



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14063 - MN River Bluffs Regional Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

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

Organization Information

Name: CARVER COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

PUBLIC WORKS

11360 HWY 212 W #1

*

COLOGNE

Minnesota

55322-9133

City

State/Province

Postal Code/Zip

County:

Carver

Phone:*

Ext.

Fax:

PeopleSoft Vendor Number

0000026790A12

Project Information

Project Name

MN River Bluffs Regional Trail

Primary County where the Project is Located

Carver

Cities or Townships where the Project is Located:

Chanhassen, Eden Prairie

Jurisdictional Agency (If Different than the Applicant):

Carver County

This project will reconstruct and pave a segment of Minnesota River Bluffs Regional Trail, from Pioneer Trail (Hennepin County CSAH 1) to Flying Could Drive (Carver County CSAH 61).

Minnesota River Bluffs Regional Trail is both a recreation destination and a commuter route. It plays a key role in Carver County's alternate transportation infrastructure, connecting to Cedar Lake LRT Regional Trail (Tier 1 RBTN Alignment) in Minneapolis, Nine Mile Creek Regional Trail (Tier 1 RBTN Corridor) in Hopkins, CSAH 10 (Tier 1 RBTN Corridor) in Chaska, CSAH 101 (Tier 2 RBTN Alignment) in Chanhassen, TH 101 (Tier 1 RTBN Corridor) in Shakopee, and Pioneer Trail (CSAH 1) (Tier 2 RBTN Corridor) in Eden Prairie.

This section of the trail is currently closed due to damage from a landslide in 2014. The existing 6-mile detour adds time to trips, and is less safe, requiring cyclist to ride on the shoulder with vehicular traffic. This can feel unwelcoming to less experienced cyclists, families with strollers and small children, and people with limited mobility.

The project will leverage repair work by the Hennepin County Regional Railroad Authority to reopen the segment, providing a continuous eleven-mile, mixed-use trail for residents of Carver County and beyond.

The proposed project includes:

- Approximately two miles of 10-foot wide, off-street, bituminous multiuse trail meeting all ADA requirements
- Nine-car parking lot, informational kiosk, and ADA-compliant pedestrian ramp at west project terminus

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

- Culvert reconstruction and associated work
- Local trail connection to Flying Cloud Drive

This off-road trail segment is anticipated to:

- Close gap in an existing RBTN Tier 1 Alignment and a Carver County Regional Destination Trail
- Link to Cedar Lake LRT Regional Trail, Nine Mile Creek Regional Trail, Engler Boulevard, County Road 101, and Pioneer Trail; along with local trail connections throughout its length
- Expand trail access for children, senior citizens, and users with disabilities
- Connect the jurisdictions of Chaska, Chanhassen, and Shakopee; while providing a continuous trail to regional job centers in Eden Prairie, Hopkins, St Louis Park, and Downtown Minneapolis
- Improve Carver County's livability for low-income residents without access to a vehicle by providing a convenient and viable alternative transportation option
- Connect with the MN River valley, the MN River Valley State Trail, and the Seminary Fen Scientific and Natural Area.

The proposed fully accessible mixed-use trail will promote active living and invite residents of all incomes and abilities to fully appreciate Carver County's natural resources.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)

Bituminous trail, ADA curb ramps

Project Length (Miles) 2.3

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$1,594,720.00

Match Amount \$398,680.00

Minimum of 20% of project total

Project Total \$1,993,400.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds County and State Funds

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

Preferred Program Year

Select one: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years: 2023

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency Carver County

Zip Code where Majority of Work is Being Performed 55317

(Approximate) Begin Construction Date 04/01/2023

(Approximate) End Construction Date 12/01/2023

Name of Trail/Ped Facility: MN River Bluffs Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Pioneer Trail (Hennepin County CSAH 1)

To:
(Intersection or Address) Flying Cloud Drive (Carver County CSAH 61)

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

Or At:

Miles of trail (nearest 0.1 miles): 2.3

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 3.3

Is this a new trail? No

Primary Types of Work BIKE PATH, PED RAMP, PARKING LOT, WAYFINDING

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

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

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

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

Goal A: Objective A; p2.2

Goal B: Strategy B6; p2.8

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

Goal C: Objectives D and E; p2.10; Strategies C1, C17; p2.10-2.11, 2.24

Goal E: Objectives B, C, and D; p2.30; Strategies E3 and E6; p2.31-2.32, 2.34

Goal F: Objective C; p20.35

(Limit 2,800 characters; approximately 400 words)

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

Carver County 2040 Comprehensive Plan, 2019

- Section 1.4: Stakeholder Groups; Communication and Engagement

- Section 4: Transportation Plan

- Figure 4.22 Relationship of RBTN to Existing Bike Facilities and Destinations

- Figure 4.23 Existing and Planned Off-Road Bike Facilities

- Section 6: Parks, Open Space, and Trails Plan

Minnesota River Bluffs Extension Regional Trail Master Plan, Amendment 1

- 6-10: demand forecast

List the applicable documents and pages:

City of Chaska 2040 Comprehensive Plan:

- Figure 7.3: 2040 Trails Map

City of Chanhassen 2040 Comprehensive Plan:

- Figure 5-2, Trails, Sidewalks, and Open Space

- Figure 5-3, Regional Bicycle Transportation Network

Scott County 2040 Comprehensive Plan Update:

- Regional Park and Trail System

2040 Hennepin County Bicycle Transportation Plan

- Figure 10: 2040 Bikeway System, p36

City of Eden Prairie Pedestrian and Bicycle Plan

- Figure 3.3.9 - Barrier Locations as Identified by

City Staff and the Public, p47

- Figure 4.2.1 - Recommended Low-Stress Walking and Biking Network, p55

(Limit 2,800 characters; approximately 400 words)

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

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

5. Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

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

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

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

Multituse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$250,000 to \$1,000,000

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

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

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 02/18/2014

Link to plan: <https://www.co.carver.mn.us/home/showdocument?id=1164>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$84,000.00
Removals (approx. 5% of total cost)	\$84,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$19,300.00
Storm Sewer	\$100,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$17,000.00
Striping	\$60,000.00
Signing	\$4,800.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$134,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$28,800.00
Totals	\$531,900.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,045,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$4,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$62,500.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$350,000.00
Totals	\$1,461,500.00

Specific Transit and TDM Elements

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

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00

Other Costs - Administration, Overhead,etc. \$0.00

Totals

Total Cost \$1,993,400.00
Construction Cost Total \$1,993,400.00
Transit Operating Cost Total \$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map 1589314238077_RBTNMap.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 12199

Existing Employment Within One Mile (Integer Only) 3744

Upload the "Population Summary" map 1589314300164_Population-EmploymentSummaryMap.pdf

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

*1. **Sub-measure:** Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

Carver County actively engaged diverse populations to identify and develop the proposed project (see attached map).

The county held a pop-up meeting for seniors at the Chaska Community Center "Lodge Senior Center" on 3/5/2020. Residents reviewed project details and expressed the need for safe multimodal options in the community.

The project team hosted earlier two events to solicit feedback on the proposed project:

- 8/19/2017: Lake Susan Park in Chanhassen
- 8/19/2017: Fireman's Park in Chaska

Both events were held in park areas with accessible parking and sidewalks, and offered age-appropriate games and activities to attract youth. A Spanish language interpreter was present at both events; and the Chanhassen event was scheduled at to coincide with Liga Latina du Beisbol, Minnesota (the Spanish Baseball League of Minnesota).

Response:

These efforts build off engagement conducted as part of Carver County's 2040 Plan. The County hosted three open houses from 2017-18, including one with Somali and Spanish interpreters and targeted outreach to East African and Hispanic residents. They also held public meetings in all ten townships; pop-up events at festivals and libraries; and a 2040 Plan website with an online questionnaire and "social pinpoint" engagement tool. Input informed the 2040 Plan, which identifies the proposed project as a key piece of Carver County's alternate transportation infrastructure.

(Limit 2,800 characters; approximately 400 words)

2. Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

Completing the MN River Bluffs Regional Trail would better serve all of Carver County's residents, especially people of color, people with disabilities, low-income people, and children (see attached map).

The proposed project leverages ongoing trail improvements, including landslide repairs by the Hennepin County Regional Railroad Authority (2020), pedestrian overpass constructed with Hwy 101 improvements (2020), paved multimodal off-road connections across jurisdictions and to local trails (2017), and a bike and pedestrian trail bridge (2016).

Carver County's population is increasing in both number and diversity. The overall population has grown by nearly 30 percent since the 2000 Census. The percentage of people of color is estimated at 11.4 percent, an increase of 281 percent since 2000. County officials have observed growing regional park use by immigrant communities and people of color, who are introducing new cultural relationships to outdoor recreation and uses of public space. As a desirable and highly used amenity, the trail network is anticipated to meet the needs of current users while adapting to new modes of transportation and recreation.

Response:

The proposed trail segment will provide alternate transportation and free recreation to low-income residents. While the segment itself runs through a higher-income area, it provides a crucial link from low-income census tracts to jobs and amenities. The segment's "prime service area" (three-mile radius) includes several Census tracts that are above regional average concentration of race / poverty (see attached map).

For those who rely on walking or biking for

transportation, the existing six-mile detour is a major barrier. Metropolitan Council commuting data shows that Eden Prairie and Minneapolis are two of the top 10 workplaces for Chaska and Chanhassen residents. Removing the time-intensive detour will provide a cycling thoroughfare to Eden Prairie and Minneapolis, and to job centers in Hopkins and St. Louis Park. The trail segment will also enable people without access to a personal vehicle to visit state and federal lands adjacent to the trail, benefiting their physical, mental, and social health.

By removing a major barrier in the regional trail network, the project will also benefit people with limited mobility, including the 28.2 percent of Carver County residents over 65 who live with a disability. Paving the proposed trail segment will create a continuous and welcoming experience for people using mobility devices, families with strollers, and cyclists with limited experience. A parking lot and ADA-compliant pedestrian ramp at the east terminus will expand access to users with disabilities.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

The proposed project will not negatively impact the disadvantaged populations present in the project area by minimizing construction nuisances through proper mitigation of noise, dust and traffic. The trail will be constructed quickly to limit disruptions to current users. During construction, trail users will be directed towards alternate routes with easy to follow detour signing. It will provide a paved, stable, and accessible year-round surface for walking, wheelchairs, and other mobility devices as compared to the existing aggregate surface which, is not as reliable through variable weather conditions.

Response:

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points *Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color:

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

Yes

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map

1589314493855_SocioEconomicMaps.pdf

Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
------	---	---	-------	---

Chanhassen	2.2	0.96	19.0	18.174
Eden Prairie	0.1	0.04	90.0	3.913

Total Project Length

Total Project Length 2.3

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 2.3

Total Housing Score 22.087

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

While there are no affordable housing developments within 1/2 mile of the proposed project, the following affordable developments are within the trail's service range and will benefit from its construction (see attached map):

- Brickstone Townhouses, 850 Walnut Place, Chaska

- Existing development

- 30 three and four-bedroom apartments

- LIHTC

- Brickyard Apartments, 701-709 Walnut Street, Chaska

Response:

- Existing development

- 32 studio and one-bedroom apartments

- Accepts Housing Choice Vouchers

- Creeks Run Townhomes I & II, 421 Yellow Brick Circle

- Existing development

- 78 two, three, and four-bedroom apartments

- LIHTC, accepts Housing Choice Vouchers

- East Creek Carriage Homes, 744 Ravoux Road

- Existing development

-- 39 two, three, and four-bedroom apartments

-- LIHTC and HOME funds

- The Landing, 105 E 1st Street, Chaska

-- Existing development

-- 54 one-bedroom apartments

-- HUD Section 202

- Chaska Manor, 407 Oak Street N, Chaska

-- Existing development

-- 54 one and two-bedroom apartments

-- HUD Section 202

- Riverview Terrace Mobile Home Community, 300 Ehlers Avenue, Chaska

-- 250 units

-- Naturally Occurring Affordable Housing

- Brandondale Manufactured Housing Park, 1 Kelly Rd, Chaska

-- Existing development

-- 430 units (cap. 493 units)

-- Generally affordable at less than 30% AMI, no funding restrictions

Many private landlords in Chaska and Chanhassen accept Housing Choice Vouchers, and there are significant cluster of Naturally Occurring Affordable Housing.

Affordable housing residents are less likely to have access to a vehicle; and when living outside the urban core, they are often served by fewer transit routes. When completed, Minnesota River Bluffs Regional Trail will provide a continuous, accessible thoroughfare to major job centers in areas where cost of living is higher. The proposed trail segment will help low-income residents to enjoy the natural and cultural resources of Carver County without sacrificing access to employment centers. It will also provide free outdoor recreation for people of all incomes and abilities.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589315169956_MN_River Bluffs_Affordable_Housing.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*

- Improving bikeability to better serve all ability and experience levels by:*

- Providing a safer, more protected on-street facility or off-road trail;*

- Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

The Minnesota River Bluffs Regional LRT Trail is Tier 1 Alignment in the Regional Bicycle Transportation Network (RBTN) and a Destination Trail in Carver County's 2040 Plan.

The proposed project will create a critical transportation link by:

- Completing the missing segment in a Regional Destination Trail and Tier 1 RBTN Alignment
- Providing a continuous, eleven-mile, accessible, mixed-use trail for users of all ages and abilities
- Linking to Cedar Lake LRT Regional Trail, Nine Mile Creek Regional Trail, and several other key alignments
- Connecting the jurisdictions of Chaska, Chanhausen, and Shakopee; then continuing to Eden Prairie and Hopkins

Response:

Minnesota River Bluffs Regional Trail is both a recreation destination and a commuter route. It plays a key role in Carver County's alternate transportation infrastructure, connecting to Cedar Lake LRT Regional Trail (Tier 1 RBTN Alignment) in Minneapolis, Nine Mile Creek Regional Trail (Tier 1 RBTN Corridor) in Hopkins, CSAH 10 (Tier 1 RBTN Corridor) in Chaska, CSAH 101 (Tier 2 RBTN Alignment) in Chanhausen, TH 101 (Tier 1 RBTN Corridor) in Shakopee, and Pioneer Trail (CSAH 1) (Tier 2 RBTN Corridor) in Eden Prairie.

Carver County has already invested in improving safety along the Minnesota River Bluffs Regional Trail. In 2016, they paved the trail between Chaska and Carver and constructed a trail bridge over Spring Creek. In 2017, they paved a section from

Bluff Creek Drive and Chaska, extending to Engler Boulevard. However, a critical segment from Pioneer Trail to Highway 101 is inaccessible following a 2014 landslide. The Hennepin County Regional Railroad Authority will complete landslide repairs in 2020 but does not plan to pave the impacted segment.

Reconstructing and paving this segment will improve safety for all users. The existing six-mile detour adds time to trips and requires cyclists to ride on the shoulder for a segment. This can discourage less experienced cyclists. A consistent paved surface will better serve people with disabilities who have difficulty navigating grade and material changes.

The proposed segment will connect Chaska, Chanhassen, and Shakopee; and provide a continuous bicycle route to regional job centers in Eden Prairie, Hopkins, St. Louis Park, and downtown Minneapolis. It will improve access to natural resources, including the Minnesota River Valley State Trail and the Seminary Fen Scientific and Natural Area. By linking employment hubs, parks and trails, and other amenities, the proposed project will leverage prior investments to strengthen Carver County's alternate transportation network.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

The proposed project will address existing safety concerns that discourage residents from making full use of the Minnesota River Bluffs Regional Trail. A survey for Carver County's 2040 Plan found that "safety and convenience are base-line determinants for whether a person will even use a trail irrespective of its quality." The proposed segment will provide a safe and comfortable experience for all users.

The project trail segment is currently closed and unusable due to damage from a major landslide in 2014. The Hennepin County Regional Railroad Authority will repair the major damage and associated storm water infrastructure but will not reconstruct or repave the full extent of the closed segment. The proposed paved surface is more reliable in climate conditions and allows for snow removal. Gravel surfaces are loose, soft, and uneven, preventing adequate snow removal.

Response:

Due to the trail closure, cyclists and pedestrians are directed to a six-mile detour along Audubon Road (ADT of 9,700), then onto Pioneer Trail (ADT of 10,200) where they must ride on the road shoulder, which often functions as a turn lane. Sharing a narrow space with vehicular traffic is unsafe for cyclists of all abilities, and extremely uncomfortable for unexperienced cyclists, children, senior citizens, and riders with physical disabilities. In addition, the detour adds six miles to trips, which can inconvenience users. The proposed off-road trail segment would eliminate the potential for vehicle-bicycle and vehicle-pedestrian collisions while improving the trail's overall bikeability.

Current users including families with strollers, senior citizens, and people with disabilities will

benefit greatly from improvements on the existing conditions. The trail is in a former rail corridor, so its level grade can accommodate a wide range of users, including people who use wheelchairs. The proposed segment will link directly to a grade-separated crossing at Pioneer Drive (constructed as part of an earlier project), eliminating conflict points. The project includes a nine-car parking lot and ADA-compliant pedestrian crossing at the west project terminus, making it easier for residents to access the trail at a designated entrance. An informational kiosk at the lot will encourage less skilled users showing the trail's location and connections to sidewalks and other trails.

Reconstructing the proposed segment is an opportunity to improve the Minnesota Bluffs LRT Regional Trail for all users. At the regional scale, the project will help provide a safe off-street trail for non-motorized users that stretches from Carver County to Hopkins and beyond. The completed trail will provide pedestrians and cyclists of all ages and abilities with a safe, car-free transportation experience.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed project will benefit all users of the transportation system by leveraging existing infrastructure, providing a safe and direct bicycle commuting route, and promoting active living.

The segment will close a significant gap in the MN River Bluffs Regional Trail corridor - a non-motorized transportation highway - between Chaska and Hopkins. Commuters who chose to walk, bike, or take transit the health benefits of an active lifestyle, while removing cars from the road and alleviating congestion. Off-street, paved trails such as the proposed project are safer and more enjoyable for cyclists and pedestrians, encouraging more trips by bike and foot.

The trail segment will also encourage multimodal trips by connecting to regional and local designations via direct off-street connections. For people using the trail to walk, run, and roll, an ADA-compliant pedestrian crossing at the west project terminus will connect to the County's existing sidewalk and trail network.

Response:

Carver County has fewer transit stops and routes than the urban core, so bicycle and pedestrian connections to park and rides are especially critical. The project will provide better access to number of transit services, including:

- Bus stop at Flying Cloud Drive, served by SouthWest Transit routes 691 and 699 to downtown Minneapolis

- Park-and-rides at East Creek Station, SouthWest Village Station, and Chanhassen Transit Station; served by SouthWest Transit routes 690, 691, 697, 698, 699 to Downtown Minneapolis and route 695 to the University of Minnesota; and private carpools

- On-demand service SW Prime, providing direct transit service to the area
- SmartLink Transit, demand response service for Carver and Scott County residents with mobility or cognitive limitations and seniors
- Metro Transit bus and light-rail service via regional trail system for longer, multimodal trips

Cyclists who commute along the Minnesota River Bluffs Regional Trail could easily use SouthWest Transit on return trips, because their buses are equipped with bicycle racks.

The proposed project also aligns with Carver County's Public Health Initiative, which promotes trails to improve mental health and reduce stress. These benefits will only increase as the population in the area continues to grow and the trail network expands.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

Yes

100%

Attach Layout

1589396675595_MN_River Bluffs_Layout.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (15 Percent of Points)

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

Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

4)Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 03/05/2020

Meeting with partner agencies: 11/15/2017

Targeted online/mail outreach:

Number of respondents:

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Community engagement confirmed community support for and interest in reconstructing and reopening the closed segment of the Minnesota River Bluffs Regional Trail.

The County held a pop-up meeting for seniors at the Chaska Community Center 'Lodge Senior Center' on 3/5/2020. Residents reviewed project details and expressed the need for safe multimodal options in the community.

Carver County also hosted two events to solicit feedback on the proposed project in summer 2017:

- 8/19/2017: Lake Susan Park in Chanhassen (language interpreter present)

- 8/19/2017: Fireman's Park in Chaska (language interpreter present)

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

The County will host additional public meetings as they develop the master plan.

These efforts dovetail with engagement for Carver County's 2040 Plan, which calls out the proposed trail segment as a 'destination regional trail' and priority corridor:

- 2019: Final open house to present the plan to the public

- 2017-18: Three open houses: one focused on input from Township Supervisors, one with interpreters for East African and Hispanic residents, and one geared to the general public

- 2017-18: Official 2040 Plan website with an online questionnaire and 'social pinpoint' engagement tool

- 2017: Public meetings in all ten Carver County townships

- 2017: Pop-up events at fairs, festivals, and libraries

The County has coordinated with partner agencies, including a meeting on 11/17/2017 with Three Rivers Park District, Metropolitan Council, and Hennepin County Regional Railroad Authority.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,993,400.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,993,400.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

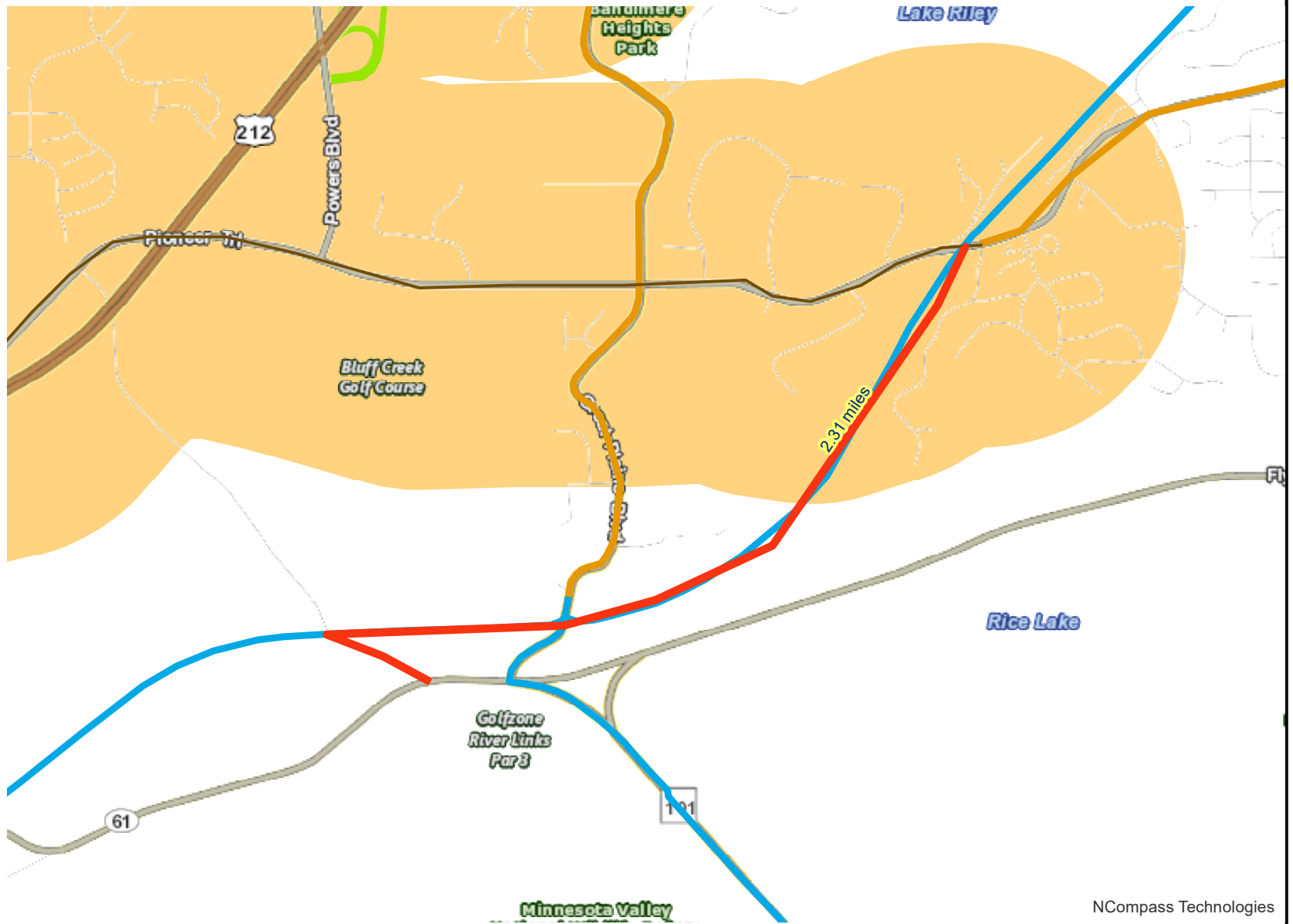
File Name	Description	File Size
Ltr Snow and Ice Maintenance.pdf	Letter of Support - Carver County - Maintenance	1.7 MB
MNRiverBluffsDescription.pdf	Project summary	855 KB
MNRiverBluffsExisting.pdf	Existing Condition Photos	1.9 MB

Project to RBTN Orientation

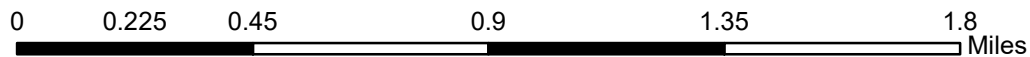
Multiuse Trails and Bicycle Facilities Project: Minnesota River Bluffs LRT Regional Trail | Map ID: 1588345710669

Results

Project **IN** TIER 2
Bicycle Transport Corridor.



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



Created: 5/1/2020
LandscapeRSA6



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

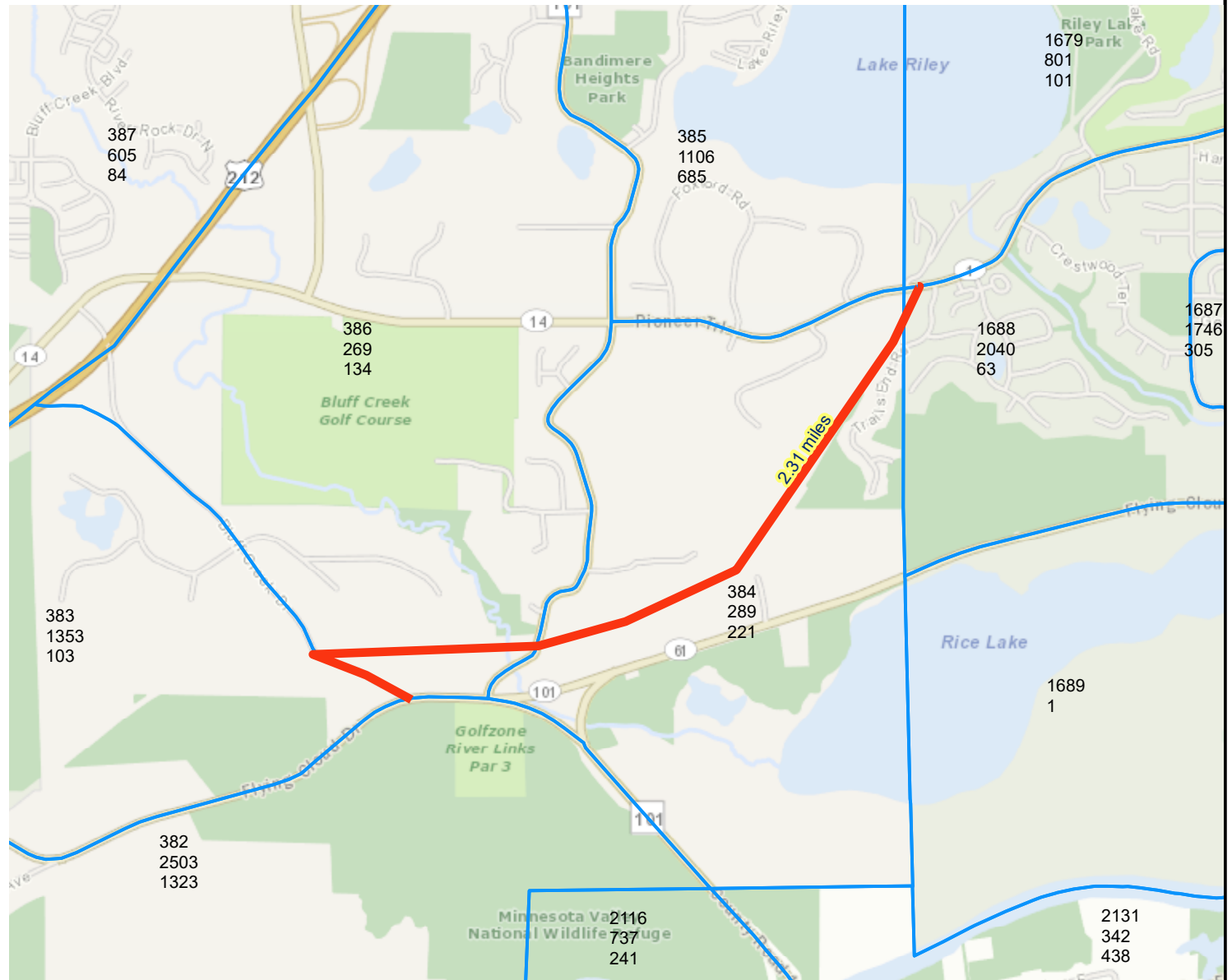
NCompass Technologies



Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 12199
 Total Employment: 3744



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 5/1/2020
 LandscapeRSA4



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

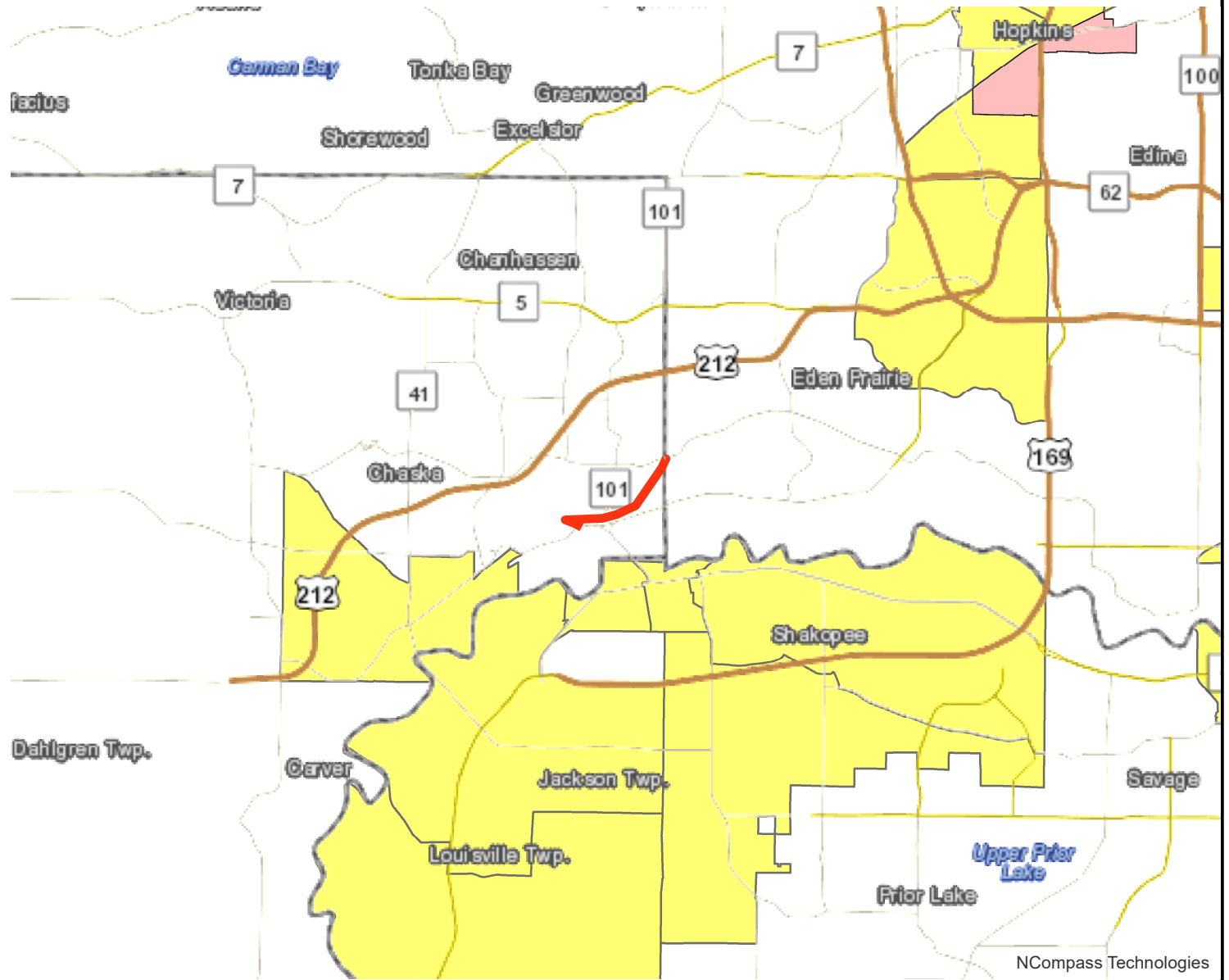


Socio-Economic Conditions

Results

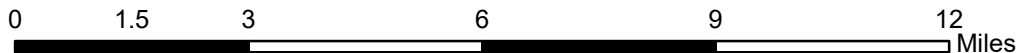
Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:
(0 to 12 Points)

Tracts within half-mile:
26018 26021 26022
90702



NCompass Technologies

- Lines
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty

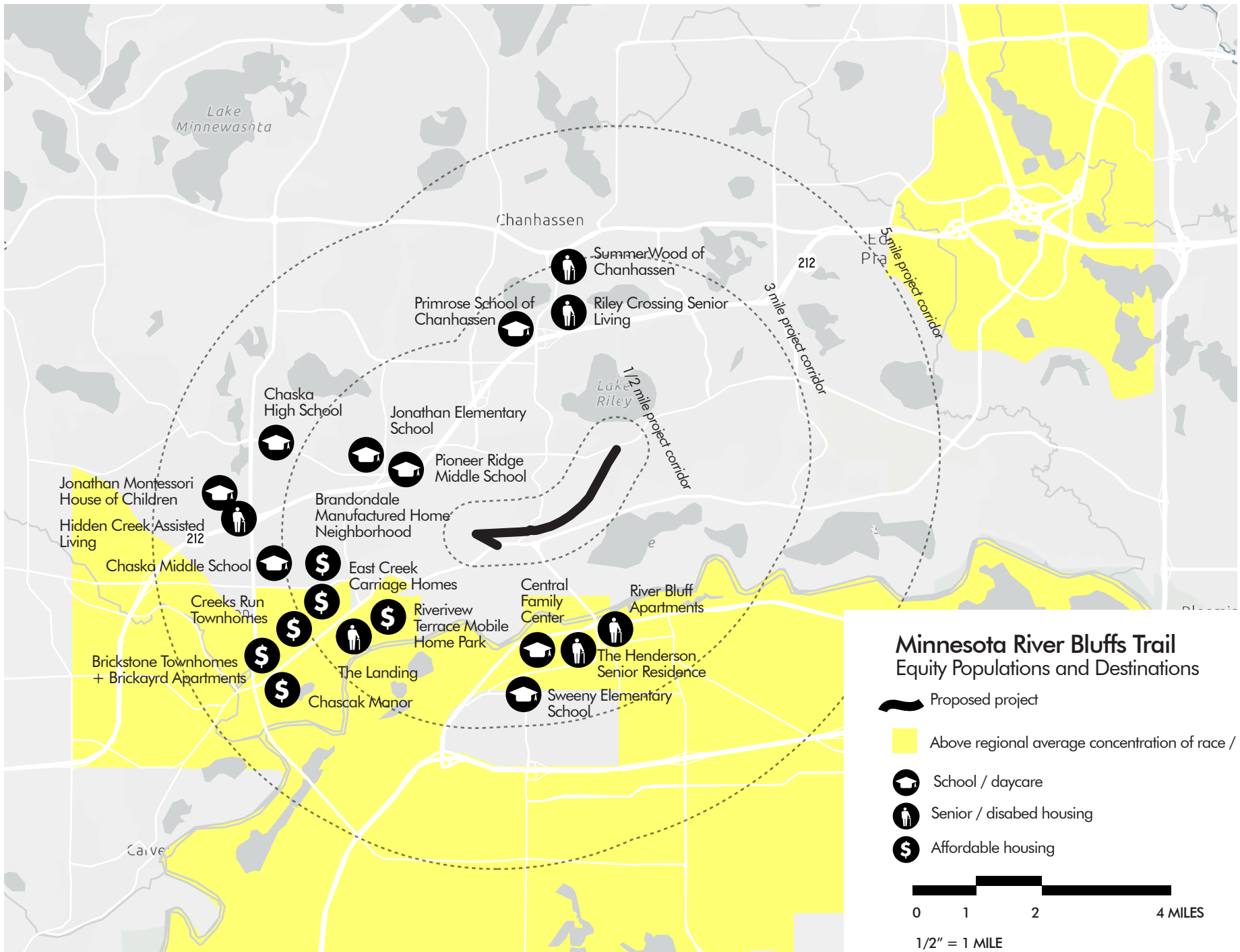


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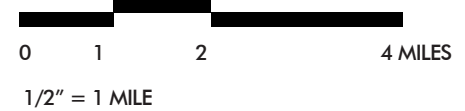
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>

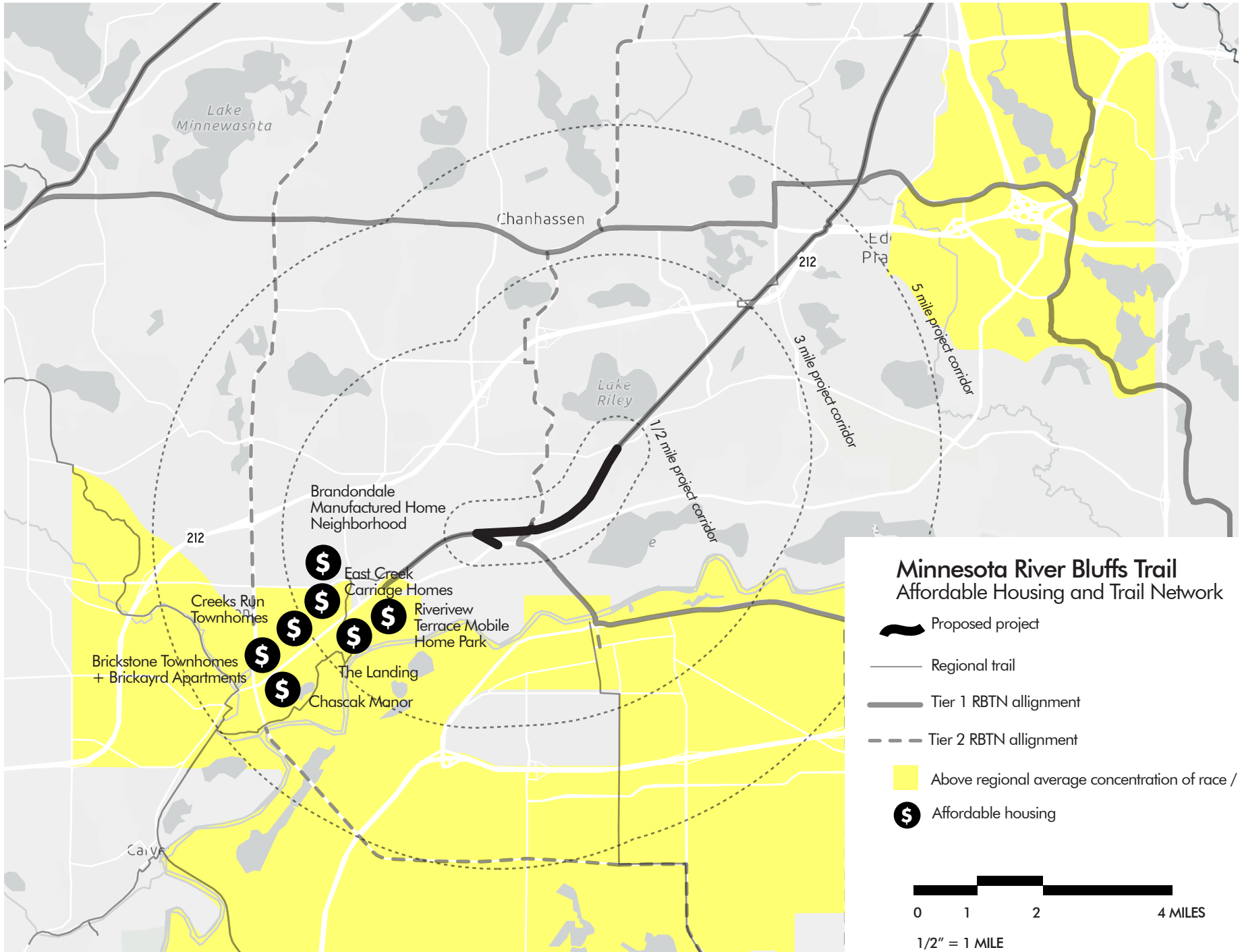




Minnesota River Bluffs Trail Equity Populations and Destinations

-  Proposed project
-  Above regional average concentration of race / poverty
-  School / daycare
-  Senior / disabled housing
-  Affordable housing







212

101

Bluff Creek Drive

Bluff Creek

Bluff Creek Park

101

RBTN Tier 2

ADA-compliant pedestrian bridge (completed as part of another project)

9-car parking lot and informational kiosk

ADA-compliant pedestrian crossing

Local trail connection

Flyng Cloud Drive

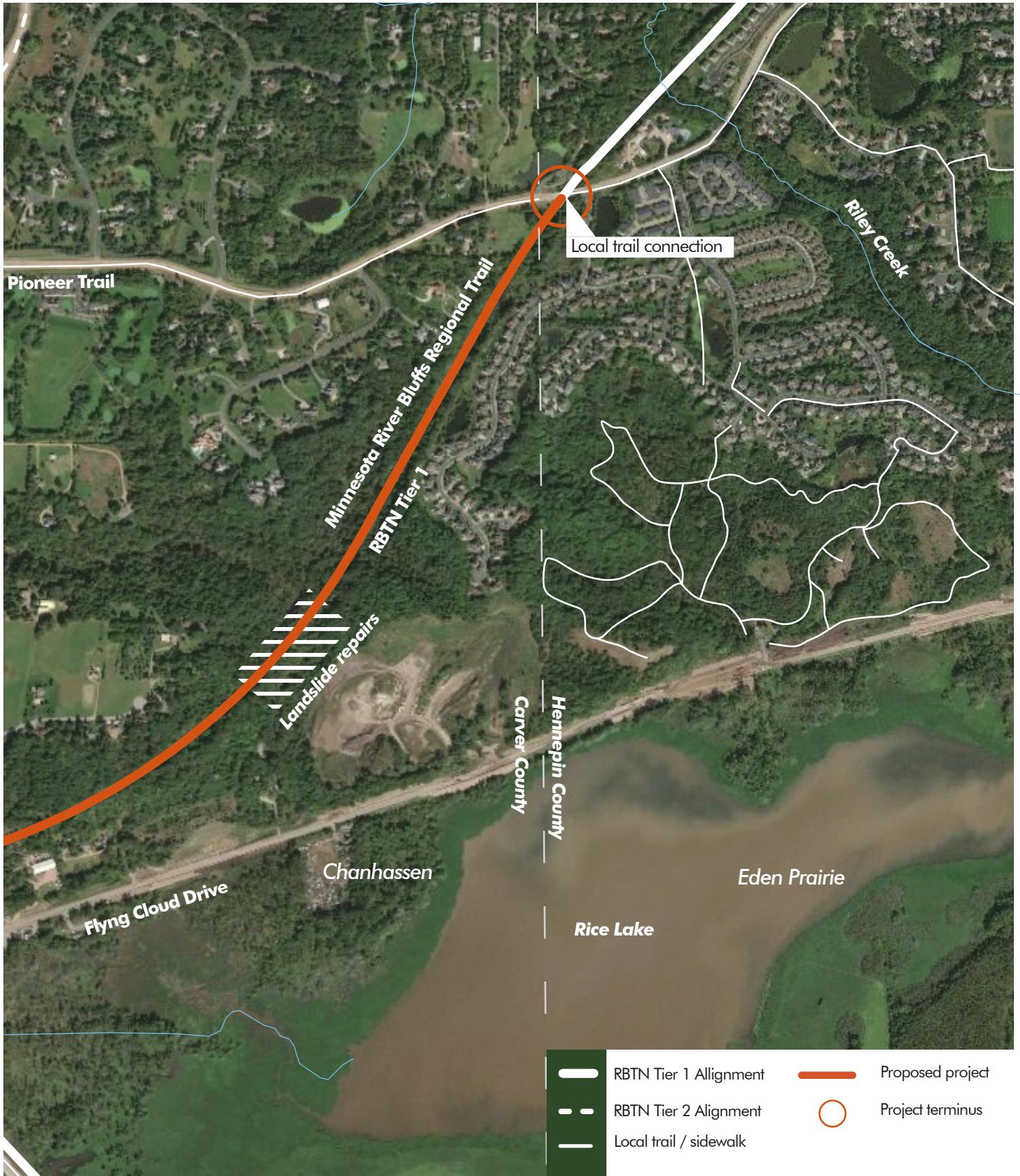
101

101

Minnesota River Bluffs Regional Trail
RBTN Tier 1

RBTN Tier 1

Seminary Fen Scientific and Natural Area



Minnesota River Bluffs Trail Project Extents



1" = 1/4 MILE





**Carver
County
Parks**

11360 Highway 212 West, Suite 2
Cologne, MN55322

May 14, 2020

To whom it may concern:

Carver County agrees to provide snow and ice removal for year-round bicycle and pedestrian use on the section of the Minnesota River Bluffs Regional Trail between Pioneer Trail (Hennepin County CSAH 1) to Flying Could Drive (Carver County CSAH 61).

Feel free to contact me about our trail maintenance operations.

Sincerely,

Martin Walsh
Parks and Recreation Director

CARVER COUNTY

MN River Bluffs Regional Trail Project Summary



Applicant:	Carver County
Project Location:	MN River Bluffs Regional Trail between Pioneer Trail and Flying Cloud Drive
Total Project Cost:	\$1,993,400.00
Requested Federal Dollars:	\$1,594,720.00

Project description:

This project will reconstruct and pave a segment of Minnesota River Bluffs Regional Trail, from Pioneer Trail (Hennepin County CSAH 1) to Flying Cloud Drive (Carver County CSAH 61). Minnesota River Bluffs Regional Trail plays a key role in Carver County's alternate transportation infrastructure as both a recreation destination and a commuter route. The project segment is currently closed due to damage from a landslide in 2014. The project will leverage repair work by the Hennepin County Regional Railroad Authority to reopen the segment, providing a continuous eleven-mile, mixed-use trail for residents of Carver County and beyond.

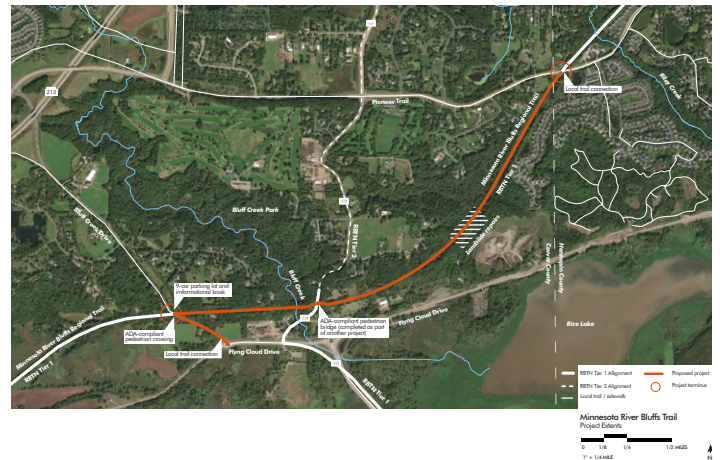
Proposed project elements include:

- Approximately two miles of 10-foot wide, off-street, bituminous multiuse trail meeting all ADA requirements
- Nine-car parking lot, informational kiosk, and ADA-compliant pedestrian ramp at west project terminus
- Culvert reconstruction and associated work
- Local trail connection to Flying Cloud Drive

Project benefits include:

- Close gap in an existing RBTN Tier 1 Alignment and a Carver County Regional Destination Trail
- Link to Cedar Lake LRT Regional Trail, Nine Mile Creek Regional Trail, Engler Boulevard, County Road 101, and Pioneer Trail; along with local trail connections throughout its length
- Expand trail access for children, senior citizens, and users with disabilities
- Connect the jurisdictions of Chaska, Chanhassen, and Shakopee; while providing a continuous trail to regional job centers in Eden Prairie, Hopkins, St Louis Park, and Downtown Minneapolis
- Improve Carver County's livability for low-income residents without access to a vehicle by providing a convenient and viable alternative transportation option
- Connect with the MN River valley, the MN River Valley State Trail, and the Seminary Fen Scientific and Natural Area

Project location:



Existing conditions:



Trail closure at Bluff Creek Drive



Detour: pedestrians and cyclists must use road shoulder for segment on Pioneer Trail

MN River Bluffs Trail – Existing Conditions



Figures 1-3 –Trail closures and detour due to 2014 landslide damage



Figure 4 – Slope failure area at the base of the trail where a large culvert is located. The trail is approximately 80 feet above the culvert invert elevation.



Figure 5 – Detour segment on Pioneer Trail where pedestrians and cyclists must use road shoulder or share lane with vehicular traffic

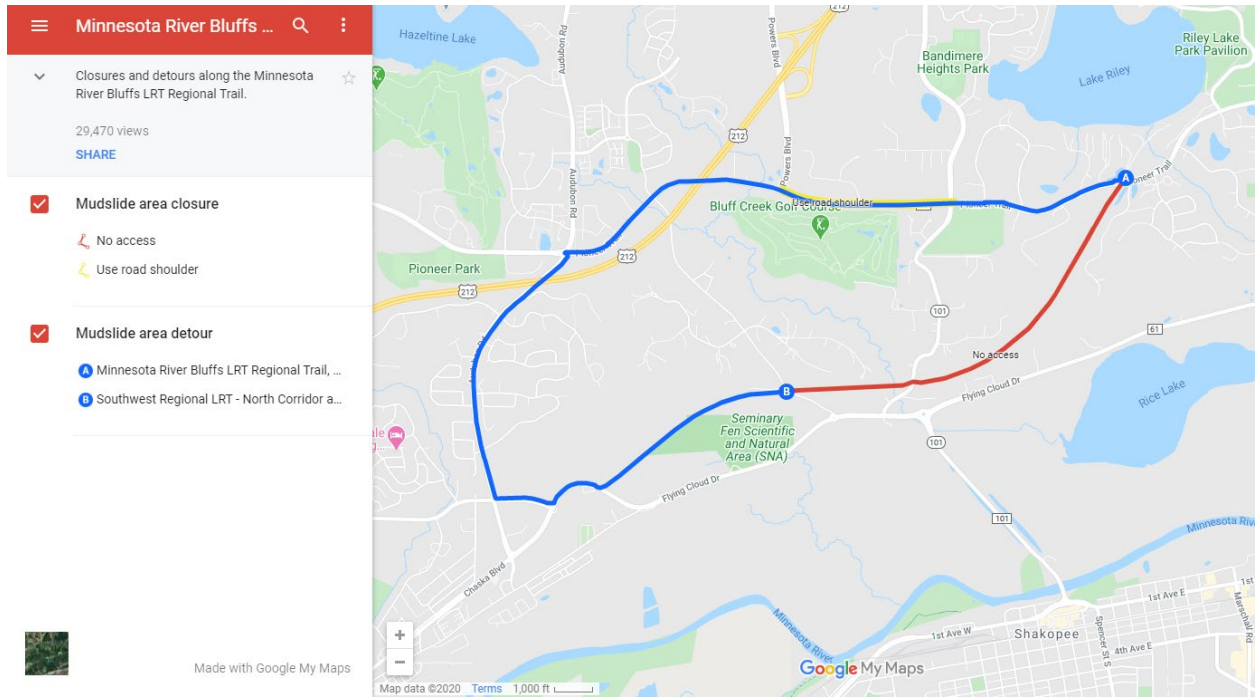


Figure 6 – Map of trail closure and detour due to 2014 landslide damage