Application

17074 - 2022 Multiuse Trails and Bicycle Facilities
17556 - Merriam Junction Regional Trail
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/14/2022 3:40 PM

Primary Contact

Name:* He/him/his Craig Jenson
Pronouns First Name Last Name

Title: Transportation Planning Manager

Department:

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Address: 200 4th Avenue W

City: Shakopee
State/Province: Minnesota
Postal Code/Zip: 55379

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Phone Ext.

Fax:

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

Organization Information

Name: SCOTT COUNTY

Jurisdictional Agency (if different):
## Project Information

**Project Name**
Merriam Junction Regional Trail

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

**Cities or Townships where the Project is Located:**
Louisville Township

**Jurisdictional Agency (If Different than the Applicant):**
N/A

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)**
The Merriam Junction Regional Trail will construct 2.4 miles of trail on the former Union Pacific Rail line now under Scott County ownership. The connection will go from the existing trail at the intersection of 145th Street West and Red Rock Drive in Louisville Township and cross the Minnesota River into the City of Carver in Carver County.

(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.**
Construct trail from the Red Rock Drive in Scott County to the City of Carver.

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

**Project Length (Miles)**
2.42

to the nearest one-tenth of a mile

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## Project Funding
Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount $5,500,000.00
Match Amount $7,650,000.00

Minimum of 20% of project total

Project Total $13,150,000.00

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

Match Percentage 58.17%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Local

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: 2026, 2027

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2023, 2024, 2025

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

Project Information

County, City, or Lead Agency Scott County
Zip Code where Majority of Work is Being Performed 55379
(Approximate) Begin Construction Date 06/01/2025
(Approximate) End Construction Date 06/01/2026
Name of Trail/Ped Facility: Merriam Junction Regional Trail
(i.e., CEDAR LAKE TRAIL)

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

From: Red Rock Drive
To: City of Carver/Carver County

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): 2.42
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 0
Is this a new trail? Yes
Primary Types of Work

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): Minnesota River

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.

   a. Goal B: Safety and Security (Page 2.5), Objective: A
   i. Strategies: B1 (Page 2.5), B6 (Page 2.6)
   b. Goal C: Access to Destinations (Page 2.10), Objectives A, D & E
   i. Strategies C1 (Page 2.10), C2 (Page 2.11), C15 (Page 2.22), C16 (Page 2.23), C17 (Page 2.24)
   c. Goal D: Competitive Economy (Page 2.26), Objective B
   i. Strategies D3 (Page 2.27)
   d. Goal E: Healthy Environment (Page 2.30), Objective C
   i. Strategies E3 (Page 2.31)
   e. Goal F: Leveraging Transportation Investments to Guide Land Use, Objective C
   i. Strategies F6 (Page 2.38)

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

(Limit 2,800 characters; approximately 400 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.)
List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

1. Minnesota River Bluff Extension and Scott County Connection Regional Trail Master Plan (February 2011) Page 18
2. Shakopee Comprehensive Plan, Transportation Plan
   i. Pedestrian Safety and Access Page 38
   ii. Trails Page 39
3. Scott County 2040 Comprehensive Plan
   i. Transportation Plan Chapter 6, Page VI-65 Policy h.1, 2, 9, & 10
   ii. Park and Trails Chapter 7, Pages VII-57 & 58
Louisville Trail Corridor

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

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

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

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

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

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2020 funding cycle).

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

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

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

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

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

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

Date plan completed: 10/16/2018
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:

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

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. Unique projects are exempt from this qualifying requirement.

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

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

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

<table>
<thead>
<tr>
<th>CONSTRUCTION PROJECT ELEMENTS/COST</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobilization (approx. 5% of total cost)</td>
<td>$1,440,000.00</td>
</tr>
<tr>
<td>Removals (approx. 5% of total cost)</td>
<td>$200,000.00</td>
</tr>
<tr>
<td>Roadway (grading, borrow, etc.)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Roadway (aggregates and paving)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Subgrade Correction (muck)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Storm Sewer</td>
<td>$0.00</td>
</tr>
<tr>
<td>Ponds</td>
<td>$0.00</td>
</tr>
<tr>
<td>Concrete Items (curb &amp; gutter, sidewalks, median barriers)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Traffic Control</td>
<td>$0.00</td>
</tr>
<tr>
<td>Striping</td>
<td>$0.00</td>
</tr>
<tr>
<td>Signing</td>
<td>$0.00</td>
</tr>
<tr>
<td>Lighting</td>
<td>$0.00</td>
</tr>
<tr>
<td>Turf - Erosion &amp; Landscaping</td>
<td>$550,000.00</td>
</tr>
<tr>
<td>Bridge</td>
<td>$8,440,000.00</td>
</tr>
<tr>
<td>Retaining Walls</td>
<td>$0.00</td>
</tr>
<tr>
<td>Noise Wall (not calculated in cost effectiveness measure)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Traffic Signals</td>
<td>$0.00</td>
</tr>
<tr>
<td>Construction Project Elements/Cost Estimates</td>
<td>Cost</td>
</tr>
<tr>
<td>---------------------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>Wetland Mitigation</td>
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<tr>
<td>Other Natural and Cultural Resource Protection</td>
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<tr>
<td>RR Crossing</td>
<td>$0.00</td>
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<tr>
<td>Roadway Contingencies</td>
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</tr>
<tr>
<td>Other Roadway Elements</td>
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</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$10,630,000.00</strong></td>
</tr>
</tbody>
</table>

### Specific Bicycle and Pedestrian Elements

<table>
<thead>
<tr>
<th>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Path/Trail Construction</td>
<td>$2,270,000.00</td>
</tr>
<tr>
<td>Sidewalk Construction</td>
<td>$0.00</td>
</tr>
<tr>
<td>On-Street Bicycle Facility Construction</td>
<td>$0.00</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>$0.00</td>
</tr>
<tr>
<td>Pedestrian Curb Ramps (ADA)</td>
<td>$150,000.00</td>
</tr>
<tr>
<td>Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Pedestrian-scale Lighting</td>
<td>$0.00</td>
</tr>
<tr>
<td>Streetscaping</td>
<td>$0.00</td>
</tr>
<tr>
<td>Wayfinding</td>
<td>$100,000.00</td>
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<tr>
<td>Bicycle and Pedestrian Contingencies</td>
<td>$0.00</td>
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<tr>
<td>Other Bicycle and Pedestrian Elements</td>
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</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$2,520,000.00</strong></td>
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</table>

### Specific Transit and TDM Elements

<table>
<thead>
<tr>
<th>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Guideway Elements</td>
<td>$0.00</td>
</tr>
<tr>
<td>Stations, Stops, and Terminals</td>
<td>$0.00</td>
</tr>
<tr>
<td>Support Facilities</td>
<td>$0.00</td>
</tr>
<tr>
<td>Transit Systems (e.g. communications, signals, controls, fare collection, etc.)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Vehicles</td>
<td>$0.00</td>
</tr>
<tr>
<td>Contingencies</td>
<td>$0.00</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>$0.00</td>
</tr>
<tr>
<td>Other Transit and TDM Elements</td>
<td>$0.00</td>
</tr>
</tbody>
</table>
Transit Operating Costs

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Platform hours</td>
<td>0</td>
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<tr>
<td>Cost Per Platform hour (full loaded Cost)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$0.00</td>
</tr>
<tr>
<td>Other Costs - Administration, Overhead, etc.</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Totals

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Cost</td>
<td>$13,150,000.00</td>
</tr>
<tr>
<td>Construction Cost Total</td>
<td>$13,150,000.00</td>
</tr>
<tr>
<td>Transit Operating Cost Total</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Measure A: Project Location Relative to the RBTN

Select one:

- Tier 1, Priority RBTN Corridor
- Tier 1, RBTN Alignment
- 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 1649873641450_RBTN.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Population Within One Mile (Integer Only)</td>
<td>5857</td>
</tr>
<tr>
<td>Existing Employment Within One Mile (Integer Only)</td>
<td>1285</td>
</tr>
<tr>
<td>Upload the &quot;Population Summary&quot; map</td>
<td>1649873686407_Pop_Employment.pdf</td>
</tr>
</tbody>
</table>

Please upload attachment in PDF form.
Measure A: Engagement

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

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

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:
The project is located in Louisville Township which is above the regional average for the population in poverty and population of color and is becoming more diverse. Approximately 13.14% of the residents identify as BIPOC populations. Since 1990, Louisville Township has seen a 12% increase in the percent of the total population identifying as non-white. 8% of the population identifies as Hispanic or Latino, which is higher than the regional average. 15.2% of the population lives below the poverty level. Additionally, 20.8% of the population is over the age of 62.

In 2007 Union Pacific filed for abandonment of the railroad. Extensive public participation involved multiple agencies and the public on the need for a regional trail. A trail master plan was developed in 2011. The master plan engaged the public including outreach efforts to BIPOC populations, low-income populations, disabled populations, youth, and older adults. The trail connection is in the Metropolitan Council's TPP as an RBTN corridor, where this process went through community outreach. The trail is also identified in the 2040 Scott County Comprehensive Plan, which included an engagement plan with extensive community outreach for underrepresented populations.

As part of the County's parks and trails planning efforts, the County formed a resident advisory group that collected data through focus groups, online/paper surveys, and pop-up engagement efforts. There were 16 different pop-up engagement efforts including Project Community Connect, mobile clinic events, and a Diversity Alliance event. Surveys were also available at all seven of the County libraries with available translations in Cambodian, Russian, Somali, Spanish, and Vietnamese. Focus groups consisted of Esperanza, Scott County Historical Society, the Savage
Buddhist Temple, students, seniors, and 4H leaders.

Since the acquisition of the abandoned Union Pacific line by the County, and through our engagement efforts the Shakopee Mdewakanton Sioux Community (SMSC) has been extensively involved in the cultural resource investigation on this project. There are nearby burial mounds outside the project limits. This area along the river served as the summer encampment of the Dakota tribe in the 1800s and earlier. The SMSC desires to work with the County in developing an interpretive program as part of the project along the corridor to highlight the extensive history of the SMSC along the Minnesota River.

The County’s outreach coordinator has actively worked with the Mi Casa Organization to engage with the Latinx community to guide the vision for the corridor (see attached letter).

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

**Measure B: Equity Population Benefits and Impacts**

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

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

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

*Below is a list of potential negative impacts. This is not an exhaustive list.*
The project will include a pedestrian crossing of the Minnesota River from the City of Carver to the existing bike/pedestrian infrastructure at the intersection of 145th Street West and Red Rocks Drive in Louisville Township. The Minnesota River has been identified as a Tier 1 barrier in the Metropolitan Council's Regional Bicycles Barriers Study. The trail will eliminate the barrier and create a safer crossing for bicyclists and pedestrians compared to the existing crossings located to the south on the shoulder of roadways of CSAH 9 in Jordan and TH 41 in Jackson Township to the north. The Merriam Junction Regional Trail river crossing provides travel time savings as the TH 41 and CSAH 9 crossings are 2 and 6 miles from the proposed trail crossing respectively.

The trail is envisioned to accommodate a wide range of user groups with varying abilities and offers access to many populations. With relatively flat grades established from the previous use as a railroad corridor, there is ample opportunity for trail visitors of all abilities to use the trail. The project will provide paved ADA access from the City of Carver to the Minnesota Valley National Wildlife Refuge which fills an existing gap, benefiting people with disabilities and the elderly with access to something that they did not have access to before. Youth populations will also be encouraged to utilize the trail for recreation driven by outreach efforts by Scott County in partnership with Three Rivers Park District. This project will provide a healthy and safe river crossing alternatives for all residents including those who are Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults of Scott County helping achieve the goal of Scott County's 2020-2025 Strategic Plan; to provide Safe, Healthy, Livable Communities. Ensuring that recreational opportunities are affordable and accessible (by
various modes of transportation) to all citizens is an existing Scott County initiative resulting in free access to the Merriam Junction Trail for all residents of both Scott and Carver Counties.

The project is primarily located on existing County property surrounded by DNR or US Fish and Wildlife property, therefore there are no direct negative externalities created. There will be minimal noise generated from Minnesota River bridge construction during daytime hours.

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

**Measure C: Affordable Housing Access**

Describe any affordable housing developmentsexisting, under construction, or plannedwithin ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.
Housing in Louisville Township, located east of US 169 and north of the project area will have access to the trail once constructed by connecting to an existing portion of the Merriam Junction Trail. Manufactured Home parks are located north of the project area which has a higher concentration of minority populations, low-income, and senior residents. The trail will provide access to recreational opportunities and a connection to goods, services, and amenities in the City of Carver for residents. Both Scott and Carver Counties have Community Development Authorities (CDA) that provide tenant-based assistance. Tenant base assistance (Section 8 Housing) helps low-income households afford a rental on the private marketplace, directly with a landlord from the inventory of market-rate rental units. There are also several market-rate apartments within ½ of the Merriam Junction Trail in the City of Carver. Affordable housing residents living near the Merriam Junction Trail have to access amenities in Scott County such as the Renaissance Festival or transit services.

Bluff Creek Apartments is an affordable housing development managed by Carver County CDA. Residents would have access to recreation opportunities they didn't have before. Residents would also see time and distance savings to cross the river. The project is also located near downtown Carver (see map). 16% of households in the City of Carver are cost-burdened, meaning more than 30% of their income is devoted to housing each month according to Minnesota Compass.

There are several affordable housing options beyond the 1/2 mile buffer in Scott County such as Mobile Manor in Shakopee; residents can utilize SmartLink Dial-a-ride service to access the Merriam Junction Regional Trail. This service is
offered in both Scott and Carver Counties and is available to all residents. They would be able to schedule a ride to/from the Merriam Junction Region Trail. All buses are ADA accessible and equipped with bike racks.

By 2040 Scott County is expected to see continued growth, adding 22,034 households between 2020 and 2040 according to the Scott County CDC Housing Needs Study. The trail will be an added benefit to new affordable housing developments in western Scott County, as it’s the only planned non-motorized Minnesota River crossing.

The trail in the City of Carver is adjacent to the downtown district. Homes were constructed in the 1800s. This area has a more affordable housing stock. Currently, there is no mandated affordable housing in this area, but downtown Carver has naturally occurring affordable housing.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

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

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

1649873906770_Socio-Econ.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 project will provide a crossing of the Minnesota River and eliminate a gap in the RBTN Tier 2 Corridor. The Minnesota River is identified in the Met Council’s Regional Bicycle Barriers Study as a Tier 1 Barrier Crossing, one of the most difficult barriers to cross of regional significance. The proposed trail will cross an active Union Pacific rail line and tributaries to the Minnesota River which have been identified as barriers in the MRBCC.

In 2019, a portion of the trail from east of the intersection of 145th Street West and Red Rock Drive in Louisville Township to the east side of US 169 via a trail and bridge was opened. This project will extend the trail from the existing bike and pedestrian infrastructure at the intersection of 145th Street West and Red Rock Drive into the City of Carver/Carver County, completing the gap in the RBTN. This project provides the only non-motorized barrier crossing of the Minnesota River between Scott and Carver County. By connecting to Carver, it would provide a connection for Scott County residents to the Minnesota River Bluffs Regional Trail from the City of Carver into Eden Prairie. It improves continuity between jurisdictions of Carver County/City of Carver and Scott County by providing significant safety and travel time savings for those using bikes or walking.

Other crossings of the Minnesota River are TH 41 which is located 2 miles to the north or CSAH 9 located 6 miles to the south. These roads do not have adequate facilities for pedestrians and bicycles. Pedestrians and bicycles must currently utilize the shoulder. In recent years, spring river flooding has resulted in the closure of CSAH 9 and TH 41. These river crossings can be unpredictable with the changing water levels in the Minnesota River. If both bridges are closed, residents must travel 13.5 miles south to Belle Plaine to cross the river on TH 25 or travel 8 miles north to Shakopee.
and utilize the CSAH 101 river crossing. While the CSAH 101 crossing is an option, there is a major gap from downtown Chaska along CH 61 for bike commuters. During closures residents living in Shakopee and Louisville Township also experience a significant increase in travel time.

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 Yes
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
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
This project provides significant safety benefits to pedestrians and bicyclists as it would be the only non-motorizing crossing of the Minnesota River between Scott County and Carver County. Pedestrians and bicyclists currently need to use TH 41 which is 2 miles to the north or CSAH 9 which is 6 miles south of the proposed project. Neither of these crossings have adequate facilities for pedestrians or bicyclists to safely utilize. Pedestrians or bicyclists must currently use the shoulder along TH 41 or CSAH 9 to cross the Minnesota River. TH 41 carries over 18,000 vehicles per day.

Crash data was obtained from MnCMAT for the 10 years of 2012 to 2021 along TH 169, TH 41, CSAH 9, and 145th St W in Scott County as well as TH 41, CR 61, CR 40, and CR 11 in Carver County. These roads were identified as parallel roadways to the project. There were 11 crashes reported involving a pedestrian or a bicyclist along these parallel roadways. These crashes resulted in one serious injury, five minor injuries, and five possible injuries. Six crashes occurred along TH 41 in downtown Chaska, two crashes occurred along 145th St W, one crash occurred along TH 169, one crash occurred along CR 11 and one crash occurred along CR 40 in the City of Carver. One crash along TH 41 in downtown Chaska and one crash on 145th St occurred at night. While outside of the 10 years, it should be noted that there was a fatal crash involving a pedestrian on the parallel route along TH 169 in 2010.

TH 41 also serves as access to the Minnesota Renaissance Festival which results in congestion on weekends and brings in people unfamiliar with the area. The Minnesota Renaissance Festival is one of the largest in the nation with an annual
attendance of 300,000. The project can provide non-motorized access to the Renaissance Festival as it currently experiences significant event congestion on TH 169 & TH 41.

This project will provide a non-motorized river crossing for pedestrians and bicyclists to utilize as an alternative to the parallel roadways identified above. The proposed crossing will significantly increase safety for pedestrians and bicyclists intending to cross the Minnesota River by eliminating bicycle/vehicle and pedestrian/vehicle conflict points along with the two existing crossings and parallel roadways. Additionally, this project could result in fewer pedestrian and bicycle conflicts with motor vehicles along TH 41 in downtown Chaska.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements
The Merriam Junction Trail project will provide a safe and flat paved trail from the existing infrastructure at 145th Street West and Red Rock Drive in Louisville Township to the City of Carver/Carver County. The trail will be ADA compliant and assessable for all ages and all abilities to utilize. In Carver County, the project would connect to the existing Minnesota River Bluffs Regional Trail. This would be the only non-motorized connection between Scott and Carver County. The US Fish and Wildlife will partner with Scott County to provide parking at the Minnesota Valley National Wildlife Refuge and historical interpretation for visitors using the Regional Trail. The County will provide benches for rest and landscape viewing, and Native American interpretative signage. The trail will provide a non-motorized connection to the Renaissance Festival and Sever's Corn Maze which are large traffic generator events that cause congestion and traffic safety concerns (see video: https://www.youtube.com/watch?v=AE-oxyo6fdE).

The Merriam Junction Trail is an extension of the Bluffs Regional Trail in Carver County that will connect to the SWLRT line.

There is no fixed route transit in the immediately abandoned rail corridor; however, SMARTLINK dial a ride service in Scott and Carver Counties can drop off users at the Minnesota Valley National Wildlife Refuge. SMARTLINK can connect trial users to Minnesota Valley Transit Authority (MVTA) fixed and express transit service to the Downtown Minneapolis, UofM, Mall of America, and Mystic Lake Hotel and Casino via the Marschall Road Transit Station in Shakopee. The Marschall Road Transit Station is located 7.5 miles North of the project. In the City of Carver trail, patrons can utilize Southwest (SW) Transit. SW Transit offers SWPrime, an on-demand ride service. Patrons can use SWPrime to connect with fixed and express
bus services to Downtown Minneapolis and the UofM through Carver Station (Park & Ride) located 1.7 miles away from the end of the Merriam Junction Trail in the City of Carver. Additional services are provided at the Chaska (East Creek Transit) Station roughly 4.3 miles away. Both SMARTLINK and SWTransit are ADA compliant and have bike accommodations. Land To Air Express, an intercity bus service offers a daily bus service connecting communities along the Highway 169 corridor. Scheduled daily trips connect Mankato and Minneapolis w/ stops in St. Peter, Le Sueur, Belle Plaine, Jordan & Shakopee. Land to Air also offers service to/from Mankato to/from the Mall of America, MSP Airport and Downtown Minneapolis.

The MN DNR’s recommended canoe/kayak day trip on segment 6 of the Minnesota River Water Trail runs along the proposed trail providing an opportunity for future connections.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.
Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

At least one meeting specific to this project with the general public has been used to help identify the project need. 50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need. 50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort. 25%

No outreach has led to the selection of this project. 0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.
The project is in the final design phase. There have been numerous meetings with partner agencies with the MnDNR, US Fish & Wildlife, City of Carver, SMSC, and Carver County. The project’s EAW is anticipated to be completed this spring.

The need for this project arose thru both engagements with the general public and partner agencies. When the Union Pacific notified Scott County and Carver County that they were abandoning the RR line, the counties worked in partnership to hold agency meetings to discuss the abandonment and then had public meetings on the acquisition of the abandoned railroad line to acquire the RR property and have the corridor in public ownership. Additional planning meetings were held with both the public and agencies to discuss the development of the trail on the corridor. A feasibility study of the RR line was then done to determine if a trail could be constructed before the acquisition of the RR corridor occurred. The inclusion of a trail corridor was added to the County’s comprehensive plans with those engagement efforts and the Met Council Transportation Policy Plan and RBTN with those related engagement efforts. Scott and Carver County have also worked with both the MnDNR and the US Fish and Wildlife from discussing abandonment, the trail concept development, to seeking joint funding opportunities. The Counties continuously engage partner agencies as turnover at those agencies has occurred. In addition, the Met Council also was involved with the planning and acquisition of this rail corridor. The Met Council partnered with the County for future sewer purposes. The trail will provide convenient access to the sewer line for the Met Council.

A sample of past meetings that have occurred with the general public was on 3/11/13, 3/12/13, 3/25/13, 4/1/13, 4/2/13, 3/13/18, 3/19/18, 4/9/19.
A sample of meetings with partner agencies were:


4/03/22: Scott County set up a table at a community event (Celebrate Jordan) in Jordan, MN. The outreach targeted youth and adult populations to receive feedback on the trail alignment. An estimated 200 people visited the table.

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

Yes

100%

A layout does not apply (signal replacement/signal timing, standalone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started
3. Review of Section 106 Historic Resources (15 Percent of Points)

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

4. Right-of-Way (25 Percent of Points)

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

100%

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

50%

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

25%

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

0%

5. Railroad Involvement (15 Percent of Points)

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

100%

Signature Page
Railroad Right-of-Way Agreement required; negotiations have begun: Yes

Railroad Right-of-Way Agreement required; negotiations have not begun: 0%

**Measure A: Cost Effectiveness**

Total Project Cost (entered in Project Cost Form): $13,150,000.00
Enter Amount of the Noise Walls: $0.00
Total Project Cost subtract the amount of the noise walls: $13,150,000.00

Points Awarded in Previous Criteria
Cost Effectiveness $0.00

**Other Attachments**

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Project to RBTN Orientation

Results

Project IN TIER 2
Bicycle Transport Corridor.
Results

Within ONE Mile of project:
Total Population: 5857
Total Employment: 1285
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 208

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.
Merriam Junction Regional Trail – making an accessible link across the Minnesota River Valley for everyone.

About the Merriam Junction Trail Project
- Provides an accessible pedestrian and bicycle link across the Minnesota River Valley, connecting Scott and Carver Counties
- This rails-to-trails project eliminates significant physical barriers on a critical planned trail connection in the regional trail network
- Includes:
  - 2.42 miles of paved trail
  - Four bridges
  - Riverbank stabilization
  - Trailhead parking at the Louisville Swamp Unit of the Minnesota Valley National Wildlife Refuge

Project Readiness
- Final design underway
- Environmental Review
- Phase II Archaeological Study initiated

Project Significance
- Accessibility & Connectivity:
  - Connects nearby disadvantaged communities to regional, state, and national recreation facilities
  - Creates an accessible trail through the Minnesota River Valley landscape for a broader group of users - bicyclists, persons using wheelchairs or with limited mobility
  - Fills a gap in the regional system in the SW metro area, the fastest growing area of the Metro

- Cultural Resource Preservation:
  - Riverbank stabilization, preserving recently discovered significant cultural and archaeological resources
  - Creates opportunity for interpretation and appreciation of pre-contact through settlement era history

- Collaboration:
  - Provides flood resistance to MN Valley State Trail
  - Coordinating with City of Carver levy project
  - Trailhead improvement partnership with MN Valley National Wildlife Refuge (Louisville Swamp Parking), Scott County and the MN DNR. One parking lot to serve three significant trail amenities.

Legend
- Union Pacific (UP) Rail line (active)
- Regional trail
- On road connection
- Basin
- Planned bridge
- Planned Merriam Junction Regional Trail

2004
Community Identifies Need
Recreational access to & over Minnesota River

2007
Opportunity Identified
Minnesota River Bridge (UP Rail Line) collapse

2008
Partnership Formed
JPA - Scott and Carver Counties, Chaska, Carver Metropolitan Council

2010
Collaborative Planning
Regional trail master plan prepared by Carver and Scott Counties

2010
Land Acquired
Partners work to acquire the former UP Rail Line

2013
Connections Made
Regional trail connections built on Carver County side

2018
Trail built over 169 with new 169/14 interchange project
$1.8 million Scott County Investment

Next Step
Merriam Junction Trail Project
2.42 miles of trail • 4 bridges • Riverbank stabilization • Parking lot improvements
Merriam Junction Regional Trail

Former Union Pacific Rail Corridor
Looking Northeast towards the Minnesota River
RESOLUTION NO. 2022-89; AUTHORIZING SUBMITTAL OF TRANSPORTATION PROJECTS TO THE TRANSPORTATION ADVISORY BOARD FOR CONSIDERATION IN THE 2022 REGIONAL SOLICITATION PROCESS

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Surface Transportation Block Grant Program (STBGP) and the Congestion Mitigation and Air Quality Program (CMAQ); and

WHEREAS, funding is available in the 2026-2027 federal fiscal years; and

WHEREAS, funding provides up to 80 percent of project construction costs; and

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

WHEREAS, Scott County has identified projects that improve the safety and transportation system of the region; and

WHEREAS, the projects are also consistent with the Scott County Transportation Plan and Scott County Parks Plan; and

WHEREAS, the Scott County Board of Commissioners desires to submit and support these projects:
   1. Merriam Junction Trail
   2. Trunk Highway (TH) 13, Quentin Avenue and Lynn Avenue Interchange in Savage

NOW, THEREFORE BE IT RESOLVED that the Scott County Board of Commissioners hereby supports the submittal of the above-named projects to the Transportation Advisory Board for consideration in the 2022 Regional Solicitation Process.

VOTE RESULTS:
Yes: Barb Weckman Brekke, Dave Beer, Michael Beard, Jon Ulrich, Tom Wolf
No: None
Absent: None
Abstain: None

State of Minnesota)
County of Scott {}
I, Lezlie A. Vermillion, duly appointed qualified County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on 4-5-2023 now on file in my office, and have found the same to be a true and correct copy thereof. Witness my hand and official seal at Shakopee, Minnesota, on 4-5-2023.

[Signature]
County Administrator
Administrator's Designee

Page 95 of 178
April 12, 2022

Ms. Lisa Freese  
Transportation Services Director  
Scott County Public Works  
200 4th Ave W  
Shakopee, MN 55379

Dear Ms. Freese,

The Carver County and Carver County Regional Rail Authority (CCRRA) are pleased to support Scott County’s application for the Merriam Junction Trail under the Multiuse Trails and Bicycle Facilities category of Metropolitan Council’s 2022 Regional Solicitation for federal transportation funding. The proposed project will construct a regional pedestrian and bicycle trail and bridges along the Scott County owned section of the former UP rail line including a crossing of the Minnesota River into Carver County.

The project will provide a new crossing of the Minnesota River and eliminate a gap in the Regional Bicycle Transportation Network. This multimodal connection will improve pedestrian and bicycle accessibility for Scott and Carver County residents, provide access to a regional recreational area, and provide safety benefits for users via an additional crossing of the Minnesota River.

The County and CCRRA are supportive of the proposed project and acknowledge potential future permitting, construction, and operation project needs within the CCRRA property. Carver County appreciates Scott County’s efforts to secure funding for this regional trail improvement. Carver County and CCRRA support Scott County’s application to the Metropolitan Council’s 2022 Regional Solicitation funding program.

Sincerely,

[Signature]
Commissioner Gayle Degler, Chair  
Carver County Regional Rail Authority
Mr. Craig Jensen  
Transportation Planning Manager  
Scott County Transportation Services  
600 Country Trail East  
Jordan, MN 55352  

RE: Proposed Merriam Junction Trail (formerly the MN River Bluffs Scott County Connection Regional Trail)  

Dear Mr. Jenson:  

The City of Carver is aware Scott County is applying for federal funding through the Metropolitan Council’s Regional Solicitation for a pedestrian/bicycle project, under the Multiuse Trails and Bicycle Facilities category.  

The project will construct a regional pedestrian/bicycle path and bridges along the County owned section of the former UP rail line, including a crossing of the Minnesota River in downtown City of Carver.  

The City of Carver was one of the members of a Joint Powers Agreement in 2008 recognizing the preservation of this segment of rail line connecting Scott and Carver countites for use as a regional trail. We see this project as a great recreational resource for our community as well as a regional asset, for folks to walk and bike to our historic community on the river.  

They City of Carver supports the layout and we are supportive of the Regional Solicitation application. Please let me know if there is any additional information you need from us regarding this funding application.  

Sincerely,  

Courtney Johnson, Mayor – City of Carver  
316 Broadway | Carver, MN 55315
April, 14th, 2022

RE: Trail Maintenance

To Whom It May Concern:

Scott County is submitting an application for the Merriam Junction Trail under the Multiuse Trails and Bicycle Facilities Category. The County commits to operate and maintain the facility for its design life. Scott County is aware of the qualifying obligation for snow and ice removal. The County commits, if awarded regional funding to construct the trail, to ensure winter maintenance activities are conducted on the trail for year-round use.

If you have any questions, please feel free to contact me.

Sincerely,

Tony Winiecki, PE
County Engineer
Parks and Trails
1200 Warner Road
St Paul, MN 55106

April 14, 2022

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

Dear Ms. Koutsoukos,

The Minnesota Department of Natural Resources – Parks and Trails Division is aware Scott County is applying for federal funding through the Metropolitan Council’s Regional Solicitation for a pedestrian/bicycle project, under the Multiuse Trails and Bicycle Facilities category.

The project will construct a regional pedestrian/bicycle trail and bridges along the County owned section of the former UP rail line, including a crossing of the Minnesota River. The trail is envisioned to accommodate a wide range of user groups with varying abilities and offers access to many populations. The Minnesota Department of Natural Resources has been working in partnership with Scott County on the prosed Merriam Junction Trail and the Minnesota Valley State Trail.

The Minnesota Department of Natural Resources – Parks and Trails Division is supportive of the Regional Solicitation application.

Sincerely,

Rachel Henzen
Parks and Trails Area Supervisor

Equal Opportunity Employer
Examples of existing market rate housing in Downtown Carver
April 13, 2022

Mr. Craig Jenson
Scott County Transportation Services
200 4th Avenue West
Shakopee, MN 55379

Dear Mr. Jenson:

The Shakopee Mdewakanton Sioux Community (SMSC) is a federally recognized Native American tribe. The SMSC would like to express our support of Scott County’s application through the Metropolitan Council’s Regional Solicitation for a pedestrian/bicycle project, under the Multiuse Trails and Bicycle Facilities category for a grant to complete the Merriam Junction Regional Trail construction.

The SMSC has had its roots along the Minnesota River for hundreds of years. We lived in harmony with the natural environment provided by the river, including fishing from the river and hunting game on the prairies and in the river woodlands. Along these banks of the lower Minnesota River, leaders of the Eastern Dakota, including Sakpe, Mazamani, Caske and Wambditanka, established villages. In the 18th century, Inyan Ceyaka Otonwe (Little Rapids Village) was established at the south end of this area near the water. This village was a jumping off point for the summer buffalo hunt. Today, the Merriam Junction Regional Trail area contains burial mounds built by our ancestors.

The area around the Merriam Junction Regional Trail is culturally significant to our tribe and carries tremendous historical significance. We are confident that Scott County’s work on the Merriam Junction Regional Trail will honor and protect the history of this area. This project as proposed will offer an opportunity for additional cultural and historical interpretation in this area.

If you have any questions, please contact Tribal Administrator Bill Rudnicki at 952-496-6145 or bill.rudnicki@shakopeedakota.org.

Sincerely,

Keith B. Anderson
Chairman
**Crash Detail Report - Long Form**

**Ped/Bike Carver Parallel Route**

Report Version 1.0  
February 2020

---

**INCIDENT ID** 10938105  
**ROUTE SYS** 03-MNTH  
**ROUTE NUM** 41  
**MEASURE** 1.905  
**ROUTE NAME** MNTH 41

**COUNTY** 10-Carver  
**CITY** Chaska  
**TOWNSHIP**  
**MNDOT DISTRICT** D-METRO  
**RELATION TO INT** Four-Way Intersection  
**LOCAL ID** 14009983

**CRASH SEVERITY** C - Possible Injury  
**DATE** 10/20/14  
**TIME** 17:50  
**DAY OF WEEK** Mon  
**INTERSECT WITH**  
**BASIC TYPE** Bike  
**MANNER OF COLLISION** Angle  
**NUM VEH** 1  
**NUM KILLED** 0  
**DIV RDWY DIR** North  
**FIRST HARMFUL** Pedalcyclist (Bicyclist)

**ROADWAY SURF** Dry  
**LIGHT CONDITION** Daylight  
**WEATHER PRIMARY** Clear  
**WEATHER SECONDARY** Hit & Run No  
**PUBLIC PRIVATE CODE** No

**WORK ZONE TYPE** NOT APPLICABLE  
**WORK ZONE LOC**  
**WORKERS PRES** Not Applicable (Not in Work Zone)  
**LAW ENF PRES**  
**ON/OFF TRAFFICWAY** On Roadway (including alley) No  
**RELATIVE LOC TRAFFICWAY**  
**ON BRIDGE?** No

---

### Unit 1 - Person Information

**UNIT TYPE** Bicycle  
**VEH TYPE** BICYCLIST  
**DL STATUS** Valid  
**PERSON TYPE** Non-Motorist  
**AGE** 52  
**SEX** Male  
**INJURY SEVERITY** C - Possible Injury  
**ZIP** 55372  
**DL STATE** MN  
**DL CLASS** D The Normal (Not Commercial) Driver License  
**DL ENDORSEMENTS**  
**DL RESTRICTIONS**  
**RECOMMENDATIONS?** None  
**PHYSICAL CONDITIONS** Apparently Normal (Including No Drugs/Alcohol)  
**VIOLATIONS** No

---

### Unit 2 - Person Information

**UNIT TYPE** Motor Vehicle in Transport  
**VEH TYPE** VAN OR MINIVAN  
**DL STATUS** Valid  
**PERSON TYPE** Driver  
**AGE** 44  
**SEX** Female  
**INJURY SEVERITY** N - Prop Dmg Only  
**ZIP** 55318  
**DL STATE** MN  
**DL CLASS** D The Normal (Not Commercial) Driver License  
**DL ENDORSEMENTS**  
**DL RESTRICTIONS** None  
**RECOMMENDATIONS?** None  
**PHYSICAL CONDITIONS** Apparently Normal (Including No Drugs/Alcohol)  
**VIOLATIONS** No

---

### Unit 1 - Vehicle Information

**VEH USE** Normal  
**EMERGENCY VEH USE**  
**TOWED?** No  
**INITIAL CONTACT**  
**MOST HARMFUL** Pedalcyclist (Bicyclist)  
**TRAILERS** No  
**SEQUENCE OF EVENTS** MANEUVER: BIK RDNG AGNT TR  
**MANEUVER** Turning Right  
**VEHICLE CONTRIBUTING FACTORS**  
**CONTRIB FACTORS**  
**IMPRP/UNSF LN US**  
**NON-MOTRST ERROR**  
**NON-MOTORIST MANEUVER**  
**BIK RDNG AGNT TR**  
**LE SUSPECTS ALCOHOL**  
**LE SUSPECTS DRUG**  
**ALCOHOL TEST GIVEN** No, Test Not Given  
**ALCOHOL TEST TYPE** NOT APPLICABLE  
**ALCOHOL TEST RESULT**  
**DRUG TEST GIVEN** No, Test Not Given  
**DRUG TEST TYPE** Not Applicable  
**DRUG TEST RESULT**  
**CONTRIB FACTORS**  
**IMPRP/UNSF LN US**  
**NON-MOTRST ERROR**  
**NON-MOTORIST MANEUVER**  
**BIK RDNG AGNT TR**  
**LE SUSPECTS ALCOHOL**  
**LE SUSPECTS DRUG**  
**ALCOHOL TEST GIVEN** No, Test Not Given  
**ALCOHOL TEST TYPE** NOT APPLICABLE  
**ALCOHOL TEST RESULT**  
**DRUG TEST GIVEN** No, Test Not Given  
**DRUG TEST TYPE** Not Applicable  
**DRUG TEST RESULT**

---

### Unit 1 - Roadway Characteristics

**DIRECTION** Straight  
**ALIGNMENT** Level  
**GRADE** Speed Limit 30  
**SPEED LIMIT**  
**ROADWAY DESIGN**  
**OTHER DIVIDED HWY**  
**TRAFFIC CONTROL** Traffic Control Signal  
**TRAFFIC CONTROL** Operational  
**ROUTE ID** 0300000000000041-I  
**LATITUDE** 44.787314  
**LONGITUDE** -93.601060  
**UTM X** 452453.0  
**UTM Y** 4959498.9  

---

Report Generated 03/25/2022  
MnCMAT 2.0.0  
Page 1 of 17
### Officier Sketch

**Narrative**

Bicyclist riding on sidewalk and against traffic hit the passenger side of VEH #2 as she was turning right onto MNTH41. Minor scrapes to knees, and bent front wheel. Cyclist advised that he is not to be riding on sidewalk.
### Crash Detail Report - Long Form

**Ped/Bike Carver Parallel Route**

**Report Version 1.0**

**February 2020**

**INCIDENT ID**

11019575

**ROUTE SYS**

03-MNTH

**ROUTE NUM**

41

**MEASURE**

1.905

**ROUTE NAME**

MNTH 41

**CRASH SEVERITY**

B - Minor Injury

**DATE**

05/27/15

**TIME**

21:45

**DAY OF WEEK**

Wed

**ROUTE SYS**

03-MNTH

**ROUTE NUM**

41

**MEASURE**

1.905

**ROUTE NAME**

MNTH 41

**COUNTY**

10-Carver

**CITY**

Chaska

**TOWNSHIP**

MNDOT DISTRICT

D-METRO

**RELATION TO INT**

T or Y Intersection

**LOCAL ID**

15004644

**CRASH SEVERITY**

B - Minor Injury

**DATE**

05/27/15

**TIME**

21:45

**DAY OF WEEK**

Wed

### Basic Information

- **Basic Type:** Bike
- **Manner of Collision:** Angle
- **Num Veh:** 1
- **Num Killed:** 0
- **Div Rdwy Dir:** North
- **Roadway Surf:** Dry
- **Light Condition:** Dark (Str Lights On)
- **Weather Primary:** Clear
- **Weather Secondary:** Cloudy
- **Hit & Run:** No
- **Public Private Code:** No
- **Work Zone Type:** Not Applicable
- **Work Zone Loc:** Other
- **Workers Pres:** Not Applicable (Not in Work Zone)
- **Law Enf Pres:** On/Off Trafficway

### Roadway Characteristics

- **Direction:** Eastbound
- **Alignment:** Straight
- **Grade:** Level
- **Speed Limit:** 30

### Vehicles

#### Unit 1 - Motor Vehicle in Transport

- **Vehicle Type:** Passenger Car
- **DL Status:** Person Type Driver

#### Unit 2 - Bicycle

- **Vehicle Type:** Bicycle
- **DL Status:** Person Type Non-Motorist

### Persons

#### Unit 1 - Person Information

- **Age:** 24
- **Sex:** Male
- **Injury Severity:** N - Prop Dmg Only
- **Zip:** 55322
- **DL State:** MN
- **DL Class:** D The Normal (Not Commercial) Driver License
- **All Suspects Alcohol:** No
- **All Suspects Drug:** No

#### Unit 2 - Person Information

- **Age:** 20
- **Sex:** Female
- **Injury Severity:** B - Minor Injury
- **Zip:** 55318
- **DL State:** MN
- **DL Class:** D The Normal (Not Commercial) Driver License
- **All Suspects Alcohol:** No
- **All Suspects Drug:** No

### Recommendations

- **Unit 1:** None
- **Unit 2:** None

### Violations

- **Unit 1:** No
- **Unit 2:** Yes

### Roadway Information

- **Unit 1:** Towed? Not Towed
- **Unit 2:** Towed? Not Towed

Report Generated 03/25/2022

MnCMAT 2.0.0

Page 3 of 17
Unit 3 - Vehicle Information

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<thead>
<tr>
<th>VEH USE</th>
<th>EMERGENCY VEH USE</th>
<th>TOWED?</th>
<th>INITIAL CONTACT</th>
<th>MOST HARMFUL</th>
<th>TRAILERS</th>
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<tr>
<td>SEQUENCE OF EVENTS</td>
<td>MANEUVER</td>
<td>VEHICLE CONTRIBUTING FACTORS</td>
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Unit 3 - Person Information

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<tr>
<th>CONTRIB FACTORS</th>
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<tr>
<td>NON-MOTORIST MANEUVER</td>
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<td>LE SUSPECTS DRUG</td>
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<td>ALCOHOL TEST GIVEN</td>
<td>ALCOHOL TEST TYPE</td>
<td>ALCOHOL TEST RESULT</td>
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<tr>
<td>DRUG TEST GIVEN</td>
<td>DRUG TEST TYPE</td>
<td>DRUG TEST RESULT</td>
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OFFICER SKETCH

NARRATIVE
PEDESTRIAN ON A BICYCLE WAS TRAVELING NORTH THROUGH/ACROSS THE INTERSECTION ALONG HWY 41 CROSSING OVER 4TH ST W. BICYCLIST WAS IN THE CROSSWALK WITH A 'WALK' INDICATOR LIGHT. DRIVER OF UNIT 1 WAS TRAVELING EAST TOWARDS HWY 41 WHEN IT STRUCK THE BICYCLIST. DRIVER OF UNIT 1 FLED THE AREA WITHOUT MAKING A REPORT OR STOPPING TO CHECK ON THE BICYCLIST.
**Crash Detail Report - Long Form**

**Ped/Bike Carver Parallel Route**

**Report Version 1.0**  
February 2020

<table>
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<td>1.905</td>
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<td>ROUTE NAME</td>
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<tr>
<td>COUNTY</td>
<td>10-Carver</td>
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<tr>
<td>CITY</td>
<td>Chaska</td>
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<tr>
<td>TOWNSHIP</td>
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<tr>
<td>MNDOT DISTRICT</td>
<td>D-METRO</td>
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<td>RELATION TO INT</td>
<td>Four-Way Intersection</td>
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<td>LOCAL ID</td>
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**INCIDENT ID** 11021319  
**ROUTE SYS** 03-MNTH  
**ROUTE NUM** 41  
**MEASURE** 1.905  
**ROUTE NAME** 41  
**COUNTY** 10-Carver  
**CITY** Chaska  
**TOWNSHIP**  
**MNDOT DISTRICT** D-METRO  
**RELATION TO INT** Four-Way Intersection  
**LOCAL ID** 15007638

**CRASH SEVERITY**  
C - Possible Injury

**DATE** 08/20/15  
**TIME** 12:30  
**DAY OF WEEK** Thu  
**INTERSECT WITH**

**ROADWAY SURF**  
Dry  
**LIGHT CONDITION** Daylight  
**WEATHER PRIMARY** Clear  
**WEATHER SECONDARY** Clear

**RESEARCH**  
No  
**PUBLIC PRIVATE CODE**  
No

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<th>UNIT 1 - Motor Vehicle in Transport</th>
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<tbody>
<tr>
<td><strong>UNIT TYPE</strong></td>
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<tr>
<td><strong>VEH TYPE</strong></td>
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<tr>
<td><strong>DL STATUS</strong></td>
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<td><strong>SEX</strong></td>
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<td><strong>DL STATE</strong></td>
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<td><strong>DL CLASS</strong></td>
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<td><strong>DL ENDORSEMENTS</strong></td>
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<td><strong>RECOMMENDATIONS</strong></td>
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<tr>
<td><strong>PHYSICAL CONDITIONS</strong></td>
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<td><strong>VIOLATIONS</strong></td>
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<table>
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<th>UNIT 2 - Bicycle</th>
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<td><strong>UNIT TYPE</strong></td>
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<tr>
<td><strong>VEH TYPE</strong></td>
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<td><strong>VIOLATIONS</strong></td>
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<th>UNIT 1 - Vehicle Information</th>
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<td><strong>VEH USE</strong></td>
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<td><strong>TOWED?</strong></td>
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<td><strong>INITIAL CONTACT</strong></td>
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<td><strong>TRAILERS</strong></td>
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<td><strong>SEQUENCE OF EVENTS</strong></td>
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<td><strong>MANEUVER</strong></td>
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<th>UNIT 1 - Roadway Characteristics</th>
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<td><strong>SPEED LIMIT</strong></td>
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<tr>
<td><strong>GRADE</strong></td>
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<tr>
<td><strong>SPEED LIMIT</strong></td>
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</table>
### Unit 3 - Vehicle Information
- **VEH USE**: EMERGENCY VEH USE
- **TOWED?**: TOWED?
- **INITIAL CONTACT**: MOST HARMFUL
- **SEQUENCE OF EVENTS**: MANEUVER
- **VEHICLE CONTRIBUTING FACTORS**: 

### Unit 3 - Person Information
- **CONTRIB FACTORS**: DRIVER DISTRACTED BY
- **SPEEDING RELATED**: 
- **NON-MOTORIST MANEUVER**: 
- **NON-MOTORIST LOCATION**: 
- **LE SUSPECTS ALCOHOL**: 
- **LE SUSPECTS DRUG**: 
- **ALCOHOL TEST GIVEN**: 
- **ALCOHOL TEST TYPE**: 
- **ALCOHOL TEST RESULT**: 
- **DRUG TEST GIVEN**: 
- **DRUG TEST TYPE**: 
- **DRUG TEST RESULT**: 

### Unit 4 - Vehicle Information
- **VEH USE**: EMERGENCY VEH USE
- **TOWED?**: TOWED?
- **INITIAL CONTACT**: MOST HARMFUL
- **SEQUENCE OF EVENTS**: MANEUVER
- **VEHICLE CONTRIBUTING FACTORS**: 

### Unit 4 - Person Information
- **CONTRIB FACTORS**: DRIVER DISTRACTED BY
- **SPEEDING RELATED**: 
- **NON-MOTORIST MANEUVER**: 
- **NON-MOTORIST LOCATION**: 
- **LE SUSPECTS ALCOHOL**: 
- **LE SUSPECTS DRUG**: 
- **ALCOHOL TEST GIVEN**: 
- **ALCOHOL TEST TYPE**: 
- **ALCOHOL TEST RESULT**: 
- **DRUG TEST GIVEN**: 
- **DRUG TEST TYPE**: 
- **DRUG TEST RESULT**: 

### NARRATIVE
Driver #1 was southbound MN 41 and stopped at a red light. Driver #1 was making a right turn at the intersection. After stopping the driver began to make the turn as he saw no one in the crosswalk. As driver #1 began to make the turn a bicyclist who had been traveling westbound on the sidewalk in front of the Legion entered the crosswalk (because he saw the walk symbol for his direction) without stopping and struck the front passenger side of the truck. Driver #1 had no opportunity to see the bicyclist prior to the crash.
## Crash Detail Report - Long Form

### Ped/Bike Carver Parallel Route

**Report Version 1.0**

**February 2020**

### INCIDENT ID
- 00799852

### ROUTE SYS
- 03-MNTH

### ROUTE NUM
- 41

### MEASURE
- 1.905

### ROUTE NAME
- CHESTNUT ST

### COUNTY
- 10-Carver

### CITY
- Chaska

### TOWNSHIP
-

### MNDOT DISTRICT
- D-METRO

### RELATION TO INT
- Four-Way Intersection

### LOCAL ID
- 20001725

### CRASH SEVERITY
- B - Minor Injury

### DATE
- 02/21/20

### TIME
- 12:30

### DAY OF WEEK
- Fri

### INTERSECT WITH
- E 4TH ST

### BASIC TYPE
- Pedestrian

### MANNER OF COLLISION
- Num Veh 1

### NUM KILLED
- 0

### DIV RDWY DIR
- North

### FIRST HARMFUL
- Pedestrian

### ROADWAY SURF
- Dry

### LIGHT CONDITION
- Daylight

### WEATHER PRIMARY
- Clear

### WEATHER SECONDARY
- Hit & Run

### PUBLIC PRIVATE CODE
- No

### WORK ZONE TYPE
- Not Applicable

### WORK ZONE LOC
- -

### WORKERS PRES
- -

### LAW ENF PRES
- -

### ON/OFF TRAFFICWAY
- Trafficway, On Road

### RELATIVE LOC TRAFFICWAY
- On Roadway (including alley)

### ROAD CONTRIB CIRCUM 1
- None

### ROAD CONTRIB CIRCUM 2
- Unit 1 - Motor Vehicle in Transport
  - Veh Use: Normal
  - Emergency Veh Use: Not Towed
  - Initial Contact: Front Right Quarter Panel
  - Pedestrian
  - Maneuver: Turning Right
  - Veh Contributing Factors: Vsn Obscd-Sun/Lti

### ROADWAY DESIGN
- Two-Way, Divided, Median Barrier

### TRAFFIC CONTROL
- Traffic Control Signal

### Unit 1 - Person Information

<table>
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<tr>
<th>Age</th>
<th>Sex</th>
<th>Injury Severity</th>
<th>Zip</th>
<th>Dl Status</th>
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<tbody>
<tr>
<td>86</td>
<td>Female</td>
<td>N - Prop Dmg Only</td>
<td>553793907</td>
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### PHYSICAL CONDITIONS
- Apparently Normal (Including No Drugs/Alcohol)

### Violations
- Yes

### Unit 2 - Person Information

<table>
<thead>
<tr>
<th>Age</th>
<th>Sex</th>
<th>Injury Severity</th>
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### Unit 2 - Vehicle Information

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### Unit 2 - Roadway Characteristics

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**MnCMAT 2.0.0**

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**Crash Detail Report - Long Form**

**Ped/Bike Carver Parallel Route**

**Report Version 1.0**
February 2020

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<td><strong>DL RESTRICTIONS</strong></td>
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<tr>
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### Unit 3 - Vehicle Information

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<th><strong>EMERGENCY VEH USE</strong></th>
<th><strong>TOWED?</strong></th>
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<td><strong>INITIAL CONTACT</strong></td>
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<td><strong>TRAILERS</strong></td>
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<table>
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<tr>
<th><strong>SEQUENCE OF EVENTS</strong></th>
<th><strong>MANEUVER</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>VEHICLE CONTRIBUTING FACTORS</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Unit 3 - Person Information

<table>
<thead>
<tr>
<th><strong>CONTRIB FACTORS</strong></th>
<th><strong>DRIVER DISTRACTED BY</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SPEEDING RELATED</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>NON-MOTORIST MANEUVER</strong></th>
<th><strong>NON-MOTORIST LOCATION</strong></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th><strong>LE SUSPECTS ALCOHOL</strong></th>
<th><strong>LE SUSPECTS DRUG</strong></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th><strong>ALCOHOL TEST GIVEN</strong></th>
<th><strong>ALCOHOL TEST TYPE</strong></th>
<th><strong>ALCOHOL TEST RESULT</strong></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th><strong>DRUG TEST GIVEN</strong></th>
<th><strong>DRUG TEST TYPE</strong></th>
<th><strong>DRUG TEST RESULT</strong></th>
</tr>
</thead>
</table>

### Unit 4 - Vehicle Information

<table>
<thead>
<tr>
<th><strong>VEH USE</strong></th>
<th><strong>EMERGENCY VEH USE</strong></th>
<th><strong>TOWED?</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>INITIAL CONTACT</strong></td>
<td><strong>MOST HARMFUL</strong></td>
<td><strong>TRAILERS</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>SEQUENCE OF EVENTS</strong></th>
<th><strong>MANEUVER</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>VEHICLE CONTRIBUTING FACTORS</strong></td>
<td></td>
</tr>
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</table>

### Unit 4 - Person Information

<table>
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<tr>
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<th><strong>DRIVER DISTRACTED BY</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SPEEDING RELATED</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th><strong>NON-MOTORIST MANEUVER</strong></th>
<th><strong>NON-MOTORIST LOCATION</strong></th>
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<thead>
<tr>
<th><strong>DRUG TEST GIVEN</strong></th>
<th><strong>DRUG TEST TYPE</strong></th>
<th><strong>DRUG TEST RESULT</strong></th>
</tr>
</thead>
</table>

---

**NARRATIVE**

## Crash Detail Report - Long Form

**Ped/Bike Carver Parallel Route**

**Report Version 1.0**  
**February 2020**

**INCIDENT ID**: 10853539  
**ROUTE SYS**: 03-MNTH  
**ROUTE NUM**: 41  
**MEASURE**: 2.048  
**ROUTE NAME**: MNTH 41

**CRASH SEVERITY**: C - Possible Injury  
**DATE**: 08/18/13  
**TIME**: 16:38  
**DAY OF WEEK**: Sun

**COUNTY**: Carver  
**CITY**: Chaska  
**TOWNSHIP**: MNDOT DISTRICT D-METRO

**RELATION TO INT**: Four-Way Intersection

**LOCAL ID**: 13007838

**ROUTE ID**: 0300000000000041-I  
**LATITUDE**: 44.789297  
**LONGITUDE**: -93.601861  
**UTM X**: 452391.3  
**UTM Y**: 4959719.7

---

### Unit 1 - Motor Vehicle in Transport

<table>
<thead>
<tr>
<th><strong>UNIT TYPE</strong></th>
<th><strong>VEH TYPE</strong></th>
<th><strong>DL STATUS</strong></th>
<th><strong>PERSON TYPE</strong></th>
<th><strong>AGE</strong></th>
<th><strong>SEX</strong></th>
<th><strong>INJURY SEVERITY</strong></th>
<th><strong>ZIP</strong></th>
<th><strong>DL STATE</strong></th>
<th><strong>DL CLASS</strong></th>
<th><strong>DL ENDORSEMENTS</strong></th>
<th><strong>DL RESTRICTIONS</strong></th>
<th><strong>RECOMMENDATIONS?</strong></th>
<th><strong>PHYSICAL CONDITIONS</strong></th>
<th><strong>VIOLATIONS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Vehicle in Transport</td>
<td>Pickup</td>
<td>Valid</td>
<td>Driver</td>
<td>67</td>
<td>Male</td>
<td>N - Prop Dmg Only</td>
<td>55375</td>
<td>MN</td>
<td>D The Normal (Not Commercial) Driver License</td>
<td>None</td>
<td>None</td>
<td>Has Been Drinking Alcohol</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

**CONTRIB FACTORS**  
Failure to Yield Right-of-Way

**DRIVER DISTRACTED BY**  
SPEEDING RELATED

**NON-MOTORIST MANEUVER**  
NON-MOTORIST LOCATION

**LE SUSPECTS ALCOHOL**  
LE SUSPECTS DRUG

**ALCOHOL TEST GIVEN**  
Yes, Test Given  
**ALCOHOL TEST TYPE**  
PBT (Breath)  
**ALCOHOL TEST RESULT**  
**DRUG TEST GIVEN**  
Yes, Test Given  
**DRUG TEST TYPE**  
**DRUG TEST RESULT**

**SEQUENCE OF EVENTS**  
Pedalcyclist (Bicyclist)

**MANEUVER**  
VEH RT TN ON RED

**VEHICLE CONTRIBUTING FACTORS**  
VSN OBSCD-SUN/LTI  
Oversize/Overweight Trucks

---

### Unit 2 - Bicycle

<table>
<thead>
<tr>
<th><strong>UNIT TYPE</strong></th>
<th><strong>VEH TYPE</strong></th>
<th><strong>DL STATUS</strong></th>
<th><strong>PERSON TYPE</strong></th>
<th><strong>AGE</strong></th>
<th><strong>SEX</strong></th>
<th><strong>INJURY SEVERITY</strong></th>
<th><strong>ZIP</strong></th>
<th><strong>DL STATE</strong></th>
<th><strong>DL CLASS</strong></th>
<th><strong>DL ENDORSEMENTS</strong></th>
<th><strong>RECOMMENDATIONS?</strong></th>
<th><strong>PHYSICAL CONDITIONS</strong></th>
<th><strong>VIOLATIONS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle</td>
<td>BICYCLIST</td>
<td>Not Applicable</td>
<td>Non-Motorist</td>
<td>52</td>
<td>Male</td>
<td>C - Possible Injury</td>
<td>55318</td>
<td>MN</td>
<td>A Commercial</td>
<td>None</td>
<td>None</td>
<td>Has Been Drinking Alcohol</td>
<td>No</td>
</tr>
</tbody>
</table>

**CONTRIB FACTORS**  
No Clear Contributing Action

**DRIVER DISTRACTED BY**  
SPEEDING RELATED

**NON-MOTORIST MANEUVER**  
PED XNG W SIGNAL

**LE SUSPECTS ALCOHOL**  
LE SUSPECTS DRUG

**ALCOHOL TEST GIVEN**  
No, Test Not Given  
**ALCOHOL TEST TYPE**  
**ALCOHOL TEST RESULT**

**DRUG TEST GIVEN**  
No, Test Not Given  
**DRUG TEST TYPE**  
**DRUG TEST RESULT**

**SEQUENCE OF EVENTS**  
Pedalcyclist (Bicyclist)

**MANEUVER**  
PED XNG W SIGNAL

**VEHICLE CONTRIBUTING FACTORS**

---

### Roadway Characteristics

**DIRECTION**  
Eastbound

**ALIGNMENT**  
Straight

**GRADE**  
Level

**SPEED LIMIT**  
30

**ROADWAY DESIGN**  
4-6 LNS 2-3-EACH

**TRAFFIC CONTROL**  
Traffic Control Signal

**ROUTE ID**  
0300000000000041-I  
**LATITUDE**: 44.789297  
**LONGITUDE**: -93.601861  
**UTM X**: 452391.3  
**UTM Y**: 4959719.7
**OFFICER SKETCH**

UNIT 1 STOPPED AT THE RED SEMAPHORE AND PROCEEDED INTO THE INTERSECTION WHILE MAKING A RIGHT TURN. UNIT 2, A BICYCLIST, HAD ENTERED THE CROSSWALK HEADING NORTH ON MNTH 41 ON A GREEN SEMAPHORE. UNIT 1 STRUCK THE BICYCLIST CAUSING MINOR INJURIES. THE BICYCLIST DECLINED MEDICAL ATTENTION AND DID NOT GO TO A HOSPITAL. DRIVER OF UNIT 1 PROVIDED A PBT SAMPLE OF .065%.

---

### Crash Detail Report - Ped/Bike Carver Parallel Route

**UNIT TYPE** | **VEH TYPE** | **DL STATUS** | **PERSON TYPE**
---|---|---|---

**AGE** | **SEX** | **INJURY SEVERITY** | **ZIP**
---|---|---|---

**DL CLASS** | **DL ENDORSEMENTS** | **DL RESTRICTIONS**
---|---|---

**RECOMMENDATIONS?** | **PHYSICAL CONDITIONS** | **VIOLATIONS**
---|---|---

### Unit 3 - Vehicle Information

**VEH USE** | **EMERGENCY VEH USE** | **TOWED?**
---|---|---

**INITIAL CONTACT** | **MOST HARMFUL TRAILERS**
---|---

**SEQUENCE OF EVENTS** | **MANEUVER**
---|---

**VEHICLE CONTRIBUTING FACTORS**

**CONTRIB FACTORS** | **DRIVER DISTRACTED BY**
---|---

**SPEEDING RELATED** | **NON-MOTORIST MANEUVER**
---|---

**NON-MOTORIST LOCATION** | **LE SUSPECTS ALCOHOL**
---|---

**LE SUSPECTS DRUG** | **ALCOHOL TEST GIVEN**
---|---

**ALCOHOL TEST TYPE** | **ALCOHOL TEST RESULT**
---|---

**DRUG TEST GIVEN** | **DRUG TEST TYPE**
---|---

**DRUG TEST RESULT**

---

**UNIT 4 - Vehicle Information**

**VEH USE** | **EMERGENCY VEH USE** | **TOWED?**
---|---|---

**INITIAL CONTACT** | **MOST HARMFUL TRAILERS**
---|---

**SEQUENCE OF EVENTS** | **MANEUVER**
---|---

**VEHICLE CONTRIBUTING FACTORS**

**CONTRIB FACTORS** | **DRIVER DISTRACTED BY**
---|---

**SPEEDING RELATED** | **NON-MOTORIST MANEUVER**
---|---

**NON-MOTORIST LOCATION** | **LE SUSPECTS ALCOHOL**
---|---

**LE SUSPECTS DRUG** | **ALCOHOL TEST GIVEN**
---|---

**ALCOHOL TEST TYPE** | **ALCOHOL TEST RESULT**
---|---

**DRUG TEST GIVEN** | **DRUG TEST TYPE**
---|---

**DRUG TEST RESULT**

---

**NARRATIVE**

UNIT 1 STOPPED AT THE RED SEMAPHORE AND PROCEEDED INTO THE INTERSECTION WHILE MAKING A RIGHT TURN. UNIT 2, A BICYCLIST, HAD ENTERED THE CROSSWALK HEADING NORTH ON MNTH 41 ON A GREEN SEMAPHORE. UNIT 1 STRUCK THE BICYCLIST CAUSING MINOR INJURIES. THE BICYCLIST DECLINED MEDICAL ATTENTION AND DID NOT GO TO A HOSPITAL. DRIVER OF UNIT 1 PROVIDED A PBT SAMPLE OF .065%. 
### Incident ID 11022392
#### Route Sys
03-MNTH
#### Route Num
41
#### Measure
2.048
#### Route Name
41 HWY

**County**
Carver
**City**
Chaska
**Twp**
MNDOT DISTRICT D-METRO
**Relation to Int**
Four-Way Intersection
**Local ID**
15510019

**Crash Severity**
C - Possible Injury
**Date**
09/26/15
**Time**
11:33
**Day of Week**
Sat

**Basic Type**
Pedestrian
**Manner of Collision**
Right Turn
**Num Veh**
1
**Num Killed**
0
**Div Rdw Dir**
North
**First Harmful**
Pedestrian

**Roadway Surf**
Dry
**Light Condition**
Daylight
**Weather Primary**
Clear
**Weather Secondary**
Hit & Run
**Public Private Code**
No
**Work Zone Type**
Not Applicable
**Work Zone Loc**
Not Applicable
**Workers Pres**
Not Applicable (Not in Work Zone)
**LAW ENF Pres**
On/Off Trafficway
**RELATIVE LOC TRAFFICWAY**
On Roadway (including alley)
**On Bridge?**
No
**Road Contrib Circum 1**
Unit 1 - Motor Vehicle in Transport
**Road Contrib Circum 2**
Unit 2 - Pedestrian

---

### Unit 1 - Motor Vehicle in Transport
**Unit Type**
Motor Vehicle in Transport
**Veh Type**
Sport Utility Vehicle
**DL Status**
Valid
**Person Type**
Driver
**Age**
26
**Sex**
Female
**Injury Severity**
N - Prop Dmg Only
**Zip**
55379
**DL State**
MN
**DL Class**
D - The Normal (Not Commercial) Driver License

**Dl Endorsements**
None
**Dl Restrictions**
None
**Recommendations?**
None
**Physical Conditions**
Apparently Normal (Including No Drugs/Alcohol)
**Violations**
Yes

**Veh Use**
Normal
**Initial Contact**
Pedestrian
**Sequence of Events**
Turning Right
**Vehicle Contributing Factors**
Vsn Obscd-Sun/Lt

---

### Unit 2 - Pedestrian
**Unit Type**
Pedestrian
**Veh Type**
Pedestrian
**DL Status**
Not Applicable
**Person Type**
Non-Motorist
**Age**
55
**Sex**
Female
**Injury Severity**
C - Possible Injury
**Zip**
55347
**DL State**
MN

**Dl Endorsements**
None
**Dl Restrictions**
Not Applicable
**Recommendations?**
None
**Physical Conditions**
 Apparently Normal (Including No Drugs/Alcohol)
**Violations**
No

**Veh Use**
Not Applicable
**Initial Contact**
Unknown
**Sequence of Events**
Ped Xng N Mk Xwk
**Vehicle Contributing Factors**

---

### Unit 1 - Roadway Characteristics
**Direction**
Northbound
**Alignment**
Straight
**Grade**
Level
**Speed Limit**
30

**Roadway Design**
Other Divided Hwy
**Traffic Control**
Traffic Control Signal
**Route ID**
0300000000000041
**Latitude**
44.789297
**Longitude**
-93.601861
**Utm X**
452391.3
**Utm Y**
4959719.7

---

### Unit 2 - Roadway Characteristics
**Direction**
Westbound
**Alignment**
Straight
**Grade**
Level
**Speed Limit**
30

**Roadway Design**
Other Divided Hwy
**Traffic Control**
Traffic Control Signal
**Route ID**
0300000000000041
**Latitude**
44.789297
**Longitude**
-93.601861
**Utm X**
452391.3
**Utm Y**
4959719.7
OFFICER SKETCH

NARRATIVE
V1 IN RL STOPPED AT RED LIGHT THEN PROCEEDED TO TURN RIGHT. PED WALKED UP AND PUSHED WALK BUTTON. WALK LIGHT TURNED GREEN AND PED STARTED TO CROSS WHEN V1 TURNED RIGHT HITTING PED.
Crash Detail Report - Long Form
Ped/Bike Carver Parallel Route

INCIDENT ID
00937692

ROUTE SYS
04-CSAH

ROUTE NUM
11

MEASURE
3.803

ROUTE NAME
CSAH 11

COUNTY
10-Carver

CITY
Dahlgren

TOWNSHIP


CRASH SEVERITY
A - Serious Injury

DATE
08/31/21

TIME
13:34

DAY OF WEEK
Tue

INTERSECT WITH
COUNTY ROAD 40

INCIDENT ID

ROUTE SYS

ROUTE NUM

MEASURE

ROUTE NAME

COUNTY

CITY

TOWNSHIP


CRASH SEVERITY

DATE

TIME

DAY OF WEEK

INTERSECT WITH

INCIDENT ID

ROUTE SYS

ROUTE NUM

MEASURE

ROUTE NAME

COUNTY

CITY

TOWNSHIP


CRASH SEVERITY

DATE

TIME

DAY OF WEEK

INTERSECT WITH

INCIDENT ID

ROUTE SYS

ROUTE NUM

MEASURE

ROUTE NAME

COUNTY

CITY

TOWNSHIP


CRASH SEVERITY

DATE

TIME

DAY OF WEEK

INTERSECT WITH

INCIDENT ID

ROUTE SYS

ROUTE NUM

MEASURE

ROUTE NAME

COUNTY

CITY

TOWNSHIP


CRASH SEVERITY

DATE

TIME

DAY OF WEEK

INTERSECT WITH

INCIDENT ID

ROUTE SYS

ROUTE NUM

MEASURE

ROUTE NAME

COUNTY

CITY

TOWNSHIP


CRASH SEVERITY

DATE

TIME

DAY OF WEEK

INTERSECT WITH

INCIDENT ID

ROUTE SYS

ROUTE NUM

MEASURE

ROUTE NAME

COUNTY

CITY

TOWNSHIP


CRASH SEVERITY

DATE

TIME

DAY OF WEEK

INTERSECT WITH

INCIDENT ID

ROUTE SYS

ROUTE NUM

MEASURE

ROUTE NAME

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TOWNSHIP


CRASH SEVERITY

DATE

TIME

DAY OF WEEK

INTERSECT WITH

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ROUTE SYS

ROUTE NUM

MEASURE

ROUTE NAME

COUNTY

CITY

TOWNSHIP


CRASH SEVERITY

DATE

TIME

DAY OF WEEK

INTERSECT WITH

INCIDENT ID

ROUTE SYS

ROUTE NUM

MEASURE

ROUTE NAME

COUNTY

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TOWNSHIP


CRASH SEVERITY

DATE

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DAY OF WEEK

INTERSECT WITH

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ROUTE SYS

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MEASURE

ROUTE NAME

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CRASH SEVERITY

DATE

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INTERSECT WITH

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ROUTE NUM

MEASURE

ROUTE NAME

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TOWNSHIP


CRASH SEVERITY

DATE

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INTERSECT WITH

INCIDENT ID

ROUTE SYS

ROUTE NUM

MEASURE

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TOWNSHIP


CRASH SEVERITY

DATE

TIME

DAY OF WEEK

INTERSECT WITH

INCIDENT ID

ROUTE SYS

ROUTE NUM

MEASURE

ROUTE NAME

COUNTY

CITY

TOWNSHIP


CRASH SEVERITY

DATE

TIME

DAY OF WEEK

INTERSECT WITH

INCIDENT ID

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ROUTE NUM

MEASURE

ROUTE NAME

COUNTY

CITY

TOWNSHIP


CRASH SEVERITY

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INCIDENT ID

ROUTE SYS

ROUTE NUM

MEASURE

ROUTE NAME

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TOWNSHIP


CRASH SEVERITY

DATE

TIME

DAY OF WEEK

INTERSECT WITH

INCIDENT ID

ROUTE SYS

ROUTE NUM

MEASURE

ROUTE NAME

COUNTY

CITY

TOWNSHIP


CRASH SEVERITY

DATE

TIME

DAY OF WEEK

INTERSECT WITH

INCIDENT ID

ROUTE SYS

ROUTE NUM

MEASURE

ROUTE NAME

COUNTY

CITY

TOWNSHIP


CRASH SEVERITY

DATE

TIME

DAY OF WEEK

INTERSECT WITH

INCIDENT ID

ROUTE SYS

ROUTE NUM

MEASURE

ROUTE NAME

COUNTY

CITY

TOWNSHIP


CRASH SEVERITY

DATE

TIME

DAY OF WEEK

INTERSECT WITH

INCIDENT ID
OFFICER SKETCH

NARRATIVE
UNIT 1 (BICYCLE) WAS RIDING NORTHBOUND AT COUNTY ROAD 40 AND COUNTY ROAD 11. UNIT 2 WAS ATTEMPTING TO TURN FROM COUNTY ROAD 11 SOUTHBOUND (COUNTY ROAD 40) TO EASTBOUND COUNTY ROAD 11. WHEN UNIT 2 WAS ATTEMPTING TO TURN, UNIT 2 DRIVER STATED SHE DID NOT SEE UNIT 1 AND STRUCK UNIT 1. DRIVER OF UNIT 1 WAS TRANSPORTED DUE TO SERIOUS INJURIES. DRIVER OF UNIT 2 WAS TRANSPORTED BUT NOT DUE TO INJURIES. UNIT 2 WAS CEASED AS EVIDENCE.
**Crash Detail Report - Long Form**

**Ped/Bike Carver Parallel Route**

**Report Version 1.0**

**February 2020**

---

**INCIDENT ID**
00822054

**ROUTE SYS**
04-CSAH

**ROUTE NUM**
40

**MEASURE**
11.808

**ROUTE NAME**
MAIN ST

---

**COUNTY**
10-Carver

**CITY**
Carver

**TOWNSHIP**
Carver

**MNDOT DISTRICT**
D-METRO

**RELATION TO INT**
Other/Unknown

**LOCAL ID**
20021676

---

**DATE**
07/27/20

**TIME**
19:15

**DAY OF WEEK**
Mon

**INTERSECT WITH**

---

**ROUTE ID**
0400006594550040-I

**LATITUDE**
44.761799

**LONGITUDE**
-93.625386

---

**ROUTE SURF**
Dry

**LIGHT CONDITION**
Daylight

**WEATHER PRIMARY**
Cloudy

**WEATHER SECONDARY**
Hit & Run

**WORK ZONE TYPE**
Not Applicable

**WORK ZONE LOC**

---

**ON/OFF TRAFFICWAY**
Trafficway, On Road

**RELATIVE LOC TRAFFICWAY**
On Roadway (including alley)

**ON BRIDGE?**
No

---

**UNIT TYPE**
Motor Vehicle in Transport

**VEH TYPE**
Passenger Car

**DL STATUS**
Valid

**PERSON TYPE**
Driver

**AGE**
18

**SEX**
Female

**INJURY SEVERITY**
N - Prop Dmg Only

**ZIP**
55315

**DL STATE**
MN

**DL CLASS**
D The Normal (Not Commercial) Driver License

**DL ENDORSEMENTS**
None

**DL RESTRICTIONS**
None

**RECOMMENDATIONS?**
None

**PHYSICAL CONDITIONS**
Apparently Normal (Including No Drugs/Alcoh

---

**SEQUENCE OF EVENTS**
Pedalcyclist (Bicyclist)

**MANEUVER**
Moving Forward

---

**CONTRIB FACTORS**
Unknown

**DRIVER DISTRACTED BY**
Not Distracted

**SPEEDING RELATED**
Not Speeding

**NON-MOTORIST MANEUVER**

---

**CONTRIB FACTORS**
Failure to Yield Right-of-Way

**DRIVER DISTRACTED BY**

---

**NON-MOTORIST MANEUVER**
Walk/Cycle Across Traffic (X-ing)

**NON-MOTORIST LOCATION**
Intersection - Unmarked Crosswalk

**LE SUSPECTS ALCOHOL**
No

**LE SUSPECTS DRUG**
No

**ALCOHOL TEST GIVEN**
No, Test Not Given

**ALCOHOL TEST TYPE**

---

**ROUTE ID**
0400006594550040-I

**LATITUDE**
44.761799

**LONGITUDE**
-93.625386

---

**ROUTE SURF**
Dry

**LIGHT CONDITION**
Daylight

**WEATHER PRIMARY**
Cloudy

**WEATHER SECONDARY**
Hit & Run

**WORK ZONE TYPE**
Not Applicable

**WORK ZONE LOC**

---

**UNIT TYPE**
Bicycle

**VEH TYPE**

---

**UNIT TYPE**
Bicycle

**VEH TYPE**

---

**UNIT TYPE**
Bicycle

**VEH TYPE**

---

**UNIT TYPE**
Bicycle

**VEH TYPE**

---

**UNIT TYPE**
Bicycle

**VEH TYPE**

---

**UNIT TYPE**
Bicycle

**VEH TYPE**

---

**UNIT TYPE**
Bicycle

**VEH TYPE**

---

**UNIT TYPE**
Bicycle

**VEH TYPE**

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**UNIT TYPE**
Bicycle

**VEH TYPE**

---

**UNIT TYPE**
Bicycle

**VEH TYPE**

---

**UNIT TYPE**
Bicycle

**VEH TYPE**

---

**UNIT TYPE**
Bicycle

**VEH TYPE**

---
# Crash Detail Report - Long Form

**Ped/Bike Carver Parallel Route**

**Report Version 1.0**
February 2020

<table>
<thead>
<tr>
<th>Unit 3</th>
<th>Unit 4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>UNIT TYPE</strong></td>
<td><strong>UNIT TYPE</strong></td>
</tr>
<tr>
<td><strong>VEH TYPE</strong></td>
<td><strong>VEH TYPE</strong></td>
</tr>
<tr>
<td><strong>DL STATUS</strong></td>
<td><strong>DL STATUS</strong></td>
</tr>
<tr>
<td><strong>PERSON TYPE</strong></td>
<td><strong>PERSON TYPE</strong></td>
</tr>
<tr>
<td><strong>AGE</strong></td>
<td><strong>AGE</strong></td>
</tr>
<tr>
<td><strong>SEX</strong></td>
<td><strong>SEX</strong></td>
</tr>
<tr>
<td><strong>INJURY SEVERITY</strong></td>
<td><strong>INJURY SEVERITY</strong></td>
</tr>
<tr>
<td><strong>ZIP</strong></td>
<td><strong>ZIP</strong></td>
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<tr>
<td><strong>DL CLASS</strong></td>
<td><strong>DL CLASS</strong></td>
</tr>
<tr>
<td><strong>DL ENDORSEMENTS</strong></td>
<td><strong>DL ENDORSEMENTS</strong></td>
</tr>
<tr>
<td></td>
<td><strong>DL RESTRICTIONS</strong></td>
</tr>
<tr>
<td><strong>RECOMMENDATIONS?</strong></td>
<td><strong>RECOMMENDATIONS?</strong></td>
</tr>
<tr>
<td><strong>PHYSICAL CONDITIONS</strong></td>
<td><strong>PHYSICAL CONDITIONS</strong></td>
</tr>
<tr>
<td><strong>VIOLATIONS</strong></td>
<td><strong>VIOLATIONS</strong></td>
</tr>
</tbody>
</table>

## Unit 3 - Vehicle Information

<table>
<thead>
<tr>
<th>VEH USE</th>
<th>EMERGENCY VEH USE</th>
<th>TOWED?</th>
</tr>
</thead>
<tbody>
<tr>
<td>INITIAL CONTACT</td>
<td>MOST HARMFUL</td>
<td>TRAILERS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SEQUENCE OF EVENTS</th>
<th>MANEUVER</th>
<th>VEHICLE CONTRIBUTING FACTORS</th>
</tr>
</thead>
</table>

## Unit 3 - Person Information

<table>
<thead>
<tr>
<th>CONTRIB FACTORS</th>
<th>DRIVER DISTRACTED BY</th>
<th>SPEEDING RELATED</th>
</tr>
</thead>
<tbody>
<tr>
<td>NON-MOTORIST MANEUVER</td>
<td>NON-MOTORIST LOCATION</td>
<td></td>
</tr>
<tr>
<td>LE SUSPECTS ALCOHOL</td>
<td>LE SUSPECTS DRUG</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ALCOHOL TEST GIVEN</th>
<th>ALCOHOL TEST TYPE</th>
<th>ALCOHOL TEST RESULT</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRUG TEST GIVEN</td>
<td>DRUG TEST TYPE</td>
<td>DRUG TEST RESULT</td>
</tr>
</tbody>
</table>

## Unit 4 - Vehicle Information

<table>
<thead>
<tr>
<th>VEH USE</th>
<th>EMERGENCY VEH USE</th>
<th>TOWED?</th>
</tr>
</thead>
<tbody>
<tr>
<td>INITIAL CONTACT</td>
<td>MOST HARMFUL</td>
<td>TRAILERS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SEQUENCE OF EVENTS</th>
<th>MANEUVER</th>
<th>VEHICLE CONTRIBUTING FACTORS</th>
</tr>
</thead>
</table>

## Unit 4 - Person Information

<table>
<thead>
<tr>
<th>CONTRIB FACTORS</th>
<th>DRIVER DISTRACTED BY</th>
<th>SPEEDING RELATED</th>
</tr>
</thead>
<tbody>
<tr>
<td>NON-MOTORIST MANEUVER</td>
<td>NON-MOTORIST LOCATION</td>
<td></td>
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<td>LE SUSPECTS ALCOHOL</td>
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<th>ALCOHOL TEST TYPE</th>
<th>ALCOHOL TEST RESULT</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRUG TEST GIVEN</td>
<td>DRUG TEST TYPE</td>
<td>DRUG TEST RESULT</td>
</tr>
</tbody>
</table>

## NARRATIVE

VEHICLE 1 WAS TRAVELING WESTBOUND MAIN STREET WEST AT JORGENSEN STREET, IN CARVER. AS VEHICLE 1 WAS DRIVING, A BICYCLIST CROSSED THE INTERSECTION TRAVELING NORTHBOUND, AND RAN INTO THE DRIVER'S DOOR OF THE VEHICLE. ACCORDING TO A WITNESS, VEHICLE 1 WAS TRAVELING WELL BELOW THE SPEED LIMIT, AND COULD NOT HAVE AVOIDED THE CRASH. THE BICYCLIST WAS TRANSPORTED TO THE HOSPITAL WITH NON-LIFE-THREATENING INJURES.

---

**OFFICER SKETCH**

*Not To Scale*

![Sketch of the scene](image)
Selection Filter:
WORK AREA: County(‘659514’,’659455’) - FILTER: First Harmful Event(‘8’,’9’) - SPATIAL FILTER APPLIED

Analyst: Jonathan Rudolph
Notes: 

Report Generated 03/25/2022
### Crash Detail Report - Long Form

**Ped/Bike Scott Parallel Routes**

**Report Version 1.0**

**February 2020**

**INCIDENT ID**

00912976

**ROUTE SYS**

02-USTH

**ROUTE NUM**

169

**MEASURE**

97.996

**ROUTE NAME**

USTH 169

**COUNTY**

70-Scott

**CITY**

Jordan

**TOWNSHIP**

MNDOT DISTRICT

D-METRO

**RELATION TO INT**

Four-Way Intersection

**LOCAL ID**

21504086

**CRASH SEVERITY**

B - Minor Injury

**DATE**

05/10/21

**TIME**

16:10

**DAY OF WEEK**

Mon

**INTERSECT WITH**

B - Minor Injury

**NUM VEH**

1

**NUM KILLED**

0

**DIV ROWDY DIR**

South

**FIRST HARMFUL**

Pedalcyclist (Bicyclist)

**ROADWAY SURF**

Dry

**LIGHT CONDITION**

Daylight

**WEATHER PRIMARY**

Clear

**WEATHER SECONDARY**


**HIT & RUN**

Yes

**PUBLIC PRIVATE CODE**

No

**WORK ZONE TYPE**

NOT APPLICABLE

**WORK ZONE LOC**

WORKERS PRES

**LAW ENF PRES**


**ON/OFF TRAFFICWAY**

Trafficway, On Road

**RELATIVE LOC TRAFFICWAY**

On Roadway (including alley)

**ON BRIDGE?**

None

**ROAD CONTRIB CIRCUM 1**

None

**ROAD CONTRIB CIRCUM 2**

Unit 1 - Hit-And-Run Vehicle

- **UNIT TYPE**
  - Hit-And-Run Vehicle

- **VEH TYPE**
  - Bicycle

- **DL STATUS**
  - Person Type: Non-Motorist

- **PERSON TYPE**
  - Bike

- **AGE**
  - 8

- **SEX**
  - Male

- **INJURY SEVERITY**
  - B - Minor Injury

- **ZIP**
  - 55353

- **DL STATE**
  -

- **DL CLASS**
  -

- **DL ENDORSEMENTS**
  -

- **DL RESTRICTIONS**
  -

- **RECOMMENDATIONS?**
  -

- **PHYSICAL CONDITIONS**
  - Apparently Normal (Including No Drugs/Alcohol)

- **VIOLATIONS**
  - No

**SEQUENCE OF EVENTS**

Walk/Cycle Across Traffic (X-ing)

**MANEUVER**

Moving Forward

**VEHICLE CONTRIBUTING FACTORS**

**CONTRIB FACTORS**

- No Improper Action

**NON-MOTORIST MANEUVER**

- Walk/Cycle Across Traffic (X-ing)

**NON-MOTORIST LOCATION**

Intersection - Marked Crosswalk

**LE SUSPECTS ALCOHOL**

- No

**LE SUSPECTS DRUG**

- No

**ALCOHOL TEST GIVEN**

- No, Test Not Given

**ALCOHOL TEST RESULT**

-

**DRUG TEST GIVEN**

- No, Test Not Given

**DRUG TEST RESULT**

-

**DIRECTION**

Southbound

**ALIGNMENT**

Straight

**GRADE**

Level

**SPEED LIMIT**

65

**NUM LANES**

2

**TRAFFIC CONTROL**

Traffic Control Signal

**TRAFFIC CONTROL WORKING CODE**

Operational

**ROUTE ID**

0200000000000169-D

**LATITUDE**

44.671315

**LONGITUDE**

-93.638226

**UTM X**

449411.9

**UTM Y**

4946635.9

---

**Unit 1 - Hit-And-Run Vehicle**

**VEH USE**

EMERGENCY VEH USE

- Not Towed

**INITIAL CONTACT**

Rear Right Quarter Panel

**MOST HARMFUL TRAILERS**

No

**SEQUENCE OF EVENTS**

Pedalcyclist (Bicyclist)

**MANEUVER**

Moving Forward

**VEHICLE CONTRIBUTING FACTORS**

**CONTRIB FACTORS**

- No Improper Action

**NON-MOTORIST MANEUVER**

- Walk/Cycle Across Traffic (X-ing)

**NON-MOTORIST LOCATION**

Intersection - Marked Crosswalk

**LE SUSPECTS ALCOHOL**

- No

**LE SUSPECTS DRUG**

- No

**ALCOHOL TEST GIVEN**

- No, Test Not Given

**ALCOHOL TEST RESULT**

- No

**DRUG TEST GIVEN**

- No, Test Not Given

**DRUG TEST RESULT**

- No

---

**Unit 2 - Bicycle**

**VEH TYPE**

Bicycle

**DL STATUS**

Person Type: Non-Motorist

**PERSON TYPE**

Bike

**AGE**

8

**SEX**

Male

**INJURY SEVERITY**

B - Minor Injury

**ZIP**

55353

**DL STATE**

- DL CLASS

**DL ENDORSEMENTS**

- DL RESTRICTIONS

**RECOMMENDATIONS?**

- PHYSICAL CONDITIONS
  - Apparently Normal (Including No Drugs/Alcohol)

**SEQUENCE OF EVENTS**

Walk/Cycle Across Traffic (X-ing)

**MANEUVER**

Moving Forward

**VEHICLE CONTRIBUTING FACTORS**

**CONTRIB FACTORS**

- No Improper Action

**NON-MOTORIST MANEUVER**

- Walk/Cycle Across Traffic (X-ing)

**NON-MOTORIST LOCATION**

Intersection - Marked Crosswalk

**LE SUSPECTS ALCOHOL**

- No

**LE SUSPECTS DRUG**

- No

**ALCOHOL TEST GIVEN**

- No, Test Not Given

**ALCOHOL TEST RESULT**

- No

**DRUG TEST GIVEN**

- No, Test Not Given

**DRUG TEST RESULT**

- No

---

**Unit 2 - Vehicle Information**

**VEH USE**

EMERGENCY VEH USE

**INITIAL CONTACT**

Sear Right Quarter Panel

**MOST HARMFUL TRAILERS**

No

**SEQUENCE OF EVENTS**

Pedalcyclist (Bicyclist)

**MANEUVER**

Moving Forward

**VEHICLE CONTRIBUTING FACTORS**

**CONTRIB FACTORS**

- No Improper Action

**NON-MOTORIST MANEUVER**

- Walk/Cycle Across Traffic (X-ing)

**NON-MOTORIST LOCATION**

Intersection - Marked Crosswalk

**LE SUSPECTS ALCOHOL**

- No

**LE SUSPECTS DRUG**

- No

**ALCOHOL TEST GIVEN**

- No, Test Not Given

**ALCOHOL TEST RESULT**

- No

**DRUG TEST GIVEN**

- No, Test Not Given

**DRUG TEST RESULT**

- No

---

**Unit 2 - Person Information**

**CONTRIB FACTORS**

- No Improper Action

**DRIVER DISTRACTED BY**

- Speeding Related

**SPEEDING RELATED**

- No

**NON-MOTORIST MANEUVER**

- Walk/Cycle Across Traffic (X-ing)

**NON-MOTORIST LOCATION**

Intersection - Marked Crosswalk

**LE SUSPECTS ALCOHOL**

- No

**LE SUSPECTS DRUG**

- No

**ALCOHOL TEST GIVEN**

- No, Test Not Given

**ALCOHOL TEST RESULT**

- No

**DRUG TEST GIVEN**

- No, Test Not Given

**DRUG TEST RESULT**

- No

---

**Unit 2 - Roadway Characteristics**

**DIRECTION**

Southbound

**ALIGNMENT**

Straight

**GRADE**

Level

**SPEED LIMIT**

65

**NUM LANES**

2

**ROADWAY DESIGN**

Traffic Control Signal

**TRAFFIC CONTROL WORKING CODE**

Operational

**ROUTE ID**

0200000000000169-D

**LATITUDE**

44.671315

**LONGITUDE**

-93.638226

**UTM X**

449411.9

**UTM Y**

4946635.9
OFFICER SKETCH

NARRATIVE
V1 TRAVELING SB ON HWY 169 TO MAKE RIGHT TURN TO GO NB ON QUAKER AVE. V1 DID NOT STOP AT RED LIGHT, OR BEHIND THE SOLID WHITE LINE FOR CROSSWALK. BICYCLIST IN CROSSWALK, WITH CROSSING SIGNAL, THEN HIT THE VEHICLE IN THE PASSENGER SIDE TRUNK AREA. DRIVER DID STOP AND ASK IF THE BICYCLIST WAS OK, BUT THEN LEFT THE SCENE W/OUT PROVIDING ANY INFORMATION. NO VEHICLE/DRIVER DESCRIPTION OTHER THAN POSSIBLY A RED CAR. THE BICYCLIST WENT TO THE HOSPITAL AND SUFFERED A CONCUSSION AS A RESULT OF THE CRASH.
# Crash Detail Report - Long Form

**Ped/Bike Scott Parallel Routes**

**Incident ID: 11010217**

**Route Sys:** 08-TWNS  
**Route Num:** 13  
**Measure:** 0000  
**Route Name:** W 145th St  
**County:** 70-Scott  
**City:** Louisville  
**TOWNSHIP:**  
**MNDOT DISTRICT:** D-METRO  
**Relation to Int:** Not at Intersection/Interc  
**Local ID:** 14007193  
**CRASH SEVERITY:** C - Possible Injury  
**Date:** 09/20/14  
**Time:** 18:00  
**Day of Week:** Sat  
**Intersect With:** 0.50 M W Hwy 169  
**Basic Type:** Pedestrian  
**Manner of Collision:** Other  
**Num Veh:** 1  
**Num Killed:** 0  
**Div Rdwy Dir:** First Harmful Pedestrian  
**Roadway Surf:** Dry  
**Light Condition:** Daylight  
**Weather Primary:** Clear  
**Hit & Run:** No  
**Public Private Code:** No  
**Work Zone Type:** Not Applicable  
**Work Zone Loc:**  
**Workers Pres:** No  
**Law Enf Pres:** No  
**On/Off Trafficway:** No  
**Relative Loc Trafficway:** On Roadway (including alley)  
**Road Constr Circum 1:**  
**Road Constr Circum 2:**  

## Unit 1 - Motor Vehicle in Transport

**Unit Type:** Motor Vehicle in Transport  
**Veh Type:** Passenger Car  
**DL Status:** Driver  
**Person Type:** Non-Motorist  
**Age:** 8  
**Sex:** Female  
**Injury Severity:** C - Possible Injury  
**ZIP:** 55046  
**DL State:**  
**DL Class:**  
**DL Endorsements:**  
**DL Restrictions:**  
**Recommends:** None  
**Physical Conditions:** Apparently Normal (Including No Drugs/Alcohol)  
**Violations:**  

**Veh Use:** Normal  
**Emergency Veh Use:**  
**Towed:** Not Towed  
**Initial Contact:** Most Harmful Pedestrian  
**Trailers:**  
**Sequence of Events:** Maneuver Pedestrian  
**Vehicle Contributing Factors:**  

## Unit 2 - Pedestrian

**Unit Type:** Pedestrian  
**Veh Type:** Pedestrian  
**DL Status:** Non-Motorist  
**Person Type:** Non-Motorist  
**Age:** 8  
**Sex:** Female  
**Injury Severity:** C - Possible Injury  
**ZIP:** 55046  
**DL State:**  
**DL Class:**  
**DL Endorsements:**  
**DL Restrictions:**  
**Recommends:** None  
**Physical Conditions:**  
**Violations:**  

**Veh Use:**  
**Emergency Veh Use:**  
**Towed:**  
**Initial Contact:** Most Harmful Pedestrian  
**Trailers:**  
**Sequence of Events:** Maneuver Pedestrian  
**Vehicle Contributing Factors:**  

## Unit 1 - Person Information

**Contrib Factors:**  
**Driver Distracted By:**  
**Speeding Related:**  
**Non-Motorist Maneuver:**  
**Non-Motorist Location:**  
**Le Suspects Alcohol:**  
**Le Suspects Drug:**  
**Alcohol Test Given:** No, Test Not Given  
**Alcohol Test Type:** Not Applicable  
**Alcohol Test Result:**  
**Drug Test Given:** No, Test Not Given  
**Drug Test Type:** Not Applicable  
**Drug Test Result:**  

## Unit 2 - Person Information

**Contrib Factors:**  
**Driver Distracted By:**  
**Speeding Related:**  
**Non-Motorist Maneuver:**  
**Non-Motorist Location:**  
**Le Suspects Alcohol:**  
**Le Suspects Drug:**  
**Alcohol Test Given:** No, Test Not Given  
**Alcohol Test Type:** Not Applicable  
**Alcohol Test Result:**  
**Drug Test Given:** No, Test Not Given  
**Drug Test Type:** Not Applicable  
**Drug Test Result:**  

## Unit 1 - Roadway Characteristics

**Direction:** Eastbound  
**Alignment:** Straight  
**Grade:** Level  
**Speed Limit:** 55  
**Roadway Design:** 2-LANES 1-ECH-WY  
**Traffic Control:** Operational  
**Route ID:** 0800006595140013-I  
**Latitude:** 44.740054  
**Longitude:** -93.597052  
**UTM X:** 452731.5  
**UTM Y:** 4954246.8

## Unit 2 - Roadway Characteristics

**Direction:**  
**Alignment:**  
**Grade:** Level  
**Speed Limit:** 55  
**Roadway Design:** 2-LANES 1-ECH-WY  
**Traffic Control:** Operational  
**Route ID:**  
**Latitude:**  
**Longitude:**  
**UTM X:**  
**UTM Y:**
Pedestrian is walking on roadway with multiple other pedestrians walking from one Renaissance Festival parking lot to another parking lot. W 145th St has been coned to three traffic lanes with no additional room for pedestrian walkway. Driver 1 strikes pedestrian. Passenger in vehicle yells at mother of pedestrian then drives away. Identity of driver 1 is unknown at this time.
## Crash Detail Report - Long Form

**Ped/Bike Scott Parallel Routes**

**Report Version 1.0**

**February 2020**

### Incident Information

- **Incident ID:** 11010237
- **Route Sys:** 08-TWNS
- **Route Num:** 13
- **Measure:** 0.394
- **Route Name:** 3525 W 145th St
- **County:** 70-Scott
- **City:** Louisville
- **Twp:** Not at Intersection/Interchange
- **MNDOT District:** D-METRO
- **Local ID:** 201400007432
- **Date:** 09/27/14
- **Time:** 19:28
- **Day of Week:** Sat
- **Intersect With:** 0.50 M W Johnson Memorial Drive

### Basic Information

- **Basic Type:** Pedestrian
- **Manner of Collision:** Other
- **Num Veh:** 1
- **Num Killed:** 0
- **Rdwy Dir:** Pedestrian

### Roadway Information

- **Roadway Surf:** Dry
- **Light Condition:** Dark (Str Lights On)
- **Weather Primary:** Clear
- **Weather Secondary:** Unknown
- **Hit & Run:** No
- **Public Private Code:** No

### Work Zone Information

- **Work Zone Type:** Not Applicable
- **Work Zone Loc:** Not Applicable
- **Workers Pres:** Not Applicable (Not in Work Zone)

### Law Enforcement

- **On/Off Trafficway:** No Bridge
- **Rel Road Contr Circum 1:** Pedestrian
- **Rel Road Contr Circum 2:** Unit 1 - Motor Vehicle in Transport

### Motor Vehicle in Transport

#### Unit 1

- **Unit Type:** Motor Vehicle in Transport
- **Veih Type:** BUS(8+ incl drv)
- **Dl Status:** Valid
- **Person Type:** Driver
- **Age:** 68
- **Sex:** Male
- **Injury Severity:** N - Prop Dmg Only
- **Zip:** 55441
- **Dl State:** MN
- **Dl Class:** B Commercial
- **Dl Endorsements:** None
- **Dl Restrictions:** None
- **Recommendations:** None
- **Physical Conditions:** Apparently Normal (Including No Drugs/Alcohol)
- **Violations:** No
- **Veh Use:** Vehicle Used as School Bus
- **Emergency Veh Use:** No
- **Towed:** Not Towed
- **Initial Contact:** Most Harmful Pedestrian
- **Trailers:** No
- **Sequence of Events:** Motor Vehicle In Transport
- **Maneuver:** Moving Forward
- **Vehicle Contributing Factors:** Defective Wheels
- **Contrib Factors:** Other Non-Motorist Fct
- **Driver Distracted By:** Inattentive/Distraction (Talking, Eating)
- **Speeding Related:** Failure to Yield Right-of-Way
- **Non-Motorist Maneuver:** Non-Motorist Location
- **Le Suspects Alcohol:** Non-Suspected
- **Le Suspects Drug:** Non-Suspected
- **Alcohol Test Given:** No, Test Not Given
- **Alcohol Test Type:** Not Applicable
- **Alcohol Test Result:** Not Applicable
- **Drug Test Given:** No, Test Not Given
- **Drug Test Type:** Not Applicable
- **Drug Test Result:** Not Applicable

### Pedestrian

#### Unit 2

- **Unit Type:** Pedestrian
- **Veih Type:** PEDESTRIAN
- **Dl Status:** Pedestrian
- **Person Type:** Non-Motorist
- **Age:** 5
- **Sex:** Female
- **Injury Severity:** B - Minor Injury
- **Zip:** 55024
- **Dl State:** MN
- **Dl Class:** B Commercial
- **Dl Endorsements:** None
- **Dl Restrictions:** None
- **Recommendations:** Not Applicable
- **Physical Conditions:** Not Applicable
- **Violations:** Not Applicable
- **Veh Use:** Not Applicable
- **Emergency Veh Use:** No
- **Towed:** No
- **Initial Contact:** Most Harmful Other Colisn Typ
- **Trailers:** No
- **Sequence of Events:** Ped Xng-No Sig/X
- **Maneuver:** Ped Xng-No Sig/X
- **Vehicle Contributing Factors:** Ped Xng-No Sig/X
- **Contrib Factors:** Inattentive/Distraction (Talking, Eating)
- **Driver Distracted By:** Inattentive/Distraction (Talking, Eating)
- **Speeding Related:** Failure to Yield Right-of-Way
- **Non-Motorist Maneuver:** Non-Motorist Location
- **Le Suspects Alcohol:** Non-Suspected
- **Le Suspects Drug:** Non-Suspected
- **Alcohol Test Given:** No, Test Not Given
- **Alcohol Test Type:** Not Applicable
- **Alcohol Test Result:** Not Applicable
- **Drug Test Given:** No, Test Not Given
- **Drug Test Type:** Not Applicable
- **Drug Test Result:** Not Applicable

### Roadway Characteristics

#### Unit 1

- **Direction:** Northbound
- **Alignment:** Straight
- **Grade:** Grade (pre 2016)
- **Speed Limit:** 20
- **Roadway Design:** Private Property
- **Num Lanes:** Not Applicable
- **Traffic Control:** Traf Ctrl Working Code
- **Route Id:** 0800006595140013-I
- **Latitude:** 44.740246
- **Longitude:** -93.589048
- **Utm X:** 453365.3
- **Utm Y:** 4954263.5

#### Unit 2

- **Direction:** Not Applicable
- **Alignment:** Not Applicable
- **Grade:** Grade (pre 2016)
- **Speed Limit:** 20
- **Roadway Design:** Private Property
- **Num Lanes:** Not Applicable
- **Traffic Control:** Traf Ctrl Working Code
- **Route Id:** Not Applicable
- **Latitude:**
- **Longitude:**
- **Utm X:**
- **Utm Y:**
**OFFICER SKETCH**

**NARRATIVE**

Driver One stated that he was NB and stopped when other cars in the area began honking and people were yelling. Driver One did not see the juvenile run into the roadway. Witnesses stated that the juvenile may have been struck on the head by the front bumper of the bus and that she fell to the ground. Witnesses stated that she was about half way under the bus and then it came to a stop. Juvenile had injuries on her head and knees. Juvenile was transported by Allina to St Francis Hospital.
April 14th, 2022

Mi Casa
1053 Jefferson St S, Shakopee, MN, United States, Minnesota

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

RE: Proposed Merriam Junction Trail

Dear Ms. Koutsoukos:

I'm writing to express support of Scott County's application to receive federal funding through the Metropolitan Council's Regional Solicitation for a pedestrian/bicycle project, under the Multiuse Trails and Bicycle Facilities category.

The project will construct a regional pedestrian/bicycle path and bridges along the County owned section of the former UP rail line, including a crossing of the Minnesota River. The trail is envisioned to accommodate a wide range of user groups with varying abilities and offers access to many populations. Our organization is dedicated to serving the Latinx community in Scott and Carver counties and encouraging a holistic approach to meeting their needs. This junction will be unitive across counties and expand accessibility for Latinos that live in the manufactured homes nearby and have limited access to transportation. Our vision with this project is to offer activities outdoors that will support the mental health of our community such as hiking events, ZUMBA classes, family bike rides and senior community building activities.

We hope to be able to introduce families and youth the importance of exercise as a coping mechanism and lifelong habit and encourage bonding among multigenerational households. This project will be an integral opportunity for our organization and others to engage in activities that are often exclusively tied to affluent and white counterparts. We have been working with Three Rivers Park District and there is a bicycling club specific to Latinx families. We would like to expand opportunities in Scott County and this project aligns with that community need.

Mi Casa is excited to offer our support for Scott County's Merriam Junction Trail Regional Solicitation Application.

Sincerely,

Mary Hernandez

Mi CASA
1053 Jefferson St S, Shakopee, MN 55379
April 14th, 2022

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

RE: Proposed Merriam Junction Trail

Dear Ms. Koutsoukos:

I am writing to express support of Scott County’s application to receive federal funding through the Metropolitan Council’s Regional Solicitation for a pedestrian/bicycle project, under the Multiuse Trails and Bicycle Facilities category.

The project will construct a regional pedestrian/bicycle path and bridges along the County owned section of the former UP rail line, including a crossing of the Minnesota River. The trail is envisioned to accommodate a wide range of user groups with varying abilities and offers access to many populations.

Mid-America Festivals Corp. owns and produces the Minnesota Renaissance Festival on an adjacent site to the east of this trail and it attracts over 300,000 visitors and participants annually over seven weekends in August and September. We also produce other smaller events throughout the year. We see this trail as an asset to our venue and look forward to working with the County on this project including providing the right of way for a small segment of the project.

Mid-America Festivals is excited to offer our support for Scott County’s Merriam Junction Trail Regional Solicitation Application.

Sincerely,

Robert S. “Bo” Beller  
Executive Director of Business and Legal Affairs

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Producers of the Minnesota Renaissance Festival, A Victorian Christmas and Trail of Terror
**Merriam Junction Regional Trail Project**

**Applicant:** Scott County  
**Location:** City of Carver and Louisville Township  
**Counties where project is located:** Scott & Carver  
**Requested award amount:** $5,500,000

### Project Description

The project includes a pedestrian crossing of the Minnesota River from the City of Carver to the Fish and Wildlife Service Louisville Swamp Recreation Area in Scott County. This regional trail segment is envisioned to accommodate a wide range of user groups with varying abilities and offers recreational access to many populations in the region. The trail has relatively flat grades, as a former railroad corridor. The trail project has scenic views of the Minnesota River and local wildlife. The project will provide a healthy and safe river crossing alternative for all residents of Scott and Carver counties.

### Benefits

- The project will provide a crossing of the Minnesota River and eliminate a gap in the RBTN Tier 2 Corridor.
- The project provides significant safety benefits by eliminating pedestrian/vehicle and bicycle/vehicle conflict points as it would be the only non-motorized crossing of the Minnesota River Between Scott County and Carver County.
- This non-motorized pedestrian and bicyclist connection will improve accessibility for residents of Scott County and Carver County.
- This river crossing provides an alternative recreational area that will increase the quality of life of those who utilize it.