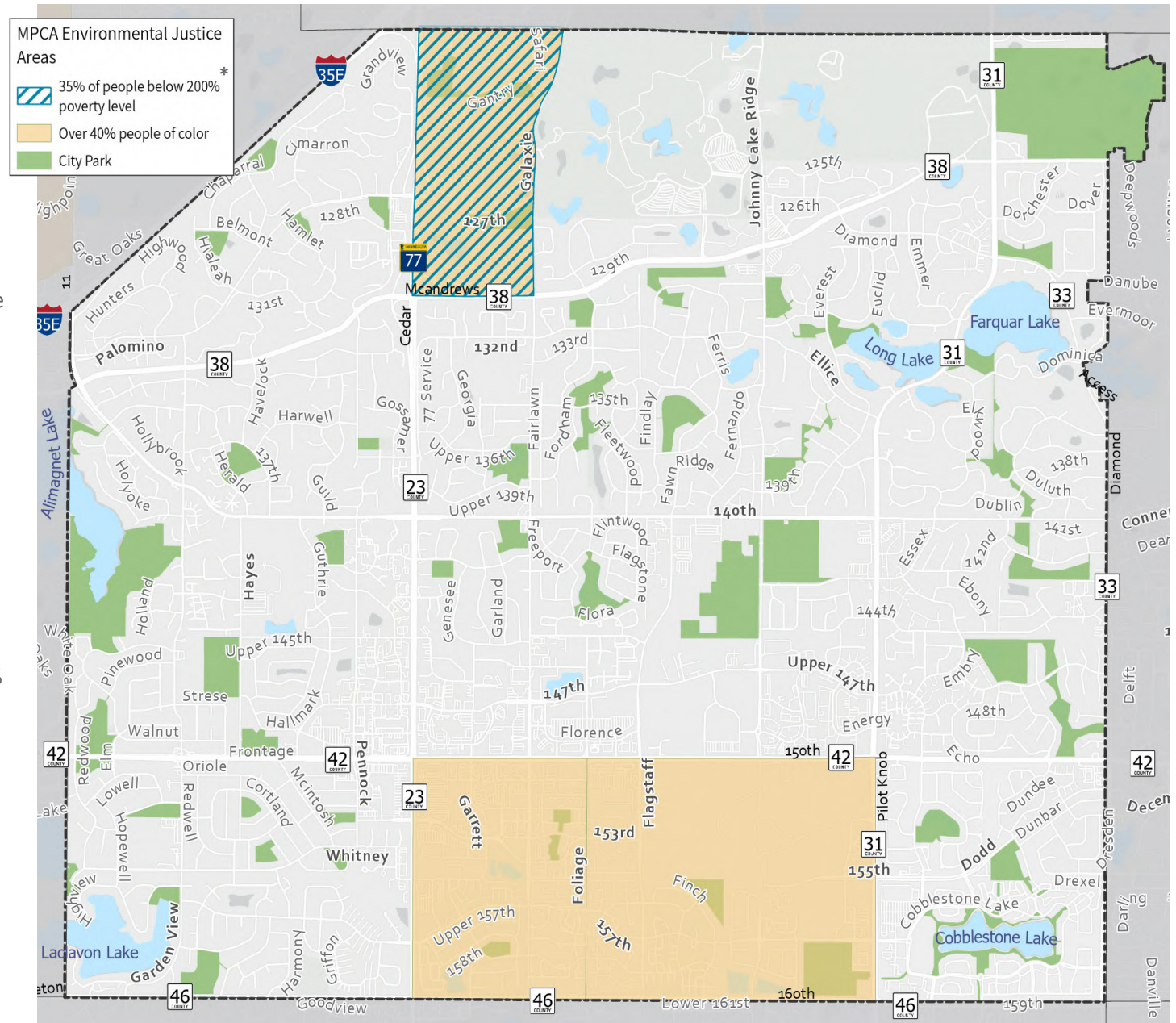
The Minnesota Pollution Control Agency (MNPCA) has established Environmental Justice Areas. These are areas that have seen a disproportionate impact from the effects of pollution and are considered most at risk of health disparities. This mapping is done so these areas can be targeted for community engagement and improvements in an effort to reduce those disparities.

In general, the online community engagement efforts did not reach a representative sample of city residents. However pop-up events and feedback from the task force who represent and regularly communicate with a wide array of community members helped to bridge this gap to some degree.

Compared to the City of Apple Valley as a whole:

- Survey respondents skewed older, 22% of respondents were 65+ compared to 16% of the population of Apple Valley.
- Younger people were not fully represented, 26% of the population is under 18 but only 1% of survey responses were from those under 18.
- Responses were less racially diverse, 13% of survey respondents were people of color as compared to 30% of the population of Apple Valley.

MPCA ENVIRONMENTAL JUSTICE AREAS IN APPLE VALLEY



*The federal poverty level (FPL) is commonly used to refer to the federal poverty guidelines that HHS issues each year. It's specified as an income amount that is used to determine eligibility for various income-based public programs.



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PLANNING CONTEXT

SUMMARY OF RELATED PLANNING

CITY OF APPLE VALLEY PLANS

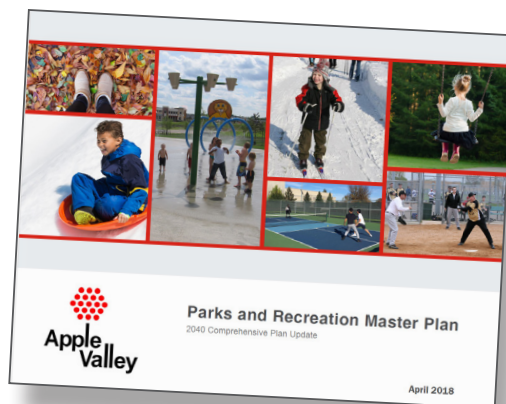
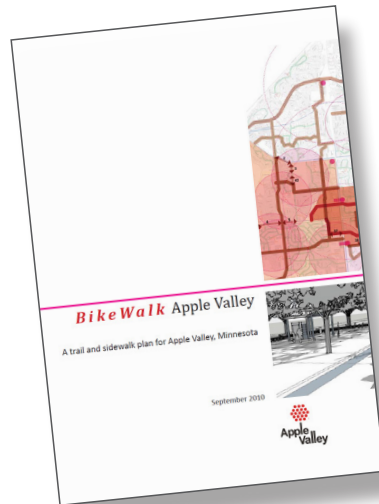
BIKE WALK APPLE VALLEY

2010

The Apple Valley Bicycle and Pedestrian Plan is an update to the Bike Walk Apple Valley plan. The 2010 plan considered the patterns of non-motorized movement in the community, building upon directions of Apple Valley's 2030 Comprehensive Plan and initiatives focused on principles of active living.

The plan focused on the need for providing facilities for non-motorized movement in the city that are:

- Legal—facilities conform to the Americans with Disabilities Act,
- Safe—facilities should provide safe crossings and connections in addition to the perception of safety to encourage use,
- Convenient—in that connections are not only desirable, but also simple and expedient for users,
- Advantageous—the sidewalk and trail network needs to be a realistic option for any potential user, and in some cases, may be a more opportune choice for movement.



APPLE VALLEY PARKS AND RECREATION MASTER PLAN

2018

This plan was written to provide a clear vision to guide decision-making regarding Apple Valley's parks, trails, and recreation opportunities into the future. This plan also includes recommendations for the development and redevelopment of existing parks, trails, and recreational opportunities.

2040 COMPREHENSIVE PLAN 2020

The City's Comprehensive Plan notes the importance of parks, trails, and open space systems, their contribution to economic value, provision of health and environmental benefits, and the way they serve as a tangible reflection of the quality of life in a community. Trails and sidewalks are highlighted in both the Parks and Recreation and Transportation chapters of the plan.

Parks and Recreation Chapter

A guiding principle of this chapter of the plan is "Connecting Parks and Neighborhoods with Sidewalks and Trails."

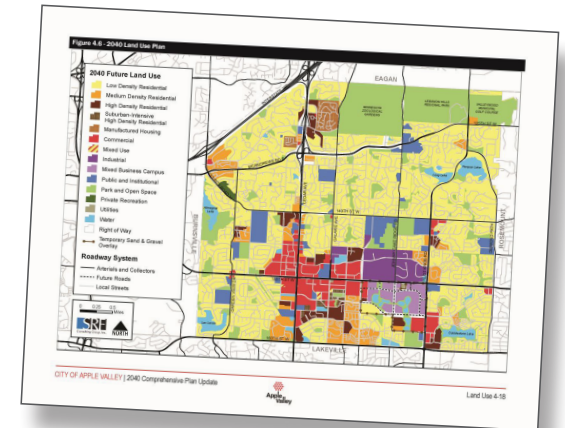
The Comprehensive Plan notes that sidewalks and trails:

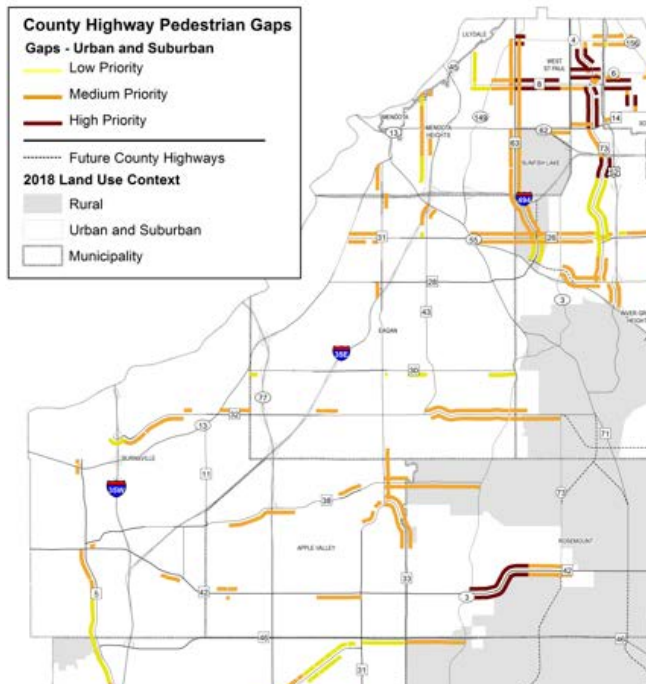
- Allow people to move safely throughout Apple Valley without a car
- Connect neighborhoods with parks, schools and other community facilities
- Promote healthy and active lifestyles
- Encourage sustainability by facilitating non-vehicular travel
- Serve a wide range of individual and household needs
- Contribute to the social fabric and character of Apple Valley
- Provide youth with the means for independent travel and exploration

Transportation Chapter

The plan states that the City will need to continue to pursue opportunities for transportation system enhancements. Potential opportunities identified include:

- Focusing on the pedestrian and bicycle needs during the development of roadway improvement projects
- Ensuring future development and redevelopment in the City accommodates both recreational and commuter pedestrian and bicycle use. There is a need for enhanced amenities, such as bike racks, bike lockers, and bike lanes at shopping areas and transit stations
- Continuing to connect gaps in the sidewalk and trail networks
- Construction of trails along the following roadways:
 - South side of 140th Street from Galaxie Avenue to Cedar Avenue
 - South side of CSAH 38 (McAndrews Road) from Galaxie Avenue to Gardenvue Drive
- Working with Dakota County to continue to build the North Creek Greenway in accordance with the approved Master Plan





Pedestrian Network Gaps map, Dakota County Pedestrian & Bicycle Study, 2018

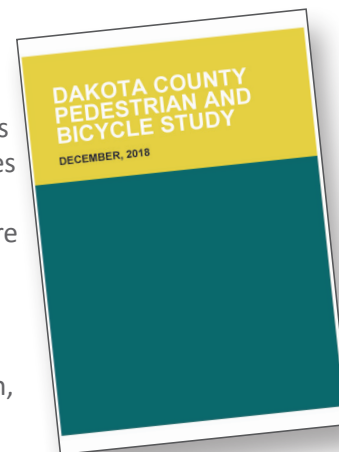
DAKOTA COUNTY

DAKOTA COUNTY PEDESTRIAN & BICYCLE STUDY 2018

In 2017, Dakota County began a process to create a unified vision for county-wide walking and biking networks, and to identify policies, strategies and tools to encourage active living and improve community health. The study addresses the non-motorized transportation content required for the Dakota County 2040 Comprehensive Plan, and biking and walking recommendations that were included in the Dakota County 2040 Transportation Plan update (2019).

This study focuses on infrastructure priorities and supporting strategies and policies for the integration of walking and biking modes into the Dakota County transportation network. In addition, it highlights awareness, education, enforcement, and evaluation efforts that bolster infrastructure investments.

The study identifies county pedestrian network gaps along County Roads 38, 42, 31, and 33.



31, and 33.

DAKOTA COUNTY PARKS 2050 VISION PLAN 2025 (In Progress)

Dakota county is currently in the process of completing the Parks 2050 Vision Plan. The process is expected to be completed in the summer of 2025. The draft document includes the following:

- Response to changing demographic and outdoor recreation trends
- Response to critical issues facing society
- Establishment of goals for Indigenous engagement and partnership to protect culturally sensitive resources
- Evaluation of the potential for new park, greenway, and conservation units
- Identification of consistent funding sources and partnerships

The plan suggests efforts to expand collaborative greenways and community trail loops in partnership with cities in the county. A park search area is identified that includes the western half of Apple Valley. The plan does not currently identify any new park or greenways in Apple Valley.





CITY POLICIES RELATED TO BIKE & PEDESTRIAN FACILITIES

The City of Apple Valley has several policies related to trails and sidewalks.

- City code section 96.03 requires the removal of snow and ice from sidewalks to prevent a public nuisance.
 - Several other sections of the code also prohibit other obstructions or encroachments to the sidewalk.
- City Code section 151.23 defines the required size of sidewalks as at least 30 inches.
- City code section 153.52 requires that “sidewalks, trails or pathways shall be provided in each plat in accordance with provisions of the city’s pedestrian circulation plan. Sidewalks, trails or pathways shall be constructed at the sole expense of the subdivider.”
 - Currently, common practice in Apple Valley when streets are being repaved and sidewalks are removed is to poll current residents to gauge interest in applying a tax levy to replace the sidewalk.

SAFE ROUTES TO SCHOOL PLANS

In 2010, Safe Routes to School plans were completed for four elementary schools within Apple Valley in collaboration with Dakota County. The Safe Routes to School plans identified significant hazards for students walking and biking to school. Additionally, the plans identified project opportunities to increase the ability for students to bike and walk to school. Safety improvements at intersections and programs to encourage walking and biking are included in the plans. Most of these recommendations have been completed, and the city is in the process of updating city-wide Safe Routes to School planning.

GREENLEAF ELEMENTARY SCHOOL

Greenleaf Elementary School is located on Galaxie Avenue near County Road 38. Both of these roads are within the designated walk area for the school and area also designated as hazardous. The proximity to hazardous roads was the focus of this Safe Routes to School plan.

CEDAR PARK ELEMENTARY SCIENCE, TECHNOLOGY, ENGINEERING, MATHEMATICS (STEM) SCHOOL

Cedar Park is one of three elementary magnet schools in Independent School District (ISD) 196. The school is located just west of Cedar Avenue which was designated a hazardous roadway by the school.

DIAMOND PATH ELEMENTARY – SCHOOL OF INTERNATIONAL STUDIES

Diamond Path Elementary School is another magnet school that is part of ISD 196. As of 2010, the attendance area for Diamond Path Elementary was concentrated to the neighborhoods near the school.

SOUTHVIEW ELEMENTARY SCHOOL

There are not any roadways within the Southview Elementary School walk area that are designated as hazardous crossings, making it a very walkable and bikeable school. According to a 2010 parent survey, distance, traffic volumes, and intersection safety were the most common reasons given for not walking or biking.



BIKE & PED RELATED RESOURCES

MINNESOTA DEPARTMENT OF TRANSPORTATION BIKEWAY FACILITY DESIGN MANUAL

2024

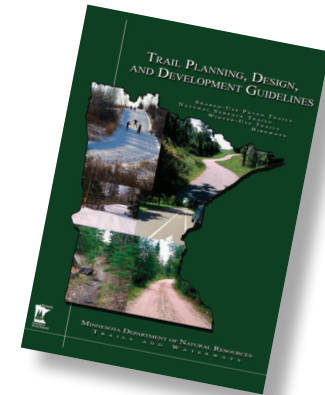
MnDOT's Bicycle Facility Design Manual is a resource for planning and implementing context-appropriate bicycle facilities within MnDOT right-of-way, it is also adopted and used as guidance by many county and city engineering departments. This manual provides the information necessary to develop safe, consistent and predictable bicycle facilities along MnDOT's trunk highway system.



MINNESOTA DEPARTMENT OF NATURAL RESOURCES TRAIL STANDARDS

2007

The trail planning, design, and development guidelines presented in this manual are the result of multi-year effort by the Minnesota Department of Natural Resources (DNR). The goal of the project was to develop a consistent set of guidelines and common language for developing motorized and non-motorized trails at the local, county, regional, and state level.



AASHTO (AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS) GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES 5TH EDITION

2024

Designed for use by engineers, designers, and planners, the Guide for the Development of Bicycle Facilities provides information on the planning, design, and operation of bikeways along streets, roads, and highways, and on paths along independent alignments, in urban, suburban, and rural settings.

The Guide encourages a flexible approach to design bikeways, emphasizing the role of the engineer, planner, and designer in determining appropriate bikeway types and design dimensions, based on project-specific conditions and existing and future performance.





NACTO (NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS) URBAN BIKEWAY DESIGN GUIDE

2025

The NACTO Urban Bikeway Design Guide is a guide for safe, connected, equitable bike networks. Contextual guidance for bikeway design encompasses the needs of a wider swath of potential riders, across genders, ages, races, ethnicities, incomes, and abilities. The guide offers substantive information on safe intersection design, with a focus on conflict reduction. It is a blueprint for implementing safe, connected, and equitable bike networks.

.....



FHWA (FEDERAL HIGHWAY ADMINISTRATION) SEPARATED BIKE LANE PLANNING AND DESIGN GUIDE

2015

The Separated Bike Lane Planning and Design Guide outlines planning considerations for separated bike lanes (also sometimes called “cycle tracks” or “protected bike lanes”) and provides a menu of design options covering typical one- and two-way scenarios. It highlights different options for providing separation, as well as guidance for mid-block crossings, driveways, transit stops, accessible parking, and loading zones.

EXISTING CONDITIONS

The characteristics of the existing transportation network and the built environment have a significant impact on how people choose to move through a city. Apple Valley offers a range of circulation options for pedestrians, bicyclists, and vehicles.

SIDEWALKS

Apple Valley has approximately 153 miles of sidewalks. Sidewalks are primarily located within residential neighborhoods or commercial shopping areas, parallel to low-volume streets, and along both sides of the street. Sidewalks are generally constructed as concrete pathways. In residential areas, sidewalks are usually between four and six feet wide; in commercial areas and downtowns, sidewalks can be up to twelve feet wide.

Sidewalks are intended to support pedestrians in residential neighborhoods and commercial districts. Sidewalks allow people to walk, jog, or roll within neighborhoods and to parks, schools, public facilities, and shopping destinations.

As people age, there is increased use of motorized and non-motorized wheelchairs, scooters, and mobility devices on sidewalks. Sidewalks also serve social and recreational functions. Sidewalks that are wide enough for two or more people to walk side-by-side (generally 5-feet wide or wider) promote walking as a social activity and provide a safe place for young children to play near their homes.

TRAILS / PATHWAYS

There are approximately 60 miles of paved trails in Apple Valley. Paved trails are constructed with either asphalt (bituminous) surface or a concrete surface. These trails are often ADA accessible and usually can accommodate a range of users, from pedestrians and joggers to bicyclists and roller-bladers. These trails may be plowed or groomed in winter, depending on the designated use. Trails in Apple Valley fall into two main categories: park trails and street trails.

Park trails are bituminous trails located in parks and open spaces. These trails are connected to adjacent streets and neighborhoods.

Trail along the street are 8 feet wide and bituminous. They are constructed along collector streets and county roads. It will continue to be the city's policy to construct bituminous trails on both sides of all county roads and collector streets, where the terrain and topography permit. Both park and street trails are multi-use and intended to accommodate both pedestrians and bicyclists.

DAKOTA COUNTY GREENWAY NETWORK

Dakota County maintains a network of existing and planned regional trails or greenways that offer recreational opportunities for Apple Valley residents as well as provide connections for walking and biking beyond the community's borders. Dakota County has identified concept alignments for the Dakota County Lebanon Hills to Lake Marion Greenway that would connect Lebanon Hills Regional Park to Murphy Hanrehan Park Reserve, as well as connect to regional trails in Scott County. The North Creek Greenway Trail, which is currently partially built, will eventually connect the Vermillion River in Empire Township to the Minnesota Zoo and Lebanon Hills Regional Park—some existing trails in city parks would be used for portions of the route.

BIKE LANES/ ON-ROAD BIKEWAYS

Today the City has no designated bicycle lanes. The 2040 Comprehensive Plan notes a recommendation to build enhanced amenities, including bike lanes, in and around shopping areas and transit stations.



HAWK Signal on Galaxie Ave



Sidewalk in Downtown Apple Valley

EXISTING TRAILS, SIDEWALKS, AND GREENWAYS

City Boundary

School

Traffic Control Devices

HAWK Signal (High-intensity Activated crossWalk)

RRFB (Rectangular Rapid Flashing Beacon)

Traffic lights

EW Grade Separated Crossing

NS Grade Separated Crossing

Bicycle and Pedestrian Infrastructure

Sidewalk

Trails

Dakota County Trails

Regional Trail Search Corridor (RTSC)

Exisitng Greenway

Planned Greenway

Ring Route

City Park

A detailed map of a city area showing existing trails, sidewalks, and greenways. The map includes a legend on the left with categories: City Boundary (dashed line), School (house icon), Traffic Control Devices (HAWK Signal, RRFB, Traffic lights, EW Grade Separated Crossing, NS Grade Separated Crossing), Bicycle and Pedestrian Infrastructure (Sidewalk, Trails), and Dakota County Trails (Regional Trail Search Corridor, Existing Greenway, Planned Greenway, Ring Route, City Park). The map shows a grid of streets with various labels like Cedar, Galaxie, 127th, 132nd, 140th, 142nd, 144th, 147th, 150th, 153rd, 155th, 157th, 160th, 11th, 38th, 31st, 42nd, 46th, 23rd, 44th, 45th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th. It also shows parks like Alimagnet Lake, Long Lake, Farquar Lake, Loblavon Lake, and Cabbleshone Lake. The map is color-coded to show different types of infrastructure: orange for sidewalks, purple for trails, green for existing greenways, and dashed green for planned greenways. The map is labeled with 'DRAFT' in the bottom left corner.

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REGIONAL BIKE TRAIL NETWORK (RBTN)

The Regional Bicycle Transportation Network (RBTN) is the official regional bikeway network that sets the region's priority vision for planning and investment. The network is identified by the Metropolitan Council and was established in 2014 through the Regional Bicycle System Study analysis and prioritization of potential corridors. This analysis was based on factors such as bicycle trip demand, network connectivity, social equity, population and employment density, and connections to transit.

The RBTN is shaped by the following goals:

- Establish an integrated and seamless network of on-street bikeways and off-road trails
- Provide the vision for a “backbone” arterial network to accommodate daily bicycle trips by connecting regional destinations and local bicycle networks
- Encourage cities, counties, parks agencies, and the state to plan and implement future bikeways in support of the network vision

In support of these overall goals, cities and counties are encouraged to plan and implement the network and its connections to local bikeway networks through local bicycle, transportation and/or comprehensive plans.

The RBTN passes through Apple Valley in several places. Alignments are defined where there are existing or planned bikeways, or in the absence of these, a consensus of which road or roadways would most efficiently meet the regional corridor's intent. The Metropolitan Council Tier 1 RBTN Alignments go mostly north to south in the city (along Johnny Cake Ridge Road to Flagstaff and along a portion of Pilot Knob Road). Metropolitan Council Tier 2 RBTN Alignments pass mostly east to west through the city (along McAndrews Road and 150th Street).

There are two Tier 2 Regional Bicycle Transportation Corridors that pass through Apple Valley. The corridors are established where there is existing or potentially high bicycle trip demand between regional destinations and activity centers and also connecting to moderate-to-higher density local neighborhoods or commercial areas. Corridors reflect where alignments have not yet been identified; the presence of corridors allow for local planning processes to determine the most appropriate alignment.

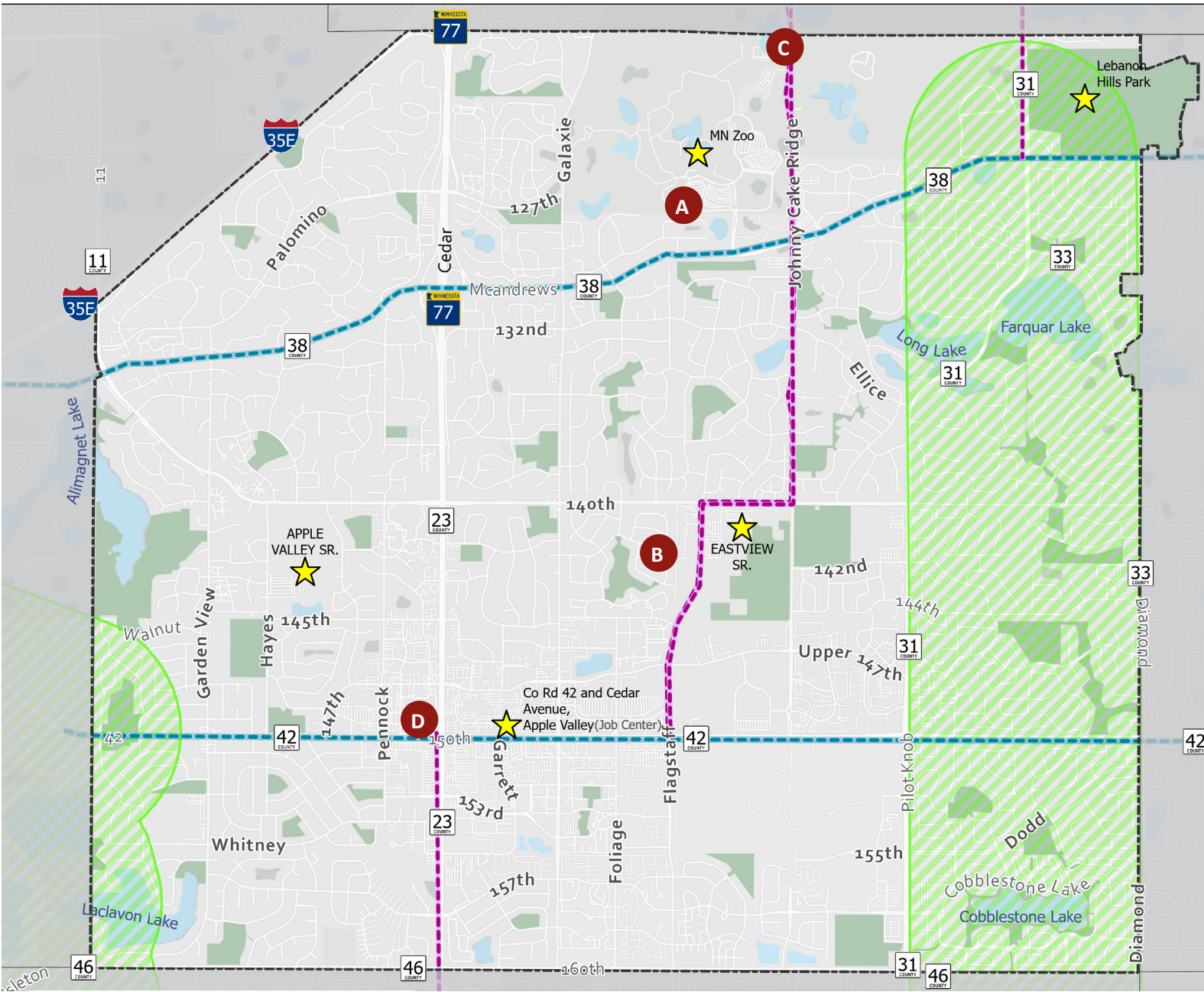


Pedestrian Bridge over County Road 38, part of RBTN Alignment



Flagstaff Ave part of RBTN Alignment

APPLE VALLEY REGIONAL BIKE TRAIL NETWORK



See previous page for A and B.

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City Boundary

Regional Bicycle Trail Network (RBTN)

RBTN Identified Key Destination

Metropolitan Council Tier 1 RBTN Alignment

Metropolitan Council Tier 2 RBTN Alignment

Metropolitan Council Tier 2 Regional Bicycle Transportation Corridor

City Park

Lakes and Rivers



Johnny Cake Ridge RBTN Area



CR 42 and Cedar AVE RBTN Area

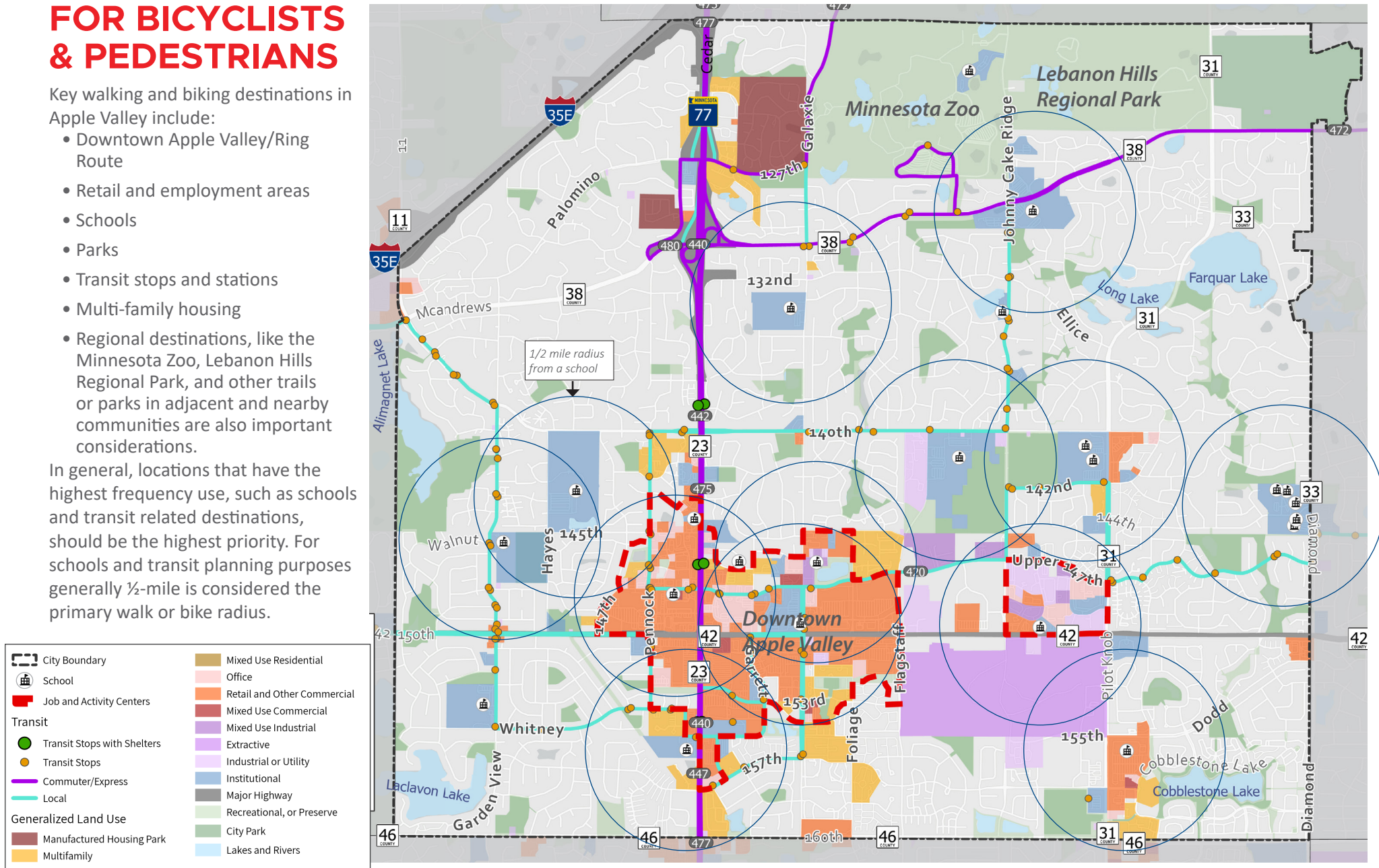
DESTINATIONS FOR BICYCLISTS & PEDESTRIANS

Key walking and biking destinations in Apple Valley include:

- Downtown Apple Valley/Ring Route
- Retail and employment areas
- Schools
- Parks
- Transit stops and stations
- Multi-family housing
- Regional destinations, like the Minnesota Zoo, Lebanon Hills Regional Park, and other trails or parks in adjacent and nearby communities are also important considerations.

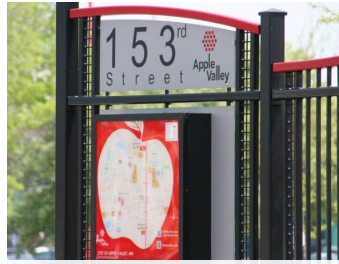
In general, locations that have the highest frequency use, such as schools and transit related destinations, should be the highest priority. For schools and transit planning purposes generally ½-mile is considered the primary walk or bike radius.

LAND USES & DESTINATIONS MAP

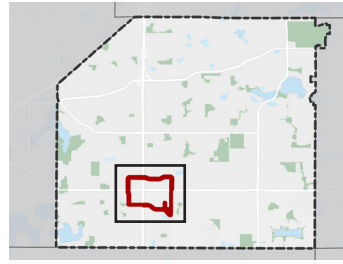




Amenities along the Ring Route



Ring Route wayfinding sign



Ring route location in Apple Valley

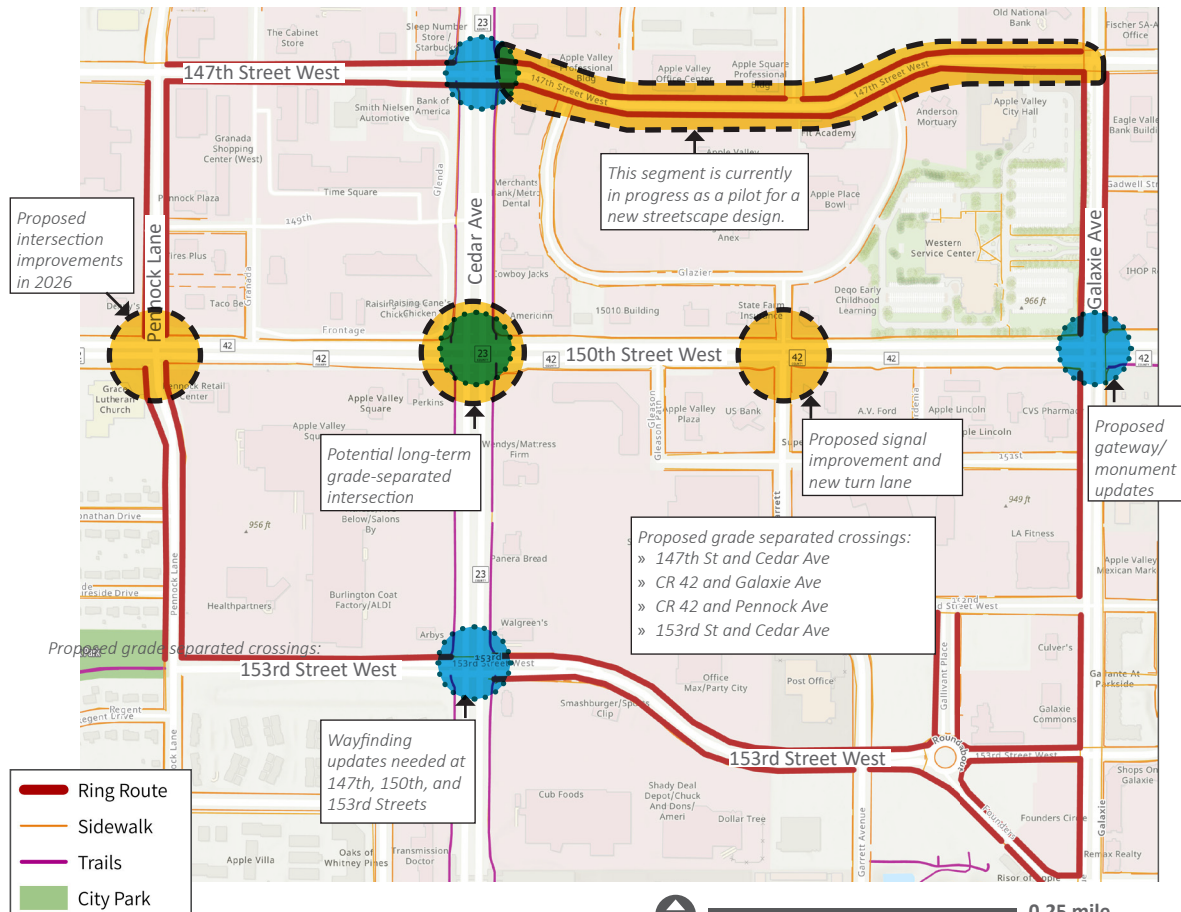
DOWNTOWN AND RING ROUTE

The Ring Route (see map this page) is a series of road, sidewalk, and landscape improvements. The route helps to further establish Downtown's identity and improve access to the area with iconic red features that provide a sense of identity to the downtown district. Roads along the Ring Route are composed of a wide paved boulevard with trees and street lights adjacent to the curb, and a sidewalk for pedestrians. The evolving character of downtown suggests that there will continue to be opportunities for the community to establish a unique sense of place by creating an environment that is more walkable and engaging.

The corridor is primarily along 147th Street, Galaxie Avenue, 153rd Street, and Pennock Lane that distributes vehicles around the high volume intersection of CR 42/150th Street and CR 23/ Cedar Avenue. The Comprehensive Plan calls for the extension of the Ring Route to the Fisher mine area (147th to Pilot Knob, and 153rd/157th to Pilot Knob).

Bicycles are permitted to use the Ring Route sidewalks; however, previous plans have noted that biking on the sidewalks can be inconvenient for bikers, and can make pedestrians and other sidewalk users feel uncomfortable or unsafe. Residents noted that these sidewalks do not address the needs of bike commuters and that the use of the sidewalk is dangerous or uncomfortable. Additionally the distances in the Ring Route are more suited for a biking than a walking scale. For faster bicyclists, streets are preferred. Road diets along the Ring Route were explored in the past, and the traffic volume was determined to be too high to reduce lanes. While casual bicyclists may still prefer the separation from vehicles afforded by the wide sidewalks, the City Council should study the potential of adding bicycle lanes or cycle track on certain segments of the Ring Route. The result may be a change in the roadway configuration, with the introduction of a three-lane roadway (based on engineering analysis of the road segments) and on-street bicycle lanes at the edges of the roadway. Some communities are looking at other methods of incorporating bicycle facilities on streets, including bike boxes at intersections.

APPLE VALLEY'S RING ROUTE

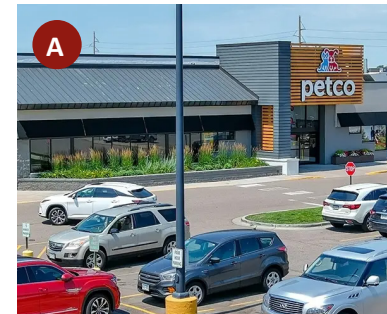
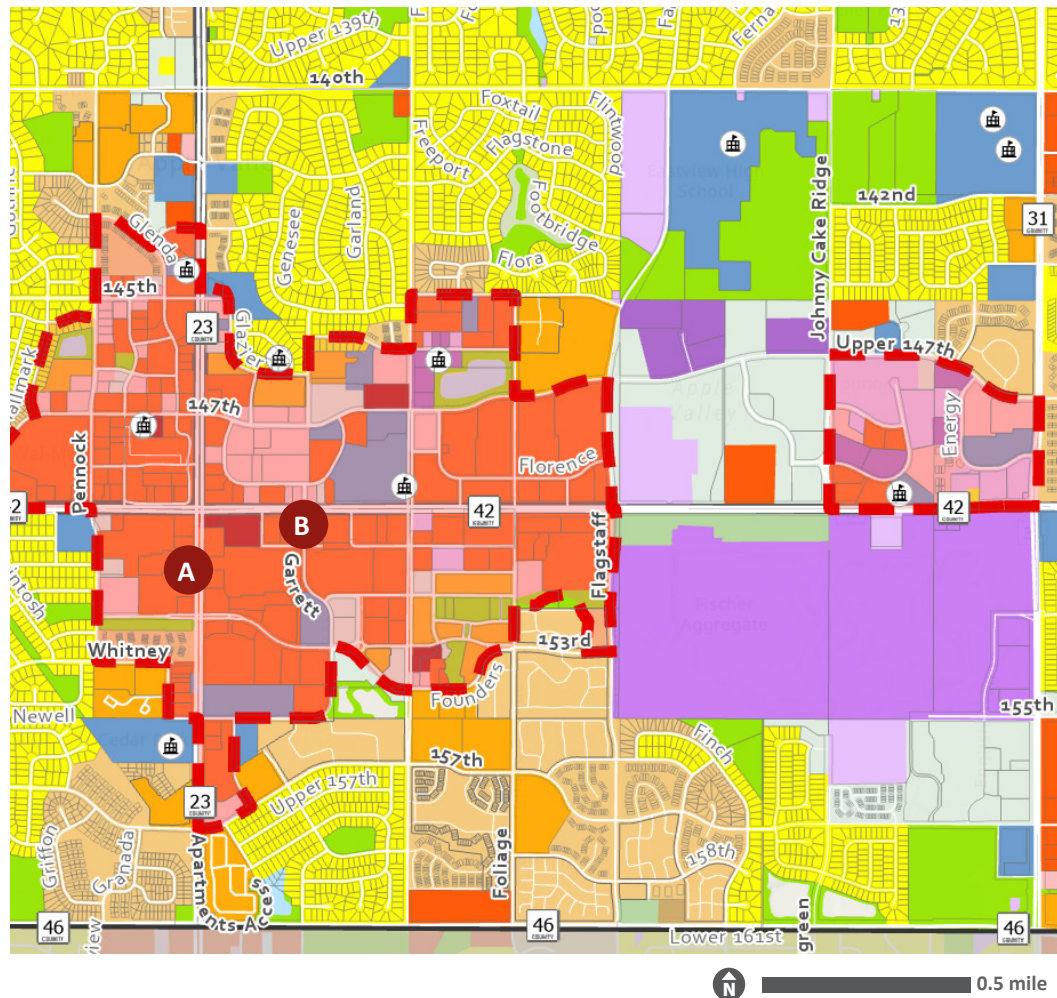


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RETAIL AND EMPLOYMENT AREAS

Retail and employment areas in Apple Valley are largely clustered in the south-central area of the city. There are two areas in the city currently prioritized for development and/or redevelopment, the Fischer Sand and Gravel Mining Area and Downtown, which represent the largest opportunities for infill development and redevelopment and are the core areas for commerce and job development. As these areas develop and redevelop, there should be a focus on place-making and intentional prioritization of bicycle and pedestrian facilities and amenities. In many locations in the business district, fencing, snow storage, and landscaping make it difficult to travel from the curb to the front door of a business. These barriers actively discourage walking and biking to these areas. Improving and increasing connections between sidewalks, trails, and businesses; along with adding amenities such as lighting, benches, bike racks, and bike fix-it stations will help encourage bicycling and walking in these areas.

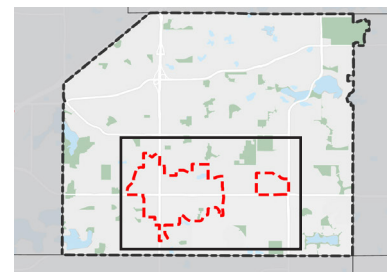
RETAIL AND EMPLOYMENT MAP



Apple Valley Square retail



Gleason Path retail



Retail and Employment Locations in Apple Valley



Multi-family housing in Apple Valley



MULTI-FAMILY HOUSING AREAS

Mid-density and high-density development, including attached single-family homes and apartments, are distributed throughout the city and are located in the Downtown Central Village area near major shopping and services and the Apple Valley Transit Station. Apple Valley has two manufactured housing parks, both located within the Cedar Avenue corridor on the north side of the city. These areas lack sidewalks, as do many of the neighborhoods surrounding them. There are some trail connections that provide access to the rest of the network in these areas, but trail gaps in these areas should be prioritized to improve these connections.



Apple Valley Estates mobile home park



Cedar Knowles mobile home park

SCHOOLS

There are 20 schools and two public school districts in Apple Valley: Independent School District #196 and Independent School District #191. Pedestrian and bicycle facilities near schools can help encourage parents and students choose biking or walking as an alternative to busing or driving to school.



Crossing near Greenleaf Elementary School



Crossing near Westview Elementary School



PARKS & TRAILS

In the community survey, 80% of respondents indicated that parks and trails are the most important destinations to walk or bike to in the city. At the pop up meetings, many residents expressed their appreciation for the great parks and trails in the community and their ability to walk on trails around their homes.



TRANSIT STOPS AND STATIONS

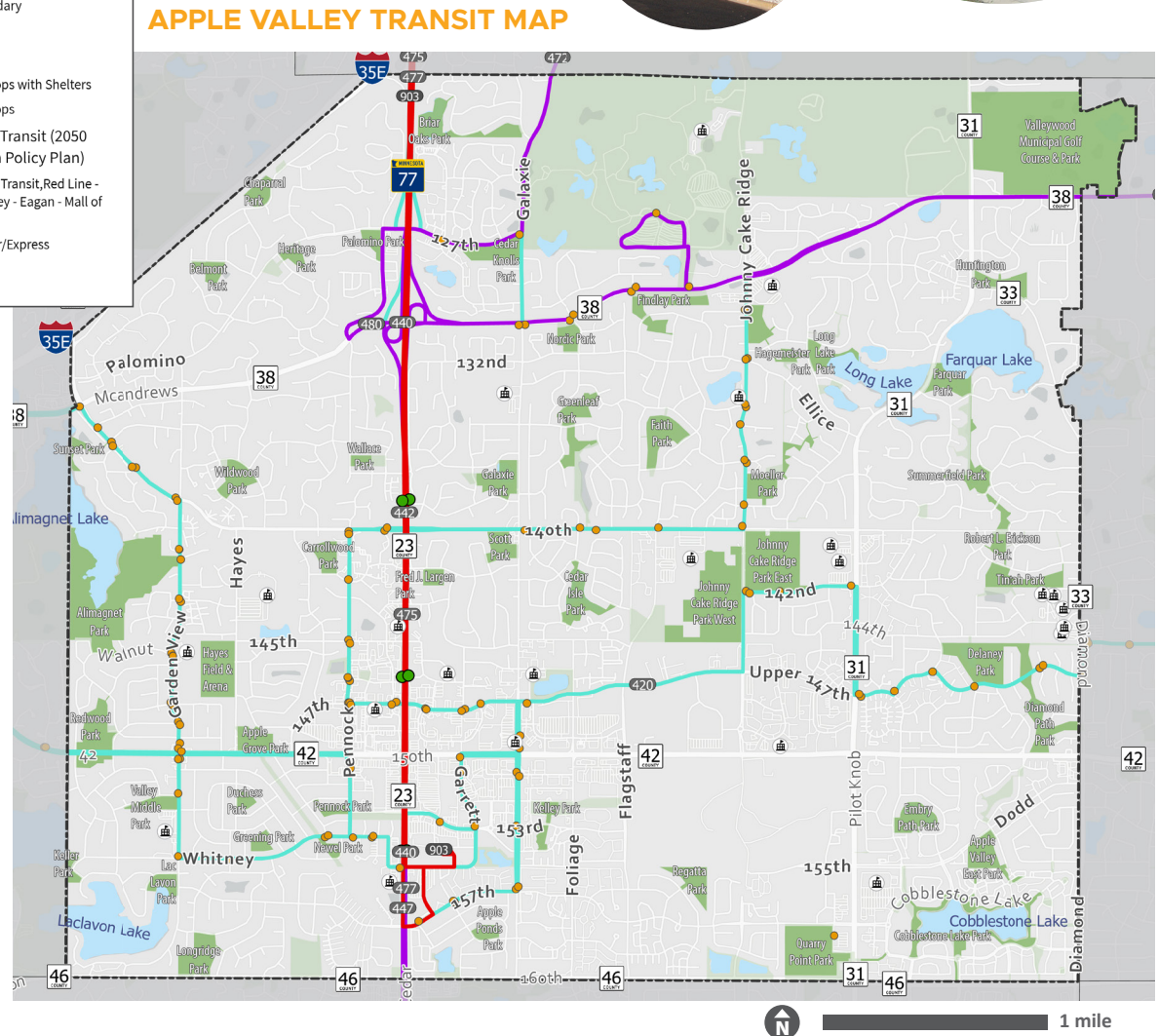
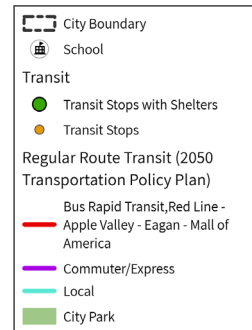
Transit service in Apple Valley is provided primarily by the Minnesota Valley Transit Authority (MVTA); however, Metro Transit operates the METRO Red Line Bus Rapid Transit service. The MVTA is an independent transportation agency for the cities of Apple Valley, Burnsville, Eagan, Rosemount, and Savage, and was formed under state legislation to allow outer-ring suburbs to “opt-out” of centrally provided transportation services. The MVTA operates peak express service to downtown Minneapolis and downtown St. Paul, as well as local crosstown service and reverse commute express bus services.

MVTA currently operates several bus routes along Apple Valley’s principal and minor arterial routes. Current routes include 420 Local Flex Route, 440 and 442 Local Route, 475-476-477-478-479 Minneapolis Express, and 480 St. Paul Express Route. Bus service is more frequent during the a.m. and p.m. peak commute times, with only a few Express Routes offering trips in the middle of the day.

For those commuters living near a transit station, or for those with a destination near a station, being able to walk or bike as a part of their commuting trip is important. Connecting trails and sidewalks to transit stations makes transit use accessible and feasible. Most transit riders walk at some point to or from transit. Some transit riders connect by bicycle. According to the Metropolitan Council, most people walk no more than 10 minutes, about a ½-mile, to reach transit. Bicyclists may travel further.

Willingness to walk or bike varies, influenced by the

quality and frequency of transit as well as the quality and convenience of the connecting routes. Transit-oriented development needs to address the directness, design, and character of routes for pedestrians and bicyclists. If these routes are indirect, unsafe, or unpleasant, people will be less likely to use public transit. Improvements to pedestrian and bicycle infrastructure can increase the desirability of using transit.





Transit stops in Apple Valley

TRANSIT

Transit stations and park and rides are key destinations for pedestrians and bicyclists. Adding connections and amenities to transit stops can help encourage people to find alternatives to driving and to use multiple modes to get to their destinations.

MAJOR ROAD BARRIERS

As a suburban community, Apple Valley was developed during the age of the automobile. Roads are meant to provide easy and convenient access by car between residential areas and employment and retail hubs in other cities. As such, several highways and arterial roads divide the community. Major road barriers are defined in this plan as roads with speeds above 50 miles per hour or with sections of roadway that are wider than four lanes. These road barriers are difficult to cross as the traffic moves freely and there are many lanes of traffic to cross. Major intersections are defined as the intersection of two major road barriers or intersections that otherwise pose significant crossing difficulties. Major road barriers may not completely stop individuals from crossing a street, but they present obstacles and safety concerns. These types of barriers are especially of concern for children, those with mobility constraints, and already hesitant trail or sidewalk users.

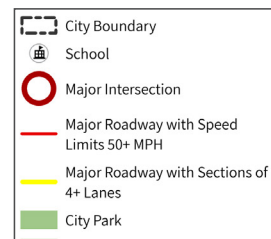
The following roads are identified as barriers to pedestrian and bicycle movement in Apple Valley. These roads should be considered for crossing improvements and potential road diets. Traffic volume and speed limit are two key factors that impact whether a road is a major barrier to pedestrian and bicycle movement. See the following page for more detail.

Major Road Barriers with Speed Limits of 50+ MPH

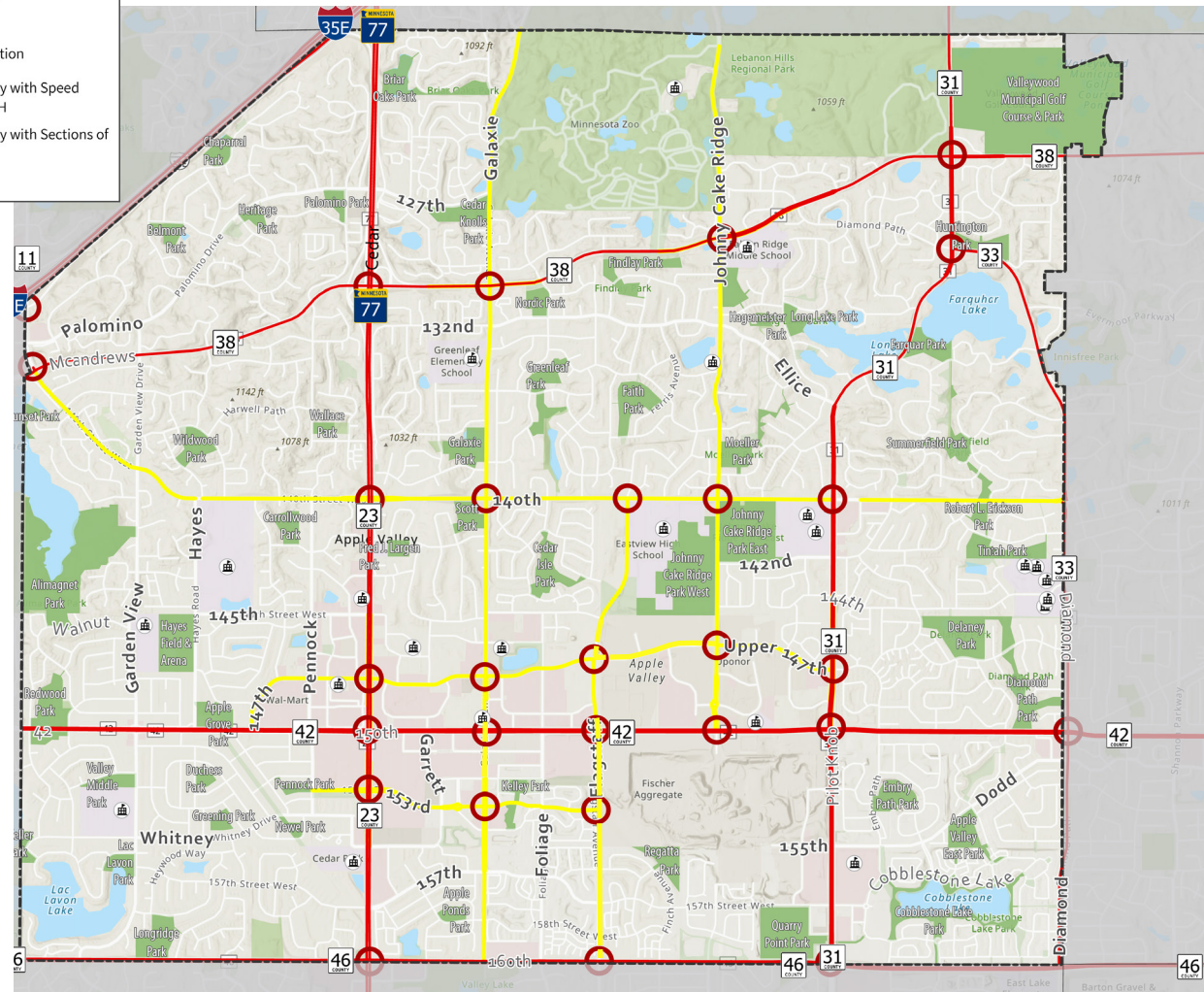
- Cedar Ave / Hwy 77
- County Road 31 / Pilot Knob Road
- County Road 33 / Diamond Path Road
- County Road 38 / McAndrews Road
- County Road 42 / 150th Street

Major Road Barriers with 4+ lanes

- Galaxie Avenue
- Johnny Cake Ridge Road
- 140th Street
- 147th Street
- 153rd Street

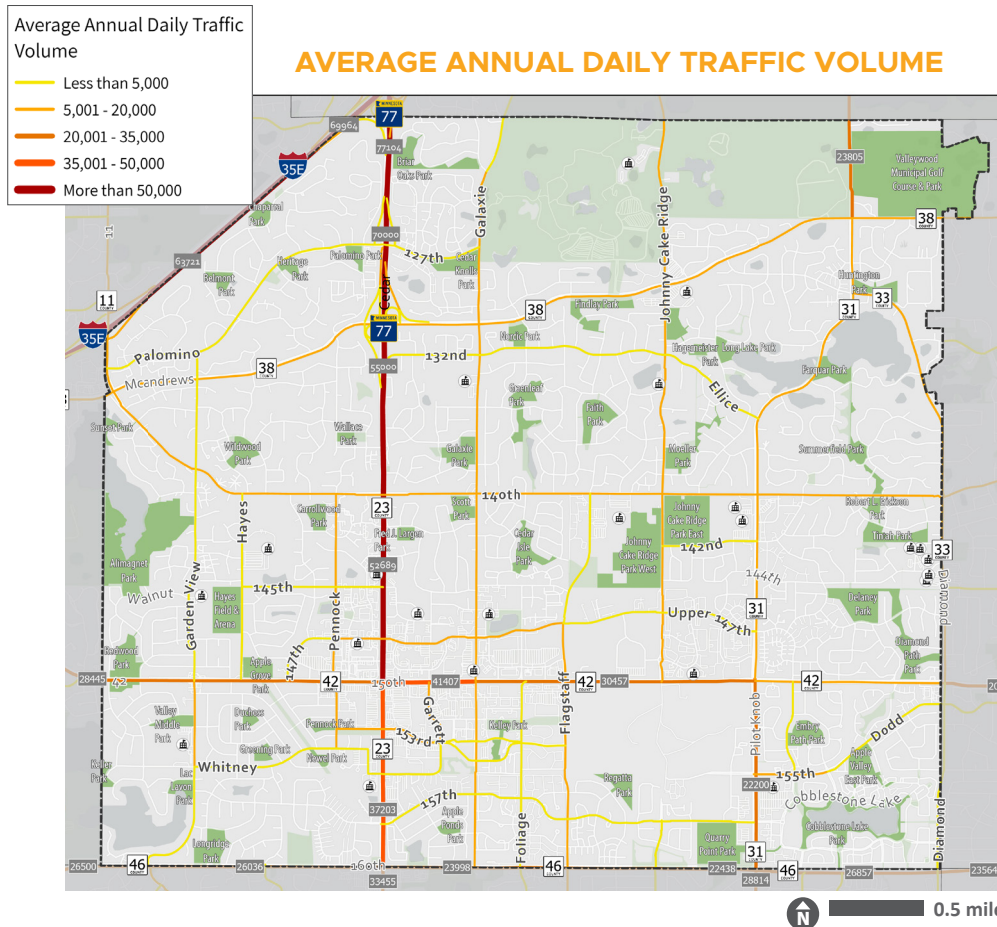


MAJOR ROAD BARRIERS & MAJOR INTERSECTIONS

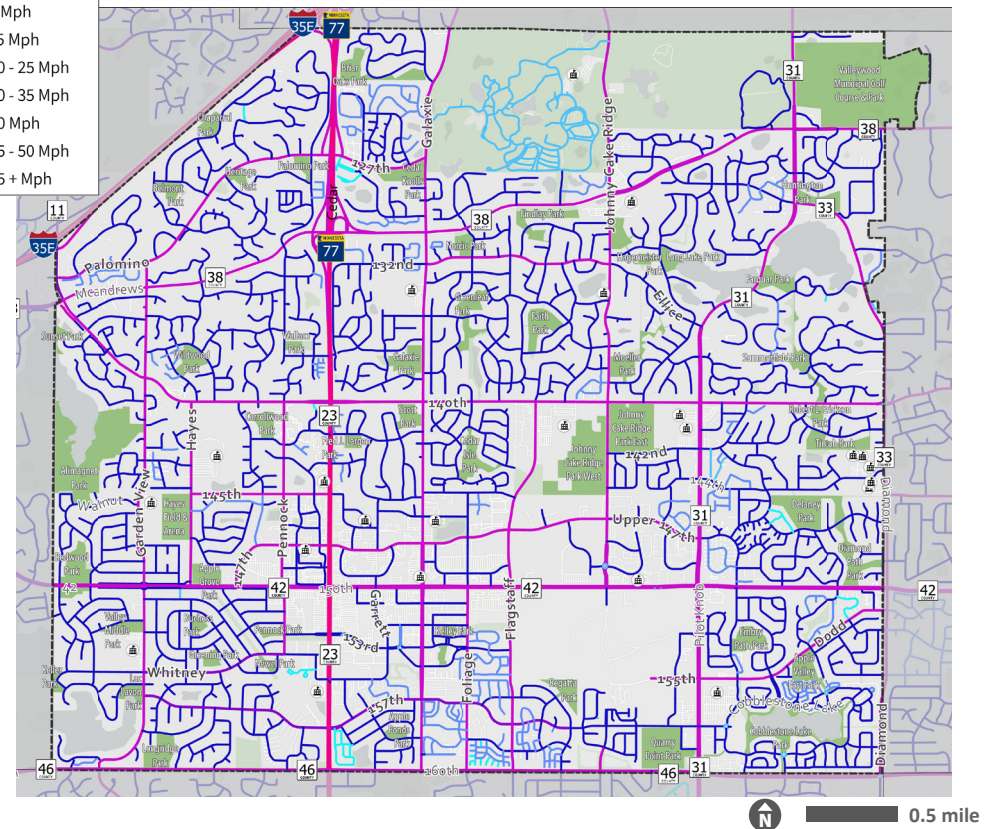


TRAFFIC VOLUME

The map below highlights traffic volume in Apple Valley. The roadways with the darkest red had the highest volume of traffic based on the Minnesota Department of Transportation's Average Annual Daily Traffic (AADT). The darkest red intersection on the map is at County Road 42/150th St and Highway 77/ Cedar Ave. This is also the highest volume intersection in Dakota County. High volume roadways can increase safety risks for bicyclists and pedestrians, especially when those roadways also allow higher speeds.



SPEED LIMITS MAP



SPEED LIMIT

The map above identifies the posted speed limits on Apple Valley's roadways. In many cases the average speed of traffic is faster than the posted limit, especially on wide straight roadways. A common theme heard during the community engagement process was concern about speeding traffic and a lack of awareness for other roadway users such as bicyclists and pedestrians. For bicycles and pedestrians slower traffic is much safer. According to the League of American Bicyclists, at speeds of 30 mph or above, a person hit while walking has a 25% chance of death. The most common posted speed limit on roads where a person biking or walking is killed is 45 mph, a speed at which a person hit has a more than 50% chance of death. The map above shows roadways with speeds 45 and above in purples and pinks, which pose the highest risks to those walking or rolling in Apple Valley.

MAJOR INTERSECTIONS

This plan identifies 29 major intersections in Apple Valley. There is significant variation in crossing infrastructure for bicycles and pedestrians at these major intersections that impact the safety and comfort of those trying to cross. In each of the 2010 Safe Routes to School Plans completed in Apple Valley, parents noted that crossing improvements would be the most likely improvements that would incentivise them to allow their children to walk or bicycle to school.



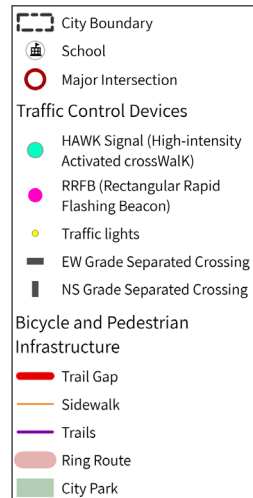
An aerial view of the 150th Street & Cedar Avenue intersection shows that a pedestrian would need to cross 10 lanes of traffic in order to move east to west across Cedar Avenue.



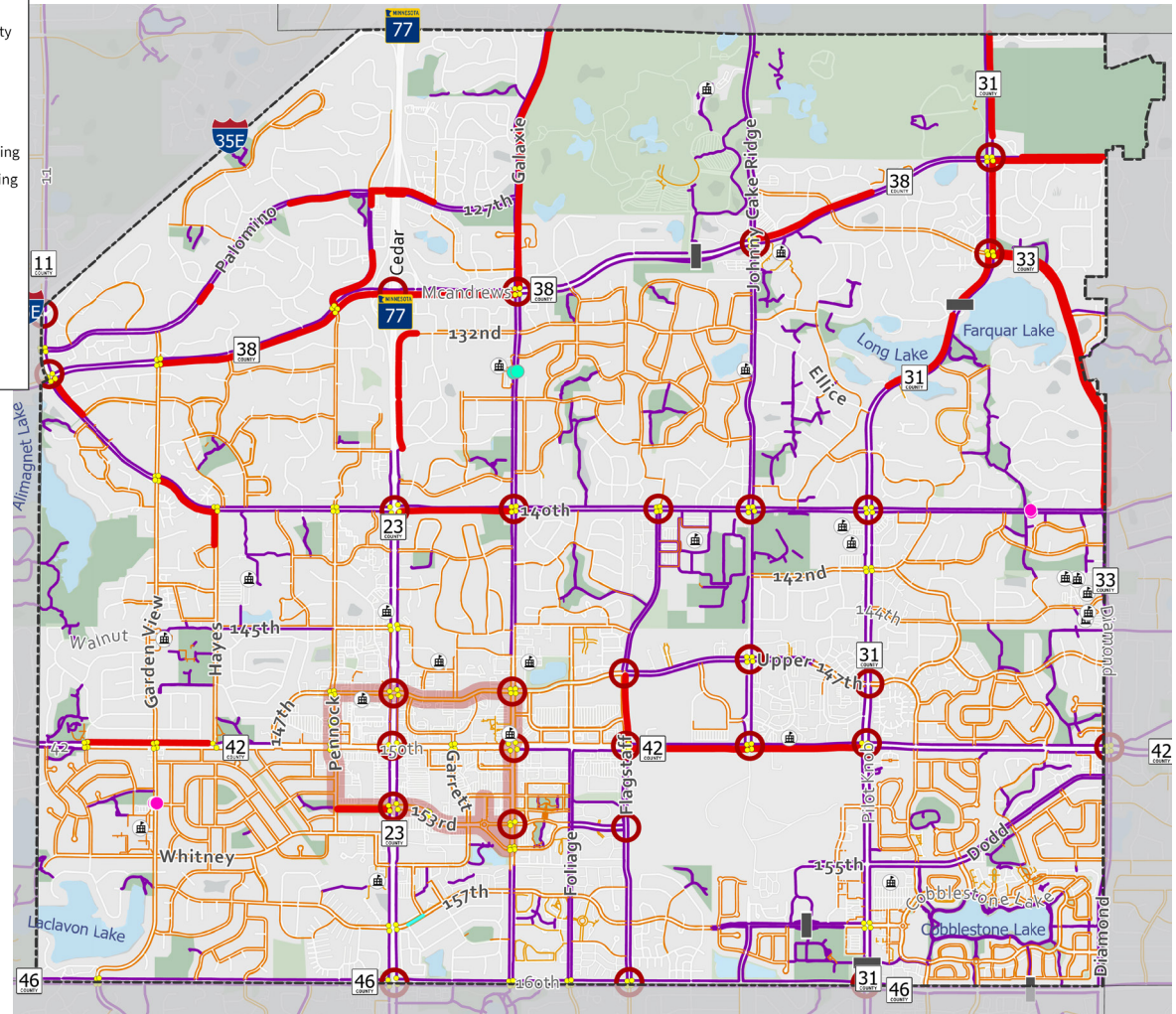
Intersection of Galaxie Ave and 140th St



Intersection of McAndrews & Johnny Cake Ridge Roads



MAJOR INTERSECTIONS MAP

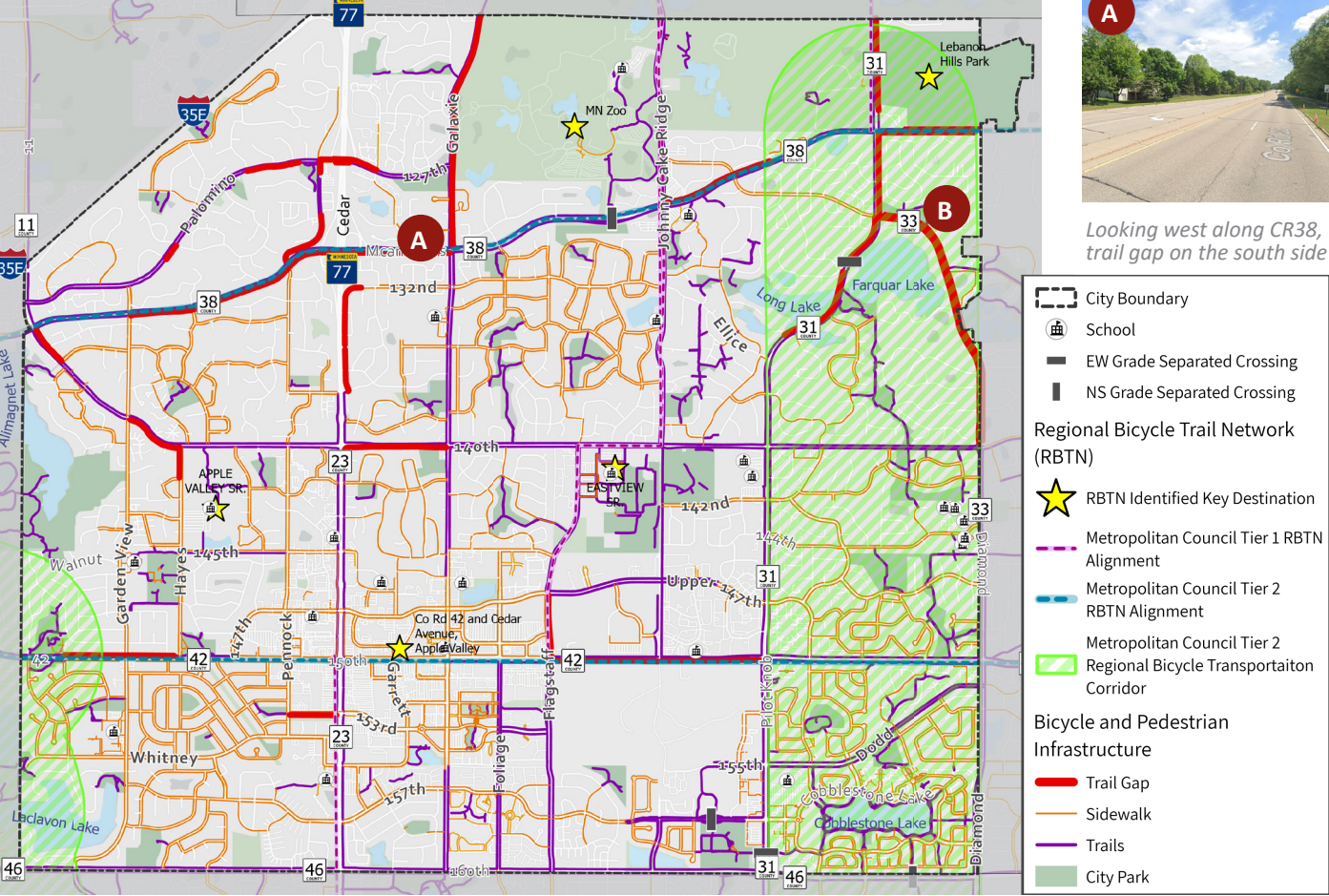


TRAIL & SIDEWALK GAPS

Trail gaps are corridors (usually along an existing road) where sidewalk or trail facilities are missing and needed in order to complete the trail network. The City has identified 11.2 miles of trail gaps. Of those gaps, 2.4 miles are budgeted or tentatively budgeted within the City’s Capital Improvement Program (CIP) for 2024- 2028. Most of the existing trail gaps identified in Apple Valley are north of 140th Street. Most of the identified trail gaps are on one side of the street where an existing sidewalk or trail is located on the opposite

side. There are approximately 1.8 miles of gap areas with no trail or sidewalk on either side of the road. County Road 38/McAndrews Road has the longest length of trail gaps at 2.8 miles, followed by a 2.5-mile gap which includes both sides of Diamond Path, and a 1.5-mile gap along Pilot Knob Road. There is a 1-mile gap along 150th Street/County Road 42, where gravel mining is currently occurring and that is not yet developed. It is anticipated that this trail gap will be filled once this area begins to develop.

APPLE VALLEY TRAIL & SIDEWALK NETWORK GAPS



Looking west along CR38, there is a trail gap on the south side of the road.



CR 33/Diamond Path has identified trail gaps on both sides of the road.

Road Corridor	Trail Gap Miles
CR 38/McAndrews Road	2.8
CR 33/Diamond Path	2.5
CR 31/Pilot Knob Road	1.5
Galaxie Avenue	1.1
150th Street	1.0
Hwy 77 East Frontage Road	0.5
140th Street	0.5
Pennock Avenue	0.4
Flagstaff Avenue	0.3
153rd Street	0.2
140th Street	0.2
Hayes Road	0.1
Palomino Drive	0.1
Total	11.2

Table 1. Trail Gaps

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Summary of Bike and Pedestrian Facility Needs

The following needs emerged from the community input and analysis process.

- Consistent facilities that are accessible and easy to use
- Continuous and connected trails and pathways
- A well-maintained off-road network throughout the entire community, especially in areas where there are schools and retail areas
- Safe roadway crossings were frequently mentioned as there are several wide, high-speed roads crossing the community

GUIDING PRINCIPLES

Guiding principles represent the basic goals of this plan and reflect the expressed needs and desires of Apple Valley residents. These principles show direction for the resolution of issues and the advancement toward achieving a comprehensive bicycle and pedestrian network. The guiding principles were updated from the **2010 Bike Walk Apple Valley Plan** based on feedback from the Task Force and community engagement. They are intended to be clear, concise, and to match up with actionable recommendations.

1. REDUCE BARRIERS TO WALKING AND BIKING.

- » Create a bicycle and pedestrian system that works for all ages and abilities.
- » Ensure that key destinations are accessible from residential areas by biking and walking.
- » Increase features that address safety and comfort for biking and walking.
- » Ensure new development and redevelopment projects integrate walking and bicycling facilities.

2. ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION.

- » Build places in the city where different modes of transportation connect.

3. ENHANCE TRAILS AND SIDEWALKS IN THE COMMUNITY WITH ELEMENTS THAT AID IN NAVIGATION, FOSTER COMMUNITY, AND ESTABLISH A SENSE OF PLACE.

4. MAINTAIN A SAFE AND FUNCTIONAL NETWORK OF NON-MOTORIZED TRANSPORTATION IN APPLE VALLEY.

The following “E” categories are used to identify various types of projects and programs that can be used to implement strategies in the Bicycle and Pedestrian Plan. The recommendations that follow are centered around the guiding principles of the plan and each recommendation can be connected to one or more of the Es below.

 EDUCATION

Provide educational opportunities for people to learn to walk, bike, and roll safely; Provide opportunities for drivers to learn to watch for bicycles and pedestrians.

EXAMPLES:

- Wayfinding signage
- Bike Rodeo
- Safety Camp

 ENGINEERING

Identify physical barriers to walking and biking and infrastructure improvements to facilitate walking and biking, such as crossings, trails, sidewalks, on-street facilities, bike parking, etc.

EXAMPLES:

- Develop crossing improvements, new trails, and sidewalks throughout the community
- Develop Safe Routes to School Plans within the city and implement them
- Maintain the pedestrian and bicycle system

 EQUITY

Ensure traffic codes and rules that treat non-motorized movers as equal users of the transportation system; equal access to facilities and destinations for all movement types.

EXAMPLES:

- Review rules within the community to ensure that community members of all ages and abilities are able to access bike and ped facilities.

 ENFORCEMENT

Enforce rules and laws to keep people safe, while keeping in mind that enforcement can impact specific populations disproportionately.

EXAMPLES:

- Policy development
- Speed limit evaluation
- Etiquette signage

 EXPERIENCE

Make transportation an experience by designing for both people driving and people walking or biking. Focus on safety, views, destinations, etc. One of the more important upgrades to improve trail or sidewalk safety is lighting, making certain that routes commonly used by pedestrians or bicyclists to access their destinations are safe and inviting.

EXAMPLES:

- Investment in street furniture, lighting, etc.

 ETHICS

Center a values-based decision-making process that focuses on ethics, empathy, and equity.

EXAMPLES:

- Promote the value of biking and walking facilities on an equal level with motorized facilities by encouraging complete streets policies

 ENCOURAGEMENT

Create programs, events, signs, materials etc. that get people excited about walking or biking.

EXAMPLES:

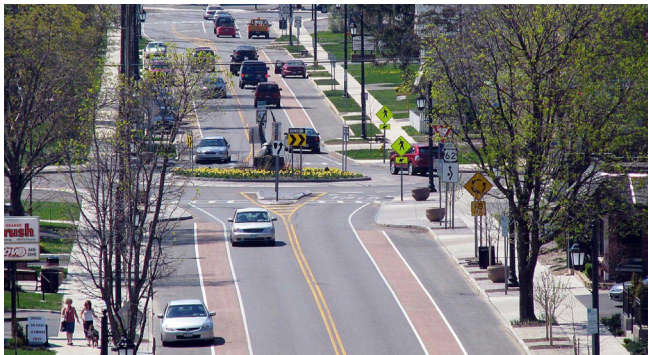
- Online maps of pedestrian and bicycle routes and loops
- Provide information about destinations and distances by ped/bike

 EVALUATION

Determine if the system is providing valuable and accessible facilities; evaluate the number of users of the ped/bike system.

EXAMPLES:

- Regularly evaluate the system with surveys/engagement metrics-
- Use tools like Strava or StreetLight to examine trends and changes in walking and biking patterns



Narrow Lane Widths



Roadway Reconfiguration



Protected Bike Lanes



Bike Route Signs

BEST PRACTICES

PLANNING FOR EVERYONE 8-80

Trail enhancements are intended to make the experience of walking and bicycling safe and comfortable for everyone. The idea behind 8-80 is to take on the challenge of planning, designing, and implementing all elements of the public realm so that both an 8-year old and an 80-year old can be comfortable and safe walking and bicycling. Ultimately, the initiative extends to everyone, with the anticipation that if both of these age ranges can be accommodated, then the city will be great for all people. The simple idea enhances the notion of accessibility, mobility, and safety to include vibrancy, health, and equity in community design and planning efforts.

To learn more about the 8-80 initiative, visit 880cities.org

ROADWAY TREATMENTS

The roadway treatments below are excerpted from the [MNDOT Bicycle Facility Design Manual](#) and offer flexible solutions to make roadways friendlier to bicyclists. As the city considers facilitating on-road options for bicyclists, these alternatives could be considered for certain lower volume roadways.

NARROW LANE WIDTHS

In many cases, space can be created for bicycle facilities by narrowing existing travel and turn lanes. Contrary to expectations, narrower lane widths do not reduce roadway capacity and can increase roadway safety (Source: Canadian Institute of Transportation Engineers report *Narrower Lanes, Safer Streets*.) People naturally drive slower when lanes are narrow, which can have a positive impact on crash severity.

ROADWAY RECONFIGURATION

Often, existing roadways are capable of handling substantially more motor vehicle traffic than they experience throughout the day. Roads are typically designed based on a forecast of future traffic volumes, but there are cases where the traffic forecast may have been incorrect or circumstances have changed, resulting in fewer motor vehicles than expected in an original roadway design. This often leads to roads with excess capacity that encourage people to drive at fast speeds, which creates low-comfort, high-stress conditions for people walking, bicycling and taking transit.

PROTECTED BIKE LANES

These facilities can be used in road corridors where there is not sufficient right-of-way to add a separate shared-use path. High-visibility road markings and Bollards help increase visibility and separate bikes and pedestrians from vehicle traffic, increasing sense of safety and security along the trail

BIKE ROUTE SIGNS

Bike route signs identify designated bike routes. Bike routes should be designated on roads and shared use paths with favorable conditions for bicycling. A bike route, in and of itself is not a bicycle facility.



Median Refuge Island



Curb Extension



Raised Crosswalk/Intersection

CROSSING TREATMENTS

- Median Refuge Islands are an FHWA proven safety counter measure for pedestrians and are associated with lower pedestrian crash rates at multi-lane crossings. Median refuge islands reduce risk exposure and allow a two-stage crossing.
- Curb Extensions: Also known as bump outs, this treatment reduces crossing distances for pedestrians and bicyclists, which can reduce risk exposure and improve safety. They serve to visually narrow the roadway, encouraging drivers to slow down, and displace parked vehicle further from the intersection improving sight distances and sight lines between drivers and those waiting to cross.
- Raised Crosswalk/Intersection: These are traffic calming devices that are typically between 3 and 6 inches high and raise the entire wheelbase of a motor vehicle. This type of vertical deflection can have a positive effect for bicyclists as they reduce motor vehicle speeds.
- Grade-Separated Crossings: Overcrossings (bridges or trestles) or undercrossings (tunnels or routing a trail under an existing bridge) are generally used for freeways, multi-lane arterials, or railroad corridors to circumvent the barrier. This separation enhances safety and efficiency by eliminating conflicts between bicycles and pedestrians and road or rail users.



Separated use bicycle and pedestrian trails in a greenway corridor

TRAIL DESIGN & MAINTENANCE

Well-planned paved trails provide pedestrian and bicycle mobility and serve recreational users and commuters. Key components for safe and attractive trails include:

- Continuous separation of trails from vehicle traffic, with few street or driveway crossings
- Scenic views
- Connections to desired destinations such as parks, retail areas, schools, library, etc.
- Well-designed street crossings with treatments such as pedestrian ramps, marked crosswalks, trail crossing signs, and short crossing distances
- Direct connections to destinations.
- Visibility of bicycle and pedestrian facilities for increased safety and personal security
- Designed with adequate width (8 feet minimum is typical), distance, open sight lines, slopes that don't exceed 5% where possible, and well-draining
- Regular maintenance, with fog sealing and crack filling where needed



High quality trail construction and regular maintenance practices are essential to encouraging use of the system.

RECOMMENDATIONS

Policy and city-wide Recommendations



An example section of a complete street



An e-bike designed to carry additional passengers

1. ENCOURAGE COMPLETE STREETS DESIGN.

- Promote the valuation of biking and walking facilities on an equal level with motorized facilities by encouraging complete streets design.
- During the design phase for new and reconstructed municipal streets the City of Apple Valley should review plans using the Complete Streets approach for design and/or redesign.
- According to Smart Growth America (smartgrowthamerica.org/what-are-complete-streets/), Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

2. DEVELOP AND IMPLEMENT POLICIES THAT SUPPORT WALKING AND BIKING IN THE CITY INCLUDING ENHANCING REQUIREMENTS FOR DEVELOPMENT AND REDEVELOPMENT PROJECTS TO ADDRESS BICYCLE AND PEDESTRIAN INFRASTRUCTURE AND AMENITIES.

- Require new development projects to build sidewalks and fill identified trail gaps.
- Require the reconstruction of sidewalks in residential areas after street projects that disturb or remove them.
- Give consideration to narrowing city streets and widening boulevards as a part of the planning process for every major reconstruction project, including residential streets. Narrower streets help to naturally reduce traffic speeds and create a more friendly walking and biking environment.

3. DEVELOP AN E-BIKE POLICY.

- The city should develop an e-bike policy that addresses use of e-bikes on park trails, city pathways, and sidewalks. E-bikes travel at high speeds compared to pedal bikes, and conflicts with pedestrians and other bicyclists should be avoided.
- The State of Minnesota has defined classes of electric bikes, and several metro area cities have developed policies for e-bikes on city trails. See information on the following page.

ELECTRIC BIKES (E-BIKES)

According to Peopleforbikes.org electric-assisted bicycles (e-bikes) are the number one driver of growth for the bike industry over the past five years. A study from the Physical Activity Council found that in 2023, 19.4% of Americans who rode a bike at least once in the last year reported using an e-bike, up from 7.8% in 2021 (Source: Peopleforbikes.org). E-bikes can help make biking a viable option for seniors and people who previously may have been disinterested in riding. The higher speeds that can be attained by e-bikes also means an increase in potential opportunities for conflicts along trails with slower moving bicyclists or pedestrians. The uptick in e-bike use highlights the importance of developing a city-wide policy to ensure that Apple Valley’s trails are safe and welcoming for all users. Examples of peer community e-bike policies are listed below for reference as Apple Valley looks into the merits of adopting a similar policy.

ELECTRIC-ASSISTED TYPE CLASSES:

Minnesota Statute 169.011 Subd. 27 defines what an Electric-assisted bicycle is and the Minnesota Department of Natural Resources further defines the classes of E-Bike

1

“Class 1 electric-assisted bicycle”

An electric-assisted bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

2

“Class 2 electric-assisted bicycle”

An electric-assisted bicycle equipped with an electric motor that is capable of propelling the bicycle without the rider pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

3

“Class 3 electric-assisted bicycle”

An electric-assisted bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.

PRECEDENT CITY POLICY EXAMPLES:

EDINA:

No class 2 or 3 e-bikes (those with a throttle) are allowed on soft-surface trails, including the mountain biking trails at Braemar Park. Pedal-assisted class 1 bikes are OK.

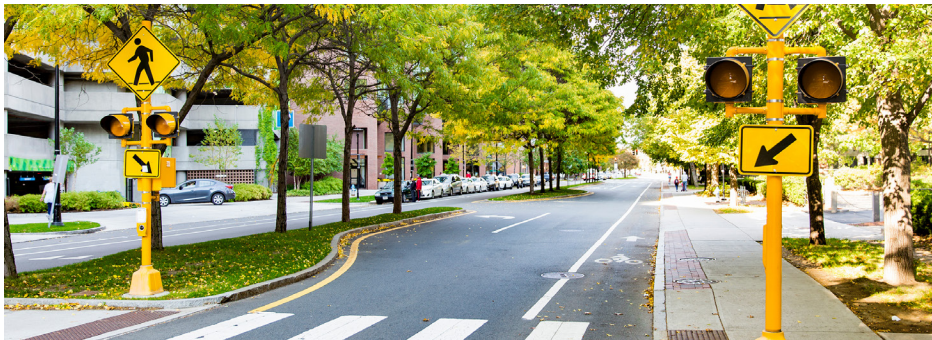
MAPLE GROVE:

No person shall ride or operate an electric-assisted bicycle in any park or parkway except in a prudent and careful manner and maintaining effective control and operation of the electric-assisted bicycle.

SHOREWOOD:

Electric bicycles operated within the City shall comply with Minnesota State Statutes and the following additional requirements:

- Subd. 1. Any person under the age of 18 operating or riding on an electric bicycle shall wear a helmet or other protective headgear approved for bicycle riding by the United States Department of Transportation or the American National Standards Institute (ANSI).
- Subd. 2. No person shall operate an electric bike on natural or artificial turf, playfield, playground, court, ice rink, natural area, or structure located in a designated public park.



Examples of upgraded crossings



Examples of biking amenities



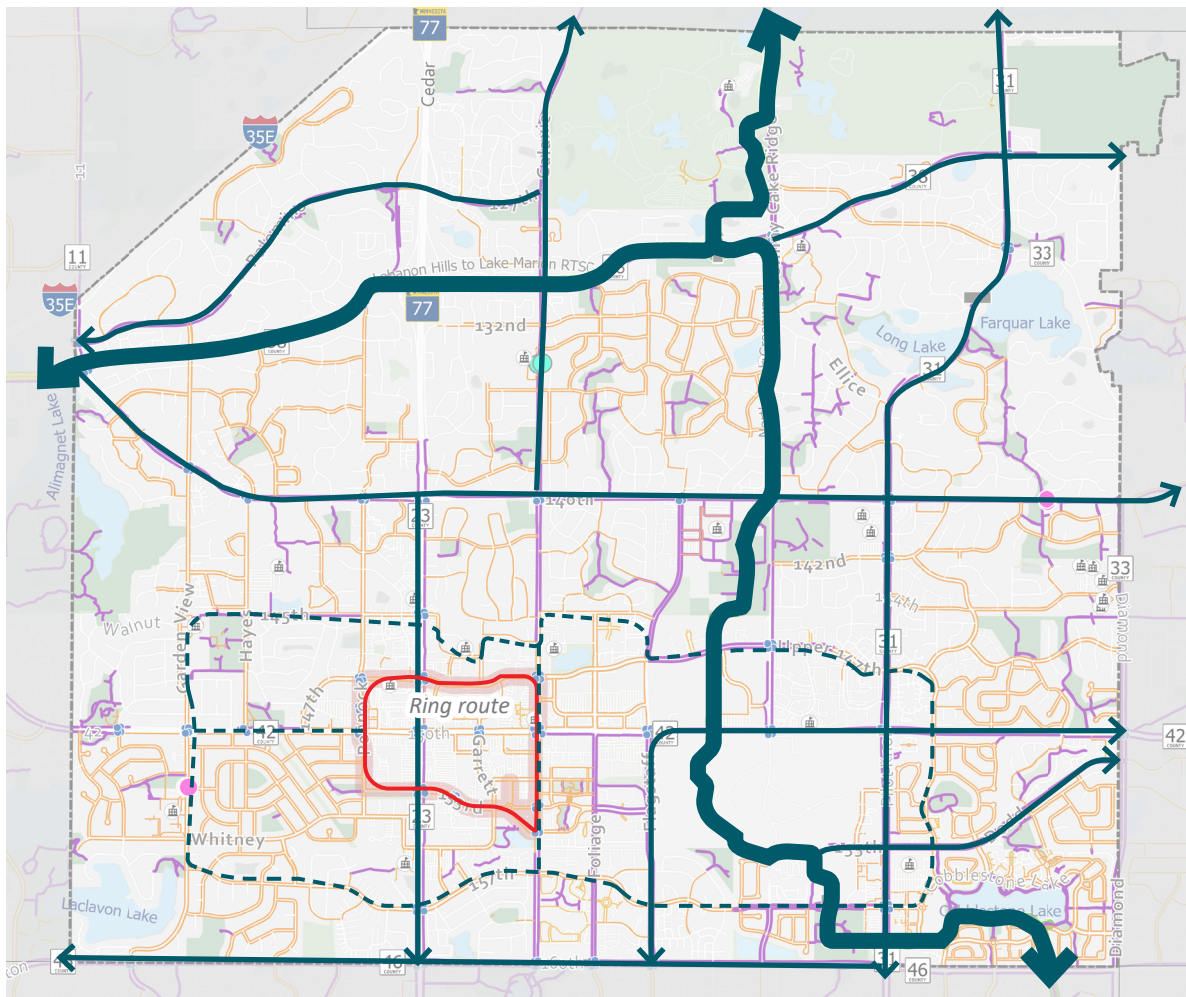
4. UPGRADE TRAIL CROSSINGS THROUGHOUT THE CITY.

- Consider grade-separated crossings of busy roadways for pedestrians and bikers, particularly along the Ring Route.
- Crossing improvements- Crossing improvements can vary widely based on roadway conditions but can include at-grade improvements, such as signage, signals, and surface treatments.
 - For especially fast or high-volume traffic, roadway tunnels or overpasses should be considered.
 - Crossing improvements can also focus on changes to the roadway, narrowing or reducing lanes, adding a median, or other traffic calming devices.
 - These are especially vital in areas around schools, parks, bus stops, and civic destinations to ensure that those not driving have a safe way to access these spaces.
- Develop updated Safe Routes to School Plans for Schools within the city and implement them.

5. PROMOTE OUTDOOR RECREATION THROUGH INVESTMENT IN SUPPORTIVE AMENITIES AND LANDSCAPE ELEMENTS.

- Consider adding amenities like bike lockers, water fountains, and bike fix it stations to bus stations and shelters that provide convenient options for commuters using more than one mode of transportation to get to their destination.
- Ensure an adequate number of benches, lighting, and trash receptacles exist along trails and sidewalks.
- Encourage bicycling to local businesses by adding bike racks in front of commercial and retail areas.
- Plant boulevards between trails and roadways with tall grasses, shrubs, and trees where possible to calm traffic and improve the experience for pedestrians and bicyclists.
- Continue to develop and enhance the Ring Route as a destination walking loop.
 - Replace dead and dying trees with a diverse mix of native trees and other native vegetation.
 - Add additional amenities to increase convenience.

POTENTIAL BIKE NETWORK HIERARCHY



6. DEVELOP A HIERARCHY OF TRAIL LOOPS—CONSIDER A GRAND ROUNDS SYSTEM, OR USE THE GREENWAYS AS THE SPINES.

- Fill in the bike and pedestrian network by adding trails and sidewalks throughout the community (construct trail gaps).
- Improve curb cuts for trails to create a smooth ride for those on wheels as they pass through intersections.
- Identify missing connections between trails, especially the Dakota County Greenway network, and prioritize trail connections and crossing improvements that connect with the greenway.
- Consider expanding the Ring Route to include bicycle facilities, as a multi-use trail, cycle track, or protected bike lanes on road.

Excerpt from 2010 Apple Valley Bike Walk Plan:

Certain routes were identified by the task force and the community as possible segments of a core network. Garden View Drive, Palomino Drive, and Pennock Avenue might serve as these routes, and with the addition of Whitney Drive, noted for its direct link to the 155th Street Transit Station, a core loop begins to evolve.

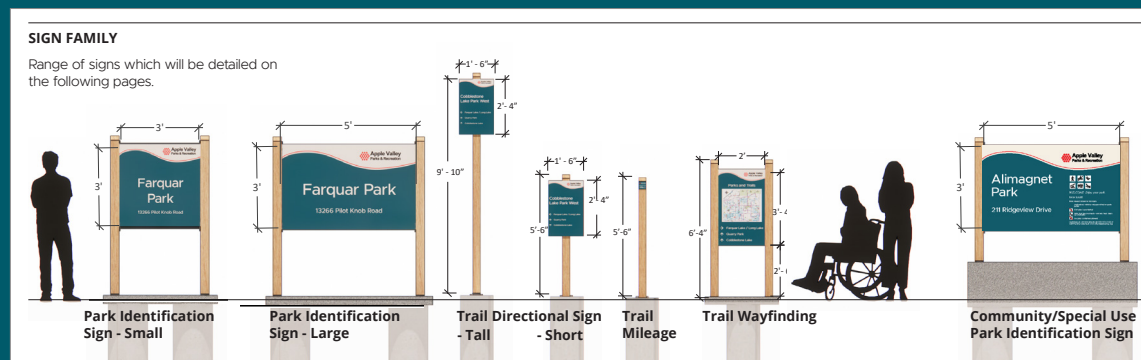
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7. PROVIDE BIKE AND PEDESTRIAN INFORMATION THROUGH DIGITAL MAPS AND SIGNAGE.

- Wayfinding signage—the city should expand signage along trails and sidewalks that identify parks, schools, and civic destinations.
 - Identify locations that would benefit from additional signage.
 - Create a wayfinding and signage plan and standards for the City.
- Add signage to roadways with bike lanes or trail crossings that remind drivers to stay alert for bicyclists and pedestrians.
- Develop an online map of ped/bike routes and loops; Provide information about destinations and distances by ped/bike-
 - Having a readily available map of options for on trail biking and walking can help to encourage more use of the trails and sidewalks.

Apple Valley has recently completed a wayfinding plan for the park system. The City also has wayfinding specific to the Ring Route. This plan recommends expanding the park signage plan to include wayfinding along trails and reimagining the Ring Route signage to incorporate it with other signage updates.

Wayfinding signage along trails and sidewalks is useful for identifying parks, schools, civic destinations, and other attractions or amenities. Well-branded wayfinding can help create a stronger sense of place. Signs along the bicycle and pedestrian network could include distances to community destinations nearby showing that they are only a short ride or walk away. Signage should be consistent and legible throughout the network. Using symbols or multiple languages, when possible, allows the signs to be understood by a wider audience. Alternatives to signs, such as roadway markings, imprinted pavement, and streetscape design (such as along Apple Valley's Ring Route), can also be useful ways to help people on foot or bike navigate the system.



City of Apple Valley Parks and Recreation Signage Design Guidelines



Examples of trail wayfinding signage includes flag signs with distance to destinations, map signs, and trail etiquette signs.

8. IMPLEMENT INCENTIVE PROGRAMS AND UTILIZE PARTNERSHIPS TO ENCOURAGE BIKING AND WALKING.

- **Bike Rodeo**—This type of activity can be put on by the city as an educational way to encourage biking for kids. These events give bicycle or scooter riders the opportunity to get their helmet properly fitted, navigate through safety skills courses, and have their bike or scooter checked by professionals for safety. Often, police or fire personnel are in attendance to oversee these activities.
- **Safety Camp**— This type of program is intended to teach kids, through a variety of fun activities, how to be safe in their daily lives. The camp is focused on preventing unintentional injury and reducing the number of incidents that lead to disabling injuries or death. Students spend several days learning skills necessary to avoid injury and cope with emergency situations. Although it is not the only focus, bicycle safety is a key component.
- Encourage businesses to enroll in Bike Benefits and similar programs that draw people to the area by bike.
- Incentivize the placement of bike racks, bike lockers, fix-it stations etc. at businesses that enhance the experience of biking in the City.

9. CONSIDER ADDING COMMUNITY BIKE AND WALK EVENTS TO THE CITY'S PROGRAM CALENDAR.

- Events, such as “Bike with the Fire Department” or bike rodeos may encourage community awareness and safety for biking in the city.

10. CONSIDER INTEGRATING ON-STREET BIKE LANES WHERE APPROPRIATE.

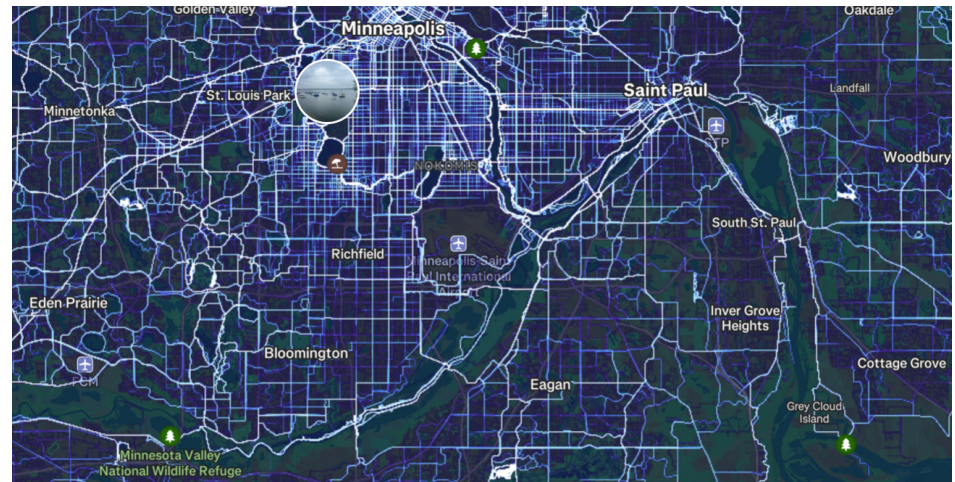
- Consider bike routes on neighborhood streets parallel to major roadways.
- Use tools like Strava or StreetLight to examine trends and changes in walking and biking patterns.
- Identify low stress roadways that could be candidates for on-street bike lanes.
 - The Safe Streets for all program could be used as a means of piloting this recommendation before fully committing to bike lanes.



Bike rodeo



Business incentives for biking



Strava heat map of where people walk and bike in the Twin Cities



Protected bike lanes

11. MAINTAIN AND SUPPORT A SAFE, CONVENIENT, AND COMPREHENSIVE SYSTEM OF NON-MOTORIZED TRANSPORTATION IN APPLE VALLEY.

- Follow the 8-80 rule by designing local roads to work for all members of society, from ages 8 up.
- Ensure connections to bus stations and park and rides are regularly maintained.
- Evaluate accessibility and ADA compliance to non-motorized transportation facilities, including transit, especially near senior housing and multifamily housing.
- Maintain the pedestrian and bicycle system regularly to ensure that trails and sidewalks are comfortable and safe to use.
- When developing city budgets, give equal weight to developing, repairing, and maintaining bicycle and pedestrian facilities as to streets and roads.
- Allow for transparent decision-making and consistent public engagement with the wider community to encourage public officials to value biking and walking facilities on an equal level with motorized facilities.
 - Continue to periodically survey the community and engage users to determine if there are issues and opportunities for the bike and ped system.
 - Conduct quarterly measurement of the number of complaints or requests to city staff regarding bike and trail facilities. Determine if complaints go up or down during certain times of year or if there are particular issues that rise to the top that are high priorities for investment.



ADA accessible walkways adjacent to a senior living facility



Trail maintenance to improve trail surfacing



Biking intercept survey to connect with people using the system

PROJECT PRIORITIES

PROJECT PRIORITIZATION CRITERIA

The following criteria have been adapted from the 2010 Bike Walk Apple Valley Plan. These criteria were considered to inform the prioritization level listed for each project in this chapter.

- **Public interest and input:** Is the project desired by the community? Was it frequently mentioned during the public engagement?
- **Cost and feasibility:** Does the project fit within current funding availability, or is more funding needed? Is the project already designed? Is land secured through public ownership, right-of-way, or easement?
- **Environmental Justice:** Does the project provide a connection to or within an environmental justice area?
- **Jurisdiction and responsibility:** Is the city, the county, or another entity responsible for the trail or road improvement? If it is not the city, then advocacy, encouragement, and partnership will be needed from city staff and officials.
- **Ability to provide walking and biking connections among a variety of land uses:** Does the project connect land uses, such as residential areas, to schools or retail areas?
- **Connections to the transportation network:** Does the project connect to transit routes or other primary trail routes?
- **Existence of parallel sidewalks or trails within the same right of way:** Consider a policy of pedestrian and bicycle facilities on both sides of all roads with speed limit greater than 25 mph/all nonresidential streets. If the road creates a barrier, then it is more likely that trails are needed on both sides.
- **Presence of safe crossings to the trail and sidewalk network:** Will the project connect to other trails and sidewalks in the network with safe road crossings?

TRAIL GAP PROJECTS

The following projects are proposed paved trail segments, typically 8 feet wide, bituminous sidepaths along city or county roadways or proposed on road bike lanes. The Map ID numbers have carried over from the 2010 plan for continuity but have been reordered by priority.

Priority Level	Map ID	Project	Route System	Responsibility	Status (CIP) / Need	Length (miles)
1	1A	140th Street	Municipal-State Aid Street	Apple Valley	Planned 2026	0.2
2	23	McAndrews Road / CR 38	County-State Aid Highway	Dakota County	-	0.5
3	26	Palomino Drive	Municipal-State Aid Street	Apple Valley	2026	0.1
4	27	Pennock Avenue	Municipal Street	Apple Valley	2026	0.1
5	21	McAndrews Road / CR 38	County-State Aid Highway	Dakota County	Partially Complete	0.3
6	16	Diamond Path Road	County-State Aid Highway	Dakota County	-	1.3
7	37	153rd Street	Municipal-State Aid Street	Apple Valley	2029	0.2
8	9	150th Street / CR 42	County-State Aid Highway	Dakota County	May wait for gravel mine to develop	1
9	17	Diamond Path Road	County-State Aid Highway	Dakota County		1.2
10	3	Hayes Avenue	Municipal-State Aid Street	Apple Valley	-	0.1
11	18	Pilot Knob Road	County-State Aid Highway	Dakota County	-	0.4
12	19	Pilot Knob Road	County-State Aid Highway	Dakota County	-	0.2
13	20	Pilot Knob Road	County-State Aid Highway	Dakota County	-	0.8
13	22	McAndrews Road / CR 38	County-State Aid Highway	Dakota County	-	0.4
15	28	Pennock Avenue	Municipal Street	Apple Valley	-	0.3
15	24	Galaxie Avenue	Municipal-State Aid Street	Apple Valley	Fill this gap to enhance access outside the neighborhood. Environmental justice basis.	1.1
16	30	Highway 77 Service Road	Municipal Street	Apple Valley	-	0.5
17	32	140th Street	Municipal-State Aid Street	Apple Valley	-	0.5
18	33	McAndrews Road / CR 38	County-State Aid Highway	Dakota County	-	0.9
19	34	Flagstaff Avenue	Municipal-State Aid Street	Apple Valley	-	0.3
20	35	McAndrews Road / CR 38	County-State Aid Highway	Dakota County	-	0.6
21	38	150th Street / CR 42	County-State Aid Highway (Frontage Road)	Dakota County	2027	0.5
22	BL	Bike lanes on 157th Street	Municipal Street	Apple Valley		3.3

TRAIL GAP PROJECTS MAP

City Boundary

School

EW Grade Separated Crossing

NS Grade Separated Crossing

Regional Bicycle Trail Network (RBTN)

RBTN Identified Key Destination

Metropolitan Council Tier 1 RBTN Alignment

Metropolitan Council Tier 2 RBTN Alignment

Metropolitan Council Tier 2 RBTN Alignment

Regional Bicycle Transportation Corridor

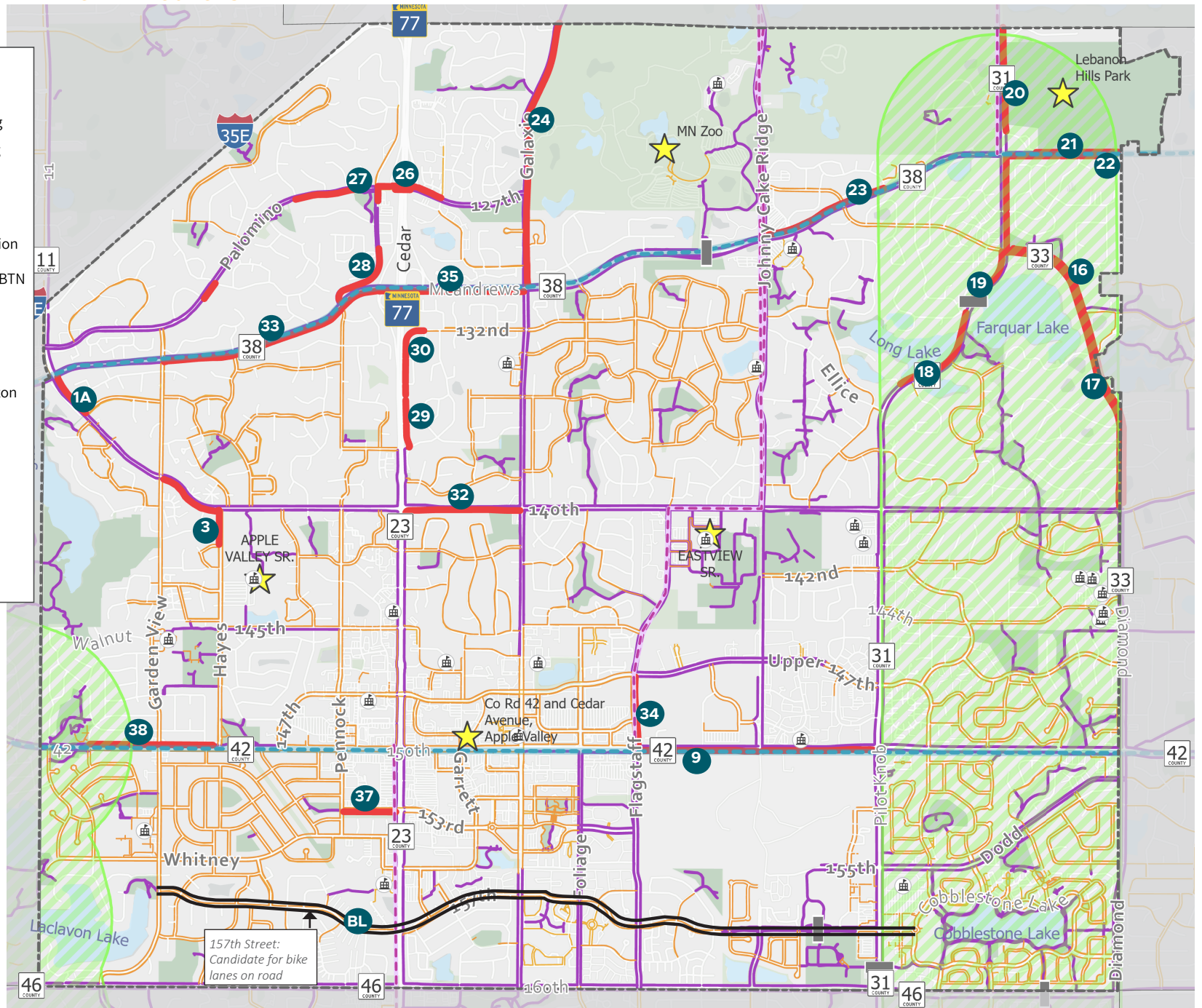
Bicycle and Pedestrian Infrastructure

Trail Gap

Sidewalk

Trails

City Park



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ROAD CROSSING IMPROVEMENT PROJECTS

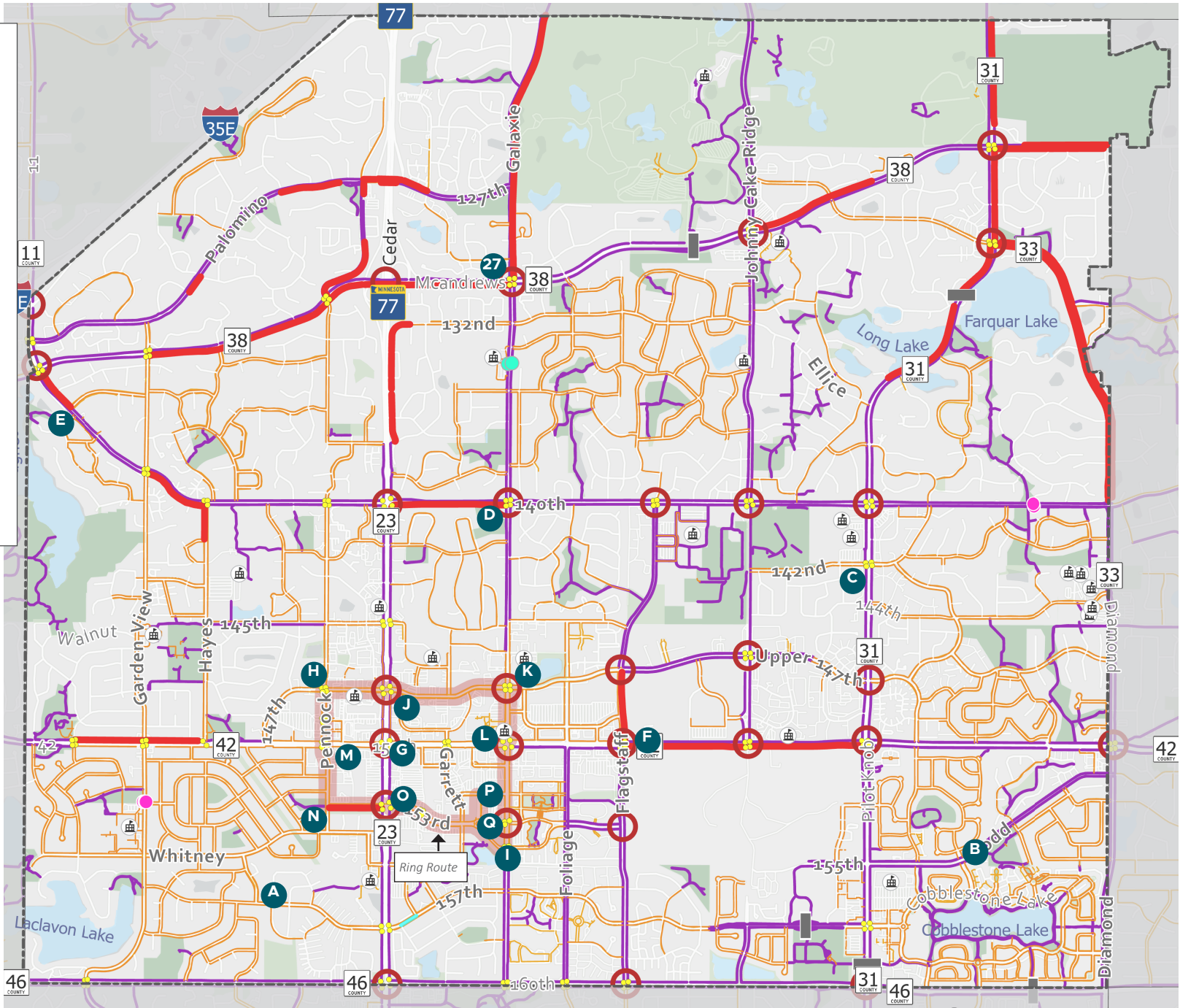
The following road and trail intersections have been identified as priorities for pedestrian and/or bicycle improvements to make crossings safer for people walking or biking, and to make people more visible to vehicles.

Priority Level	Map ID	Project Location	Description	Responsibility	Status (CIP)
	A	157th St W and Hallmark Way	Curb Bumpouts	Apple Valley	
	B	Dodd Blvd and Eagle Bay Dr	RRFB - Rectangular Rapid Flashing Beacon	Apple Valley	
	C	142nd St W and Euclid Ave	School Crossing - bumpouts, turn lane, restriping, curb replacement	Apple Valley	Grant funding needed
	D	140th St W and Galaxie Ave	Add pedestrian refuge on 140th, high visibility crosswalk	Apple Valley	
	E	140th St W and 135th St W	Add pedestrian crossing	Apple Valley	
	F	Flagstaff and County 42	Add pedestrian refuge, high visibility crosswalks, pedestrian priority signal	Dakota Co and Apple Valley	
	G	Cedar and County 42	Add pedestrian priority signal, widened pedestrian refuge	Dakota County	
	H	Ring Route- 147th St and Pennock Ave	Narrow or reduce lanes at crossings*, add pedestrian crossing amenities	Apple Valley	
	I	Ring Route- Founders Ln and Galaxie Ave	Narrow or reduce lanes at crossings*, add pedestrian crossing amenities	Apple Valley	
	J	Ring Route- 147th St and Cedar Ave	Grade-separated crossing for bicyclists and pedestrians accross Cedar, add pedestrian crossing amenities	Dakota Co and Apple Valley	
	K	Ring Route-147th St and Galaxie Ave	Narrow or reduce lanes at crossings*, add pedestrian crossing amenities	Apple Valley	
	L	Ring Route-- CR 42 and Galaxie Ave	Grade-separated crossing for bicyclists and pedestrians accross CR 42, add pedestrian crossing amenities	Dakota Co and Apple Valley	
	M	Ring Route- CR 42 and Pennock Ave	Grade-separated crossing for bicyclists and pedestrians accross CR 42, add pedestrian crossing amenities	Dakota Co and Apple Valley	
	N	Ring Route- 153rd and Pennock Ln	Narrow or reduce lanes at crossings*, add pedestrian crossing amenities	Apple Valley	
	O	Ring Route- 153rd St and Cedar Ave	Grade-separated crossing for bicyclists and pedestrians accross Cedar, add pedestrian crossing amenities	Dakota Co and Apple Valley	
	P	Ring Route- 152nd St and Galaxie Ave	Narrow or reduce lanes at crossings*, add pedestrian crossing amenities	Apple Valley	
	Q	Ring Route- 153rd St and Galaxie Ave	Narrow or reduce lanes at crossings*, add pedestrian crossing amenities	Apple Valley	

*Consider raised table crossings at sidewalk crosswalks along the Ring Route.

ROAD CROSSING IMPROVEMENT PROJECTS MAP

- City Boundary
- School
- Major Intersection
- Traffic Control Devices
 - HAWK Signal (High-intensity Activated crossWalk)
 - RRFB (Rectangular Rapid Flashing Beacon)
 - Traffic lights
 - EW Grade Separated Crossing
 - NS Grade Separated Crossing
- Bicycle and Pedestrian Infrastructure
 - Trail Gap
 - Sidewalk
 - Trails
 - Ring Route
 - City Park



FUNDING SOURCES

Additional funding beyond the city's general fund will be needed to implement the recommendations described in this plan. The following table includes a list of potential funding sources to be explored and utilized.

Funding Sources
City General Funds
• This is the primary source for ongoing maintenance, operations, and amenities for the bike and pedestrian system. • Capital improvements are typically funded through general funds. • The city's general fund is often used as a match for grant funding.
Dedicated Tax Levy / Referendum Funding
• Apple Valley may hold a referendum to create a dedicated tax levy with proceeds directed specifically for trails and ped/bike infrastructure. • The tax levy dollars may fund capital projects and operations and maintenance. • The funding may supplement the city's general funds. • The advantage of a dedicated tax levy is that trails receive a more stable source of funding and do not have to compete with other city priorities for funding on an annual basis.
Bonding
• General Obligation Bonds and Revenue Bonds are typically used as a source for large infrastructure projects. • These funds provide a source of implementation funding for new facilities, and in some cases, can provide funding for repairs and upgrades of existing facilities. • Residents can decide to raise revenue through a permanent or temporary tax increase dedicated for specific purposes such as sidewalk, trail, and bikeway improvements and maintenance. These funds are usually provided through bonds approved as part of a voter referendum.
State Aid Funds
• State aid funds are available for pedestrian and bicycle improvements on state aid roadways. At the time of street construction or reconstruction, it is important to consider ped/bike upgrades that can be performed concurrently.
Partnerships
• Public and private partnerships can provide funding opportunities beyond the traditional municipal models. Partnerships with Dakota County have contributed to the existing trail network. Potential partnerships with the School District, Community Education, and local businesses can help with implementation of events and programming, and can support future grant writing efforts. • Organizations with partner funding can also provide assistance with design, outreach, or maintenance/stewardship of facilities. Partnerships and relationships with local businesses can result in easements, use agreements, or donated funds for future bike and ped facilities.

Funding Sources
Donations
• Private donations may be from individuals or area corporations, or donations of labor from recreation clubs or use agreements. "Adopt-a-Trail" programs, memorial bench donations, and incentives for local businesses to provide bike racks are all examples of how organizations, businesses, and individuals could help with maintenance and funding, while raising awareness and enthusiasm of the bike/ped system.
Metropolitan Council Regional Solicitation Grants
• The Metropolitan Council allocates federal funds through Regional Solicitation Grants. Funding priorities include RBTN priority corridors, multi-use trails, bicycle facilities, grade-separated crossings, filling network gaps, intersection/crossing treatments, sidewalks, streetscaping, ADA improvements, and Safe Routes to School infrastructure projects. • These grants are available on 2-year funding cycle, with the next solicitation for grant applications anticipated in early 2026. https://metro council.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Applying-for-Regional-Solicitation-funds.aspx
Safe Routes To School (SRTS) Grants
• The city may apply for SRTS Planning Assistance through MnDOT to complete a District-wide plan or individual SRTS plans for those schools that don't have a SRTS Plan or have outdated plans. https://www.dot.state.mn.us/saferoutes/grants-funding.html
Other Grants
• Local Trail Connections (LTC): Administered through the MNDNR; funding prioritizes projects with significant connectivity, high expected use, and attractive integration of cultural and natural resources. https://www.dnr.state.mn.us/grants/recreation/trails_local.html • MN DNR Natural and Scenic Area Grants: Projects must align with the State Outdoor Recreation Plan (SCORP). This grant is typically available annually, with an application deadline in early spring. https://www.dnr.state.mn.us/grants/land/natural-scenic-app-cycle.html • MN DNR Outdoor Recreation Grants: Projects must align with the State Outdoor Recreation Plan (SCORP). Example projects include internal park trails and trail amenities. This grant is typically available annually, with an application deadline in early spring. https://www.dnr.state.mn.us/grants/recreation/outdoor_rec.html

“
Riding a
Bicycle is the
closest you
can get to
Flying.”

- Robin Williams



ITEM:
MEETING DATE:
SECTION:

5.D.
August 7, 2025
Parks and Recreation
Advisory Committee
Regular Meeting Tentative
Agenda

Description: Discuss City entrance monument signs	
Staff Contact: Eric Carlson, Parks and Recreation Director	Department / Division: Parks and Recreation

Action Requested:

Recommend submittal of City entrance monument signs memo to City Council

Summary:

One of the projects of the 2023 Parks Referendum is the complete reconstruction of Redwood Park, which is located directly adjacent to the western border of Apple Valley. With the park's complete renovation transforming the western entrance into Apple Valley, the Parks & Recreation Advisory Committee would like to urge City Administration to begin planning for a Welcome to Apple Valley monument sign at Redwood Park (as well as at the other entrances to the City).

Background:

N/A

Budget Impact:

N/A

Attachments:

1. Memo

TO: Mayor, City Council, and City Administrator

FROM: Mark Schori – Chair Apple Valley Parks and Recreation Advisory Committee
Members of the Apple Valley Parks and Recreation Advisory Committee

DATE: August 7, 2025

SUBJECT: Recommendation to Begin Planning for City Entrance Monuments

As you are aware, the Apple Valley Parks and Recreation Advisory Committee is in the process of working with city staff to help implement park improvements authorized in the 2023 referendum. This includes updating Redwood Park and associated signage. We're excited that the new Redwood Park will be a great way to welcome residents and visitors to the City and respectfully recommend that the City Council begin planning for the installation of entrance monuments near the park on County Road 42, as well as at other key entry points into the City. We are making this recommendation at this time because installing a new entrance monument near Redwood at the same time park construction is occurring seems to be a natural fit.

These monuments would serve as welcoming features that enhance the city's image, promote civic pride, and create a stronger sense of arrival for residents and visitors. Entrance monuments are a common feature in well-branded communities and can contribute to a cohesive and attractive streetscape.

Key locations for consideration include:

- The westerly border along County Road 42 near **Redwood Park**
- The easterly border along County Road 42 near **Diamond Path Park**
- The northerly and southerly borders along **Cedar Avenue** at the city's corporate limits

We encourage the Council to consider initiating conceptual design work, site assessments, and a phased funding strategy as part of future capital improvement planning. The Committee supports incorporating community input to ensure the monuments reflect Apple Valley's character and values.

We appreciate the opportunity to serve the citizens of Apple Valley and look forward to working with the community, City Council, and staff to help make Apple Valley a community of choice for both residents and businesses.



ITEM:
MEETING DATE:
SECTION:

5.E.
August 7, 2025
Parks and Recreation
Advisory Committee
Regular Meeting Tentative
Agenda

Description: Division update: Senior programs	
Staff Contact: Nate Rosa, Recreation Superintendent	Department / Division: Parks and Recreation

Action Requested:
N/A - Informational item

Summary:
During the regular meeting, Recreation Supervisor Sharon Lemke will give a verbal update on her programs.

Background:
Sharon Lemke oversees senior programming and facility rentals of the Apple Valley Senior and Event Center. For this meeting, Sharon will give oral presentations updating the Committee on her programs and facility. If a committee member wishes for additional details regarding a specific area, please feel free to discuss during the agenda item or contact Recreation Superintendent Nate Rosa at nate.rosa@applevalleymn.gov.

Budget Impact:
N/A

Attachments:

None