



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

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## Primary Contact

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Pronouns      First Name      Middle Name      Last Name

**Title:** Transportation Planning Manager

**Department:**

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**\*** Shakopee      Minnesota      55379  
City      State/Province      Postal Code/Zip

**Phone:\*** 952-496-8329  
Phone      Ext.

**Fax:**

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

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## Organization Information

**Name:** SCOTT COUNTY

**Jurisdictional Agency (if different):**

**Organization Type:** County Government  
**Organization Website:**  
**Address:** 200 4th Ave W  
 PUBLIC WORKS DIV  
 \* Shakopee Minnesota 55379  
City State/Province Postal Code/Zip  
**County:** Scott  
**Phone:\*** 612-496-8355  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 0000024262A21

## 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

## 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.*

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## 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  
**(Intersection or Address)**

**To:** City of Carver/Carver County  
**(Intersection or Address)**

*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**

Bike and pedestrian path and bridges

*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.*

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

- 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)

*(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

(Limit 2,800 characters; approximately 400 words)

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

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

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

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

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

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

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

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

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$2,000,000

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

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

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

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

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

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

Date plan completed: 10/16/2018

Link to plan:

<https://www.scottcountymn.gov/DocumentCenter/View/12076/Scott-County-ADA-Transit-Plan?bidId=>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

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

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

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

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

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

### Multiuse Trails on Active Railroad Right-of-Way:

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

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

Upload Agreement PDF

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$1,440,000.00
Removals (approx. 5% of total cost)	\$200,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$550,000.00
Bridge	\$8,440,000.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00

Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$10,630,000.00</b>

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## Specific Bicycle and Pedestrian Elements

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

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## Specific Transit and TDM Elements

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



Totals

\$0.00

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### Transit Operating Costs

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

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### Totals

Total Cost	\$13,150,000.00
Construction Cost Total	\$13,150,000.00
Transit Operating Cost Total	\$0.00

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### Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor Yes

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.*

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### Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 5857

Existing Employment Within One Mile (Integer Only) 1285

Upload the "Population Summary" map 1649873686407\_Pop\_Employment.pdf

*Please upload attachment in PDF form.*

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## **Measure A: Engagement**

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

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

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

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.

**Response:**

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):*

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## **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.

**Response:**

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):*

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## **Measure C: Affordable Housing Access**

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

*Describe the 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. Tennant 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.

**Response:**

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):*

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## 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

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## 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 MRBBC.

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.

**Response:**

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.

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

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

**DEFINITIONS:**

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

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

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

**Tier 1**

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.

**Response:**

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.

**Response:**

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.

**Response:**

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 one: 11/3/10, 11/29/16, 3/8/17, 10/4/17, 2/8/18, 6/6/18, 12/9/19, 12/20/19, 5/4/21, 6/24/21, 8/9/21, 1/28/22

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.

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

## **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, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid [colleen.brown@state.mn.us](mailto:colleen.brown@state.mn.us).**

100%

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

75%

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

50%

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

25%

**Layout has not been started**

0%

**Attach Layout**

1649874647101\_Layout.pdf

*Please upload attachment in PDF form.*

**Additional Attachments**

1649874647086\_FINAL Overview.pdf

*Please upload attachment in PDF form.*

**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**

Please upload attachment in PDF form.

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

50%

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

0%

---

## Measure A: Cost Effectiveness

<b>Total Project Cost (entered in Project Cost Form):</b>	\$13,150,000.00
<b>Enter Amount of the Noise Walls:</b>	\$0.00
<b>Total Project Cost subtract the amount of the noise walls:</b>	\$13,150,000.00
<b>Points Awarded in Previous Criteria</b>	
<b>Cost Effectiveness</b>	\$0.00

---

## Other Attachments

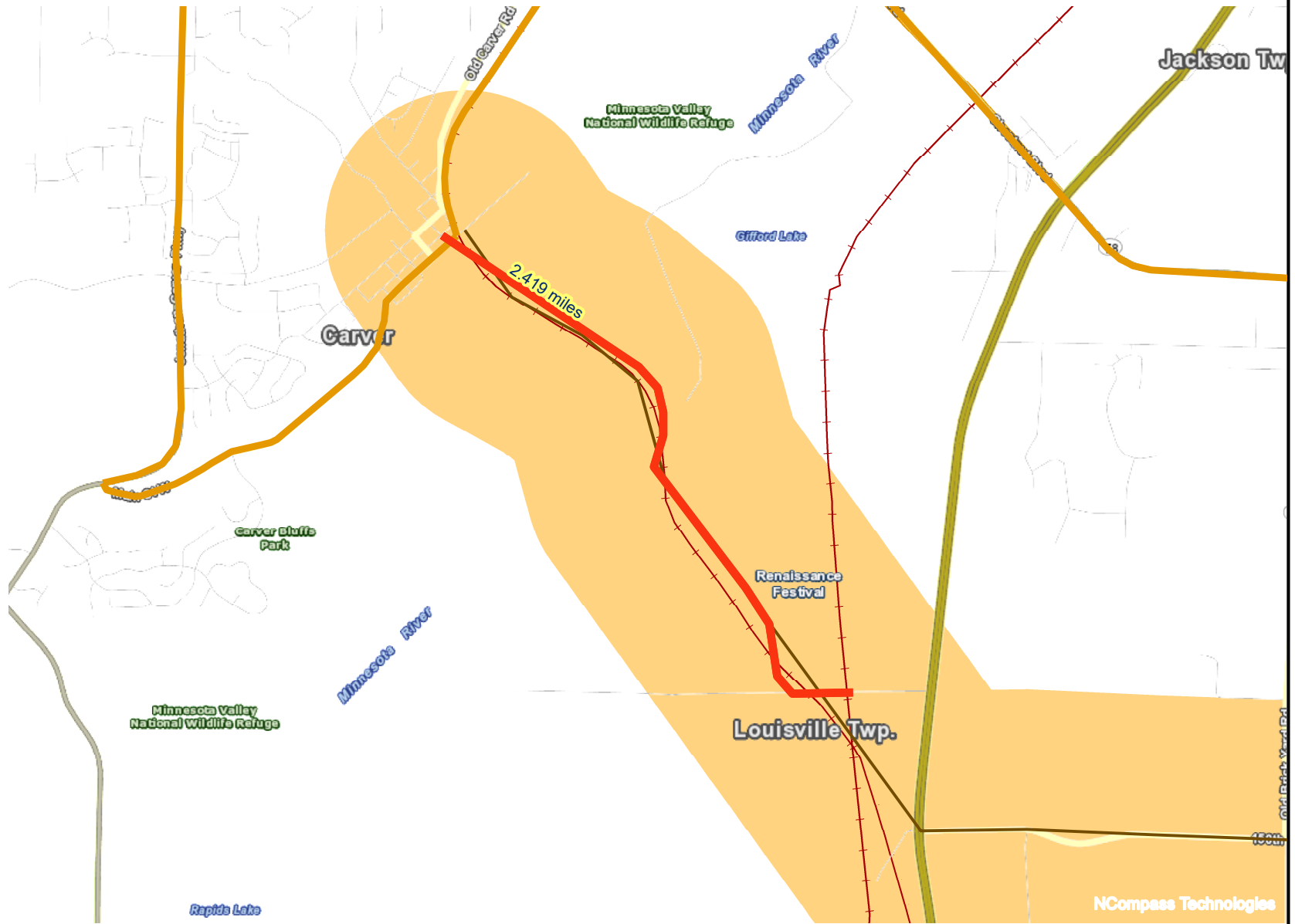
<b>File Name</b>	<b>Description</b>	<b>File Size</b>
before conditions.pdf	Before photo	828 KB
board Res.pdf	Scott County Board Resolution of Support	74 KB
Carver Co LOS for Scott Co MerriamJctTrail.pdf	Carver County Letter of Support	248 KB
City of Carver Support Letter.pdf	City of Carver letter of support	282 KB
County Trail Maintenance Letter.pdf	Trail Maintenance Letter	166 KB
DNR Letter of Support - Scott County Application.pdf	Department of Natural Resources Letter of Support	37 KB
FINAL_affordable housing map.pdf	Affordable housing map	2.1 MB
Merriam Junction Trail SMSC LOS.pdf	Shakopee Mdewakanton Sioux Community Letter of Support	337 KB
Merriam Junction Ped Bike Crash Reports.pdf	Merriam Junction Parallel Route Bike & Ped Crash Reports	849 KB
Mi Casa LOS.pdf	Mi Casa Letter of Support	138 KB
Mid America Letter of Support.pdf	Renaissance Festival Letter of Support	73 KB
One Pager.pdf	Project 1 page summary	1.4 MB

# Project to RBTN Orientation

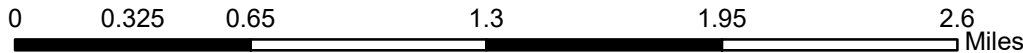
Multiuse Trails and Bicycle Facilities Project: MJ Trail | Map ID: 1649188685765

## Results

Project IN TIER 2  
Bicycle Transport Corridor.



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



Created: 4/5/2022  
LandscapeRSA6



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



NCompass Technologies

# Population/Employment Summary

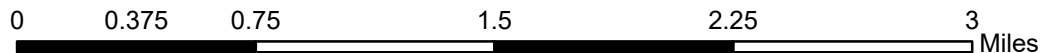
Multiuse Trails and Bicycle Facilities Project: MJ Trail | Map ID: 1649188685765



## Results

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

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/5/2022  
 LandscapeRSA4



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



# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: MJ Trail | Map ID: 1649188685765

## 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.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



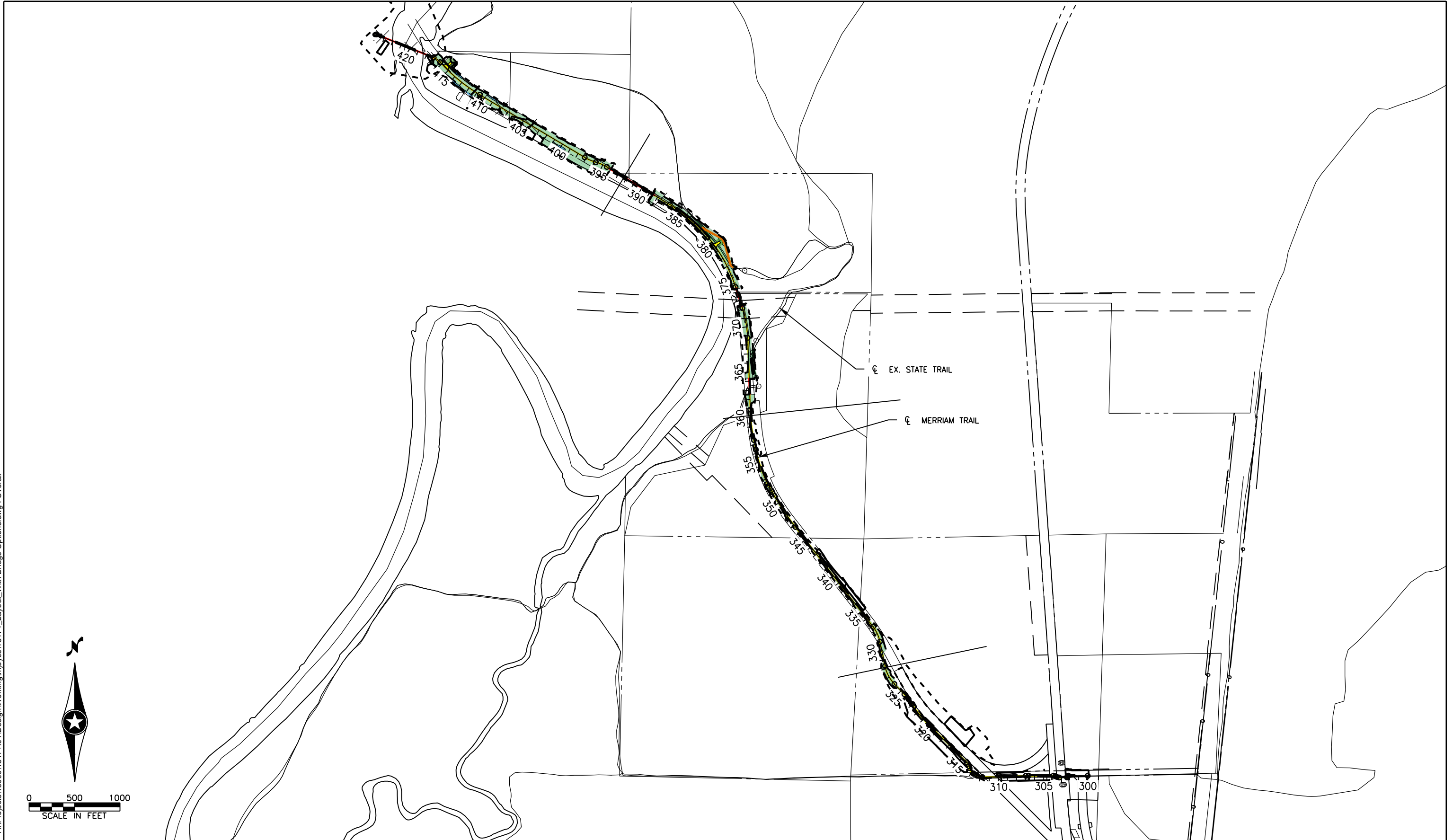
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LandscapeRSA2



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



H:\Projects\13000\13171.01\Design\Working\mjoyce\13171\_Layout\_With Bridge Options.dwg : Overall

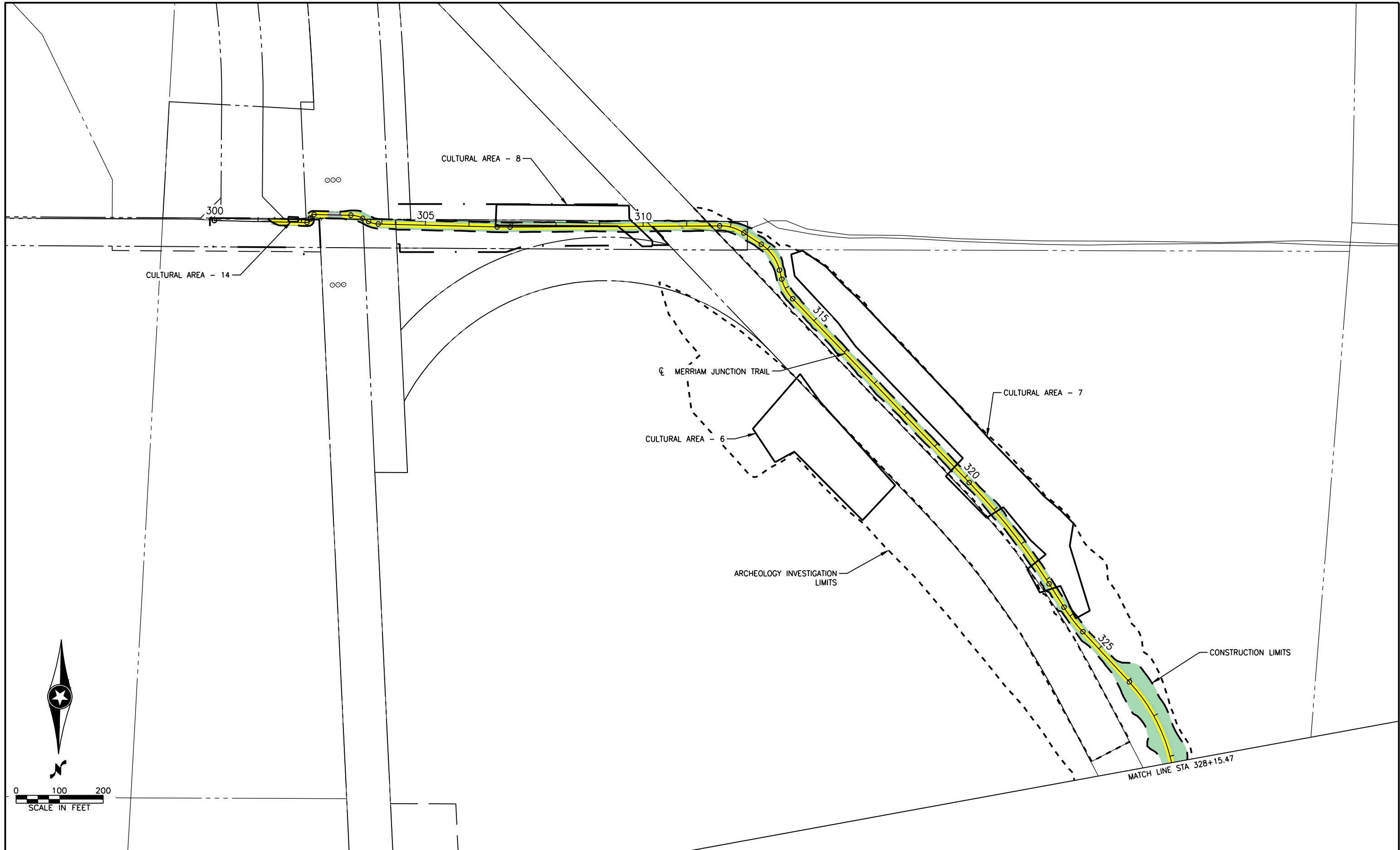


**MERRIAM TRAIL - OVERALL LAYOUT**  
MERRIAM TRAIL CONSTRUCTION  
SCOTT COUNTY

Job # 13171  
4/4/2022 - 4:55PM

Figure 1





NO	DATE	BY	CKD	APPR

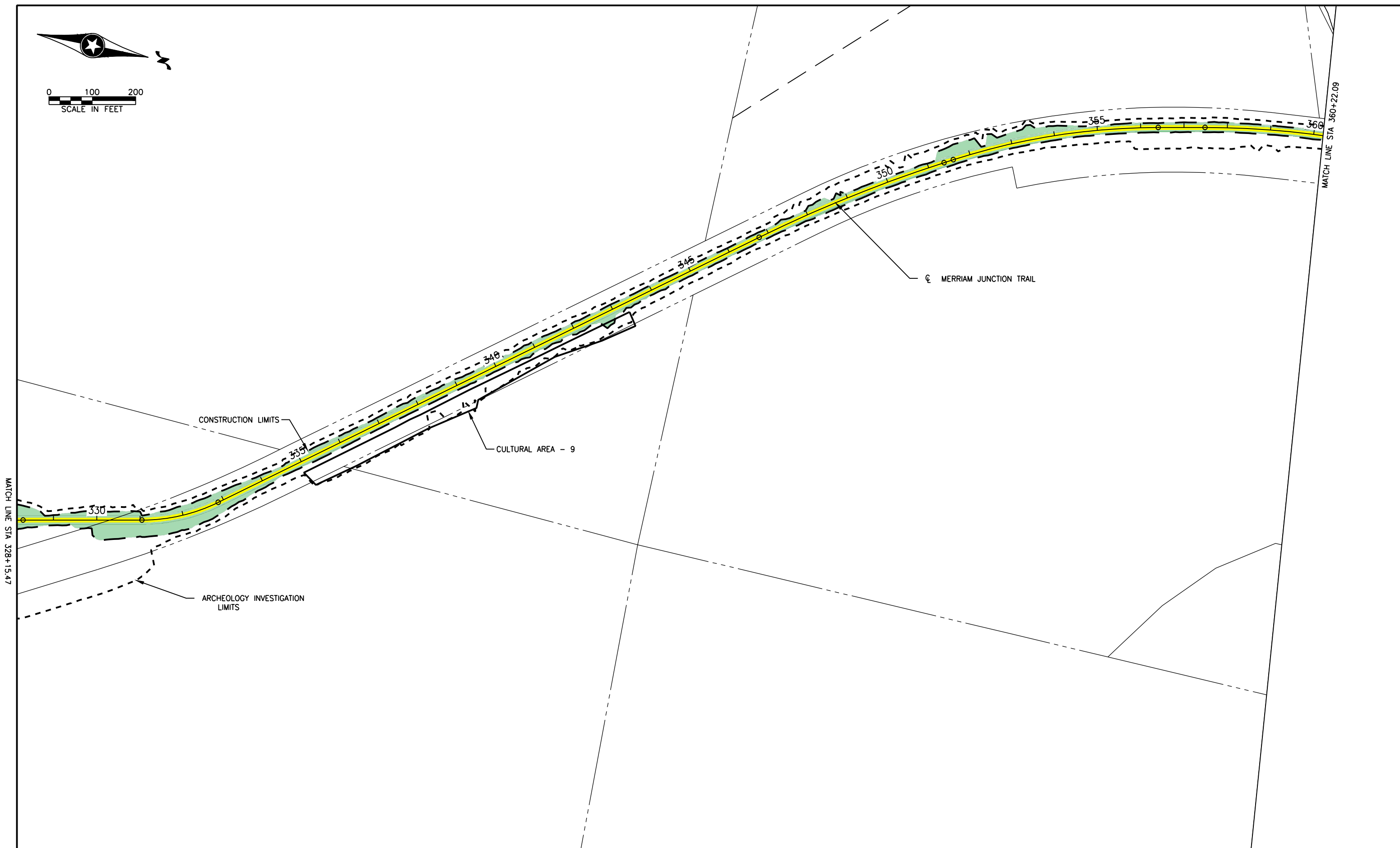
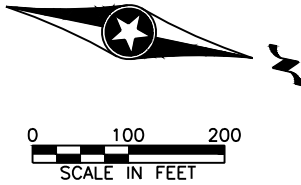
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.  
 Print Name: ENGINEER 1  
 Date   /  /   License #   

DRAWN BY  
RBJ  
 DESIGNED BY  
MMJ  
 CHECKED BY  
GES  
 COMM. NO. XXXX



SCOTT COUNTY  
 PROJECT LAYOUT

SHEET  
 1  
 OF  
 30



NO	DATE	BY	CHKD	APPR

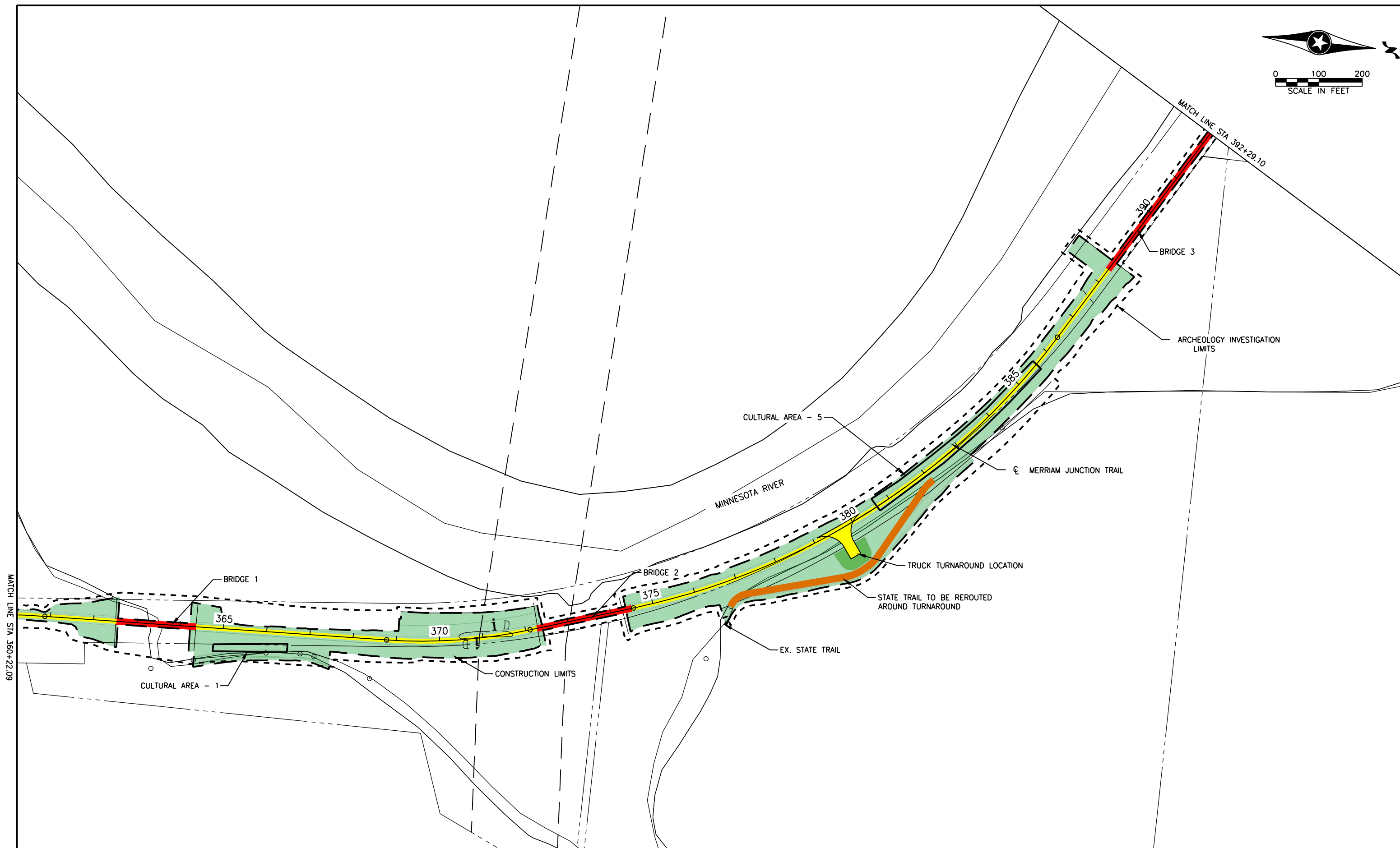
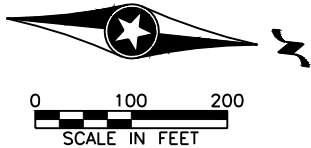
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 Print Name: ENGINEER 1  
 Date    /    /    License #    /    /    /   

DRAWN BY  
RBJ  
 DESIGNED BY  
MMJ  
 CHECKED BY  
GES  
 COMM. NO. XXXX



SCOTT COUNTY  
 PROJECT LAYOUT

SHEET  
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 OF  
 30



MATCH LINE STA 360+22.09

MATCH LINE STA 392+29.10

NO	DATE	BY	CHKD	APPR

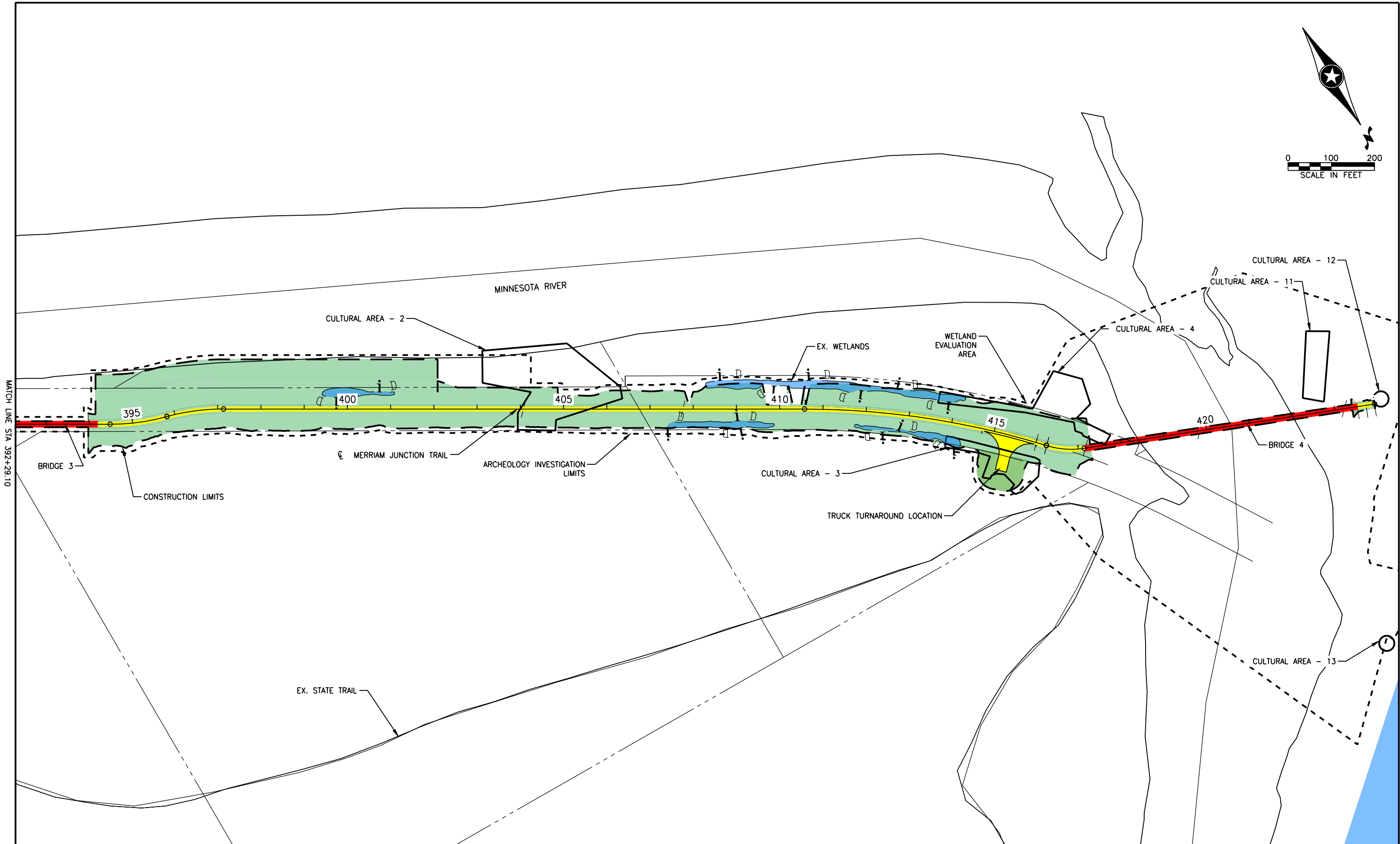
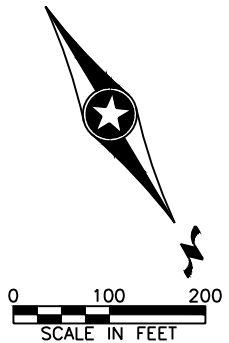
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.  
 Print Name: ENGINEER 1  
 Date    /    /    License #   

DRAWN BY  
RBJ  
 DESIGNED BY  
MMJ  
 CHECKED BY  
GES  
 COMM. NO. XXXX



SCOTT COUNTY  
 PROJECT LAYOUT

SHEET  
 3  
 OF  
 30



NO	DATE	BY	CKD	APPR

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.  
 Print Name: ENGINEER 1  
 Date   /  /   License #   

DRAWN BY  
RBJ  
 DESIGNED BY  
MMJ  
 CHECKED BY  
GES  
 COMM. NO. XXXX



SCOTT COUNTY  
 PROJECT LAYOUT

SHEET  
 4  
 OF  
 30

# 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.



# Merriam Junction Regional Trail



**Former Union Pacific Rail Corridor**  
Looking Northeast towards the Minnesota River



**BOARD OF COUNTY COMMISSIONERS  
SCOTT COUNTY, MINNESOTA**

Date: April 5, 2022

Resolution No.: 2022-89

Motion by Commissioner: Tom Wolf

Seconded by Commissioner: Jon Ulrich

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**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 Congestions 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:**

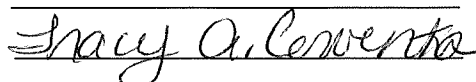
**Abstain:** None

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**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 4-5-2022 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 4-5-2022



County Administrator  
Administrator's Designee



**Carver County Regional Rail Authority**  
Carver County Government Center  
Human Services Building  
602 East Fourth Street  
Chaska, MN 55318-1202  
Phone: 952 361-1510  
Fax: 952 361-1581

April 12, 2022

Ms. Lisa Freese  
Transportation Services Director  
Scott County Public Works  
200 4<sup>th</sup> 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,

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. Jensen:

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 counties 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.

The 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



## SCOTT COUNTY TRANSPORTATION SERVICES

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600 COUNTRY TRAIL EAST · JORDAN, MN 55352-9339  
(952) 496-8346 · Fax: (952) 496-8365 · [www.scottcountymn.gov](http://www.scottcountymn.gov)

April, 14<sup>th</sup>, 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 Winiiecki, 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 proposed 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.

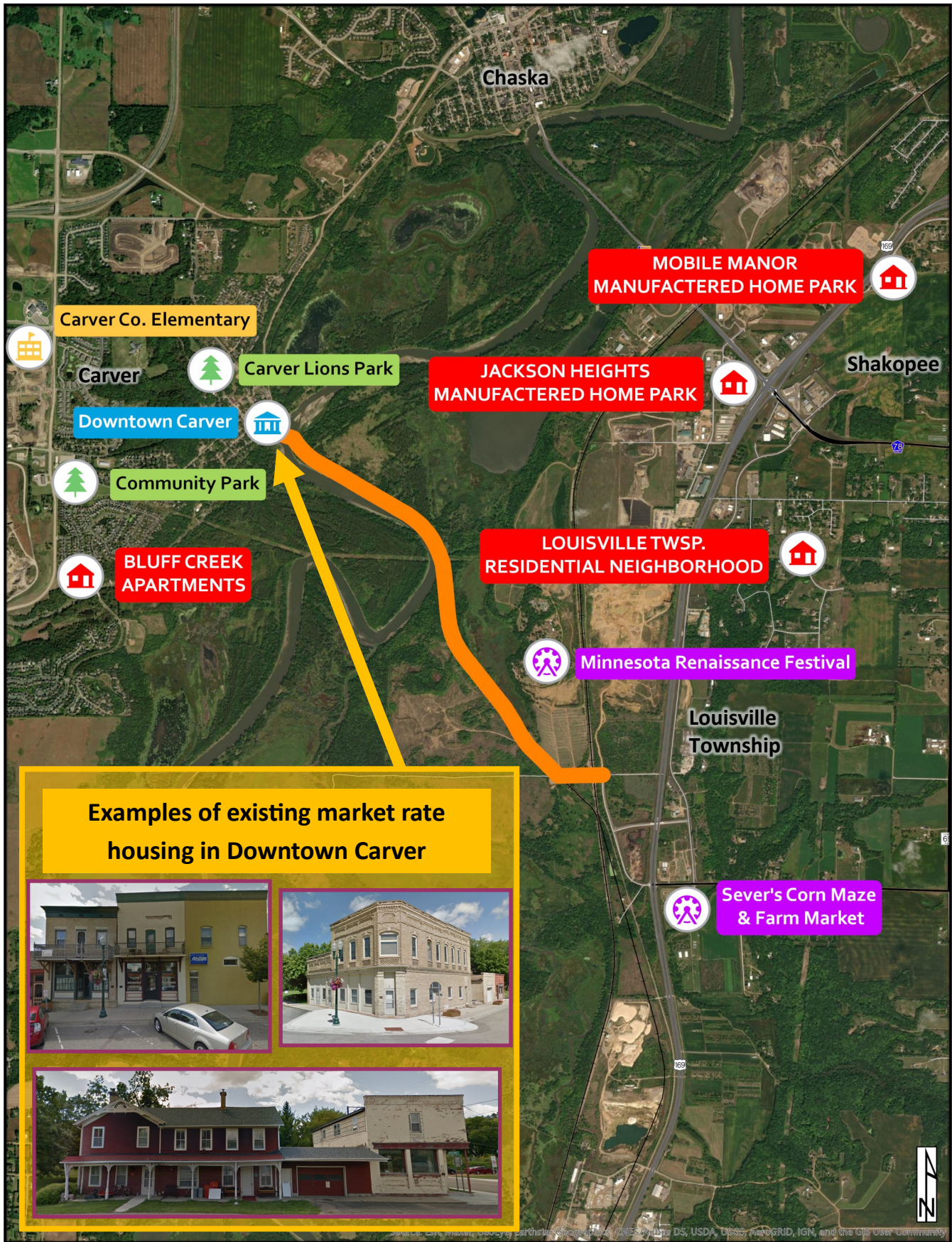
Sincerely,

A handwritten signature in black ink, appearing to read 'R. Henzen'.

Rachel Henzen  
Parks and Trails Area Supervisor

*Equal Opportunity Employer*

# AFFORDABLE HOUSING MAP



**AFFORDABLE HOUSING LOCATIONS**



**PROPOSED TRAIL**



# Shakopee Mdewakanton Sioux Community

2330 SIOUX TRAIL NW • PRIOR LAKE, MINNESOTA 55372  
TRIBAL OFFICE: 952.445.8900 • FAX: 952.233.4256

OFFICERS  
Keith B. Anderson  
*Chairman*

Cole W. Miller  
*Vice-Chairman*

Rebecca Crooks-Stratton  
*Secretary/Treasurer*

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](mailto: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		DATE 10/20/14		TIME 17:50		DAY OF WEEK Mon		INTERSECT WITH	
CRASH SEVERITY C - Possible Injury		MANNER OF COLLISION Angle		NUM VEH 1		NUM KILLED 0		DIV RDWY DIR North	
BASIC TYPE Bike		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 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		ROAD CONTRIB CIRCUM 2							

Unit 1 - Bicycle				
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 - Motor Vehicle in Transport				
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? Not Towed
INITIAL CONTACT	MOST HARMFUL Pedalcyclist (Bicyclist)	TRAILERS No
SEQUENCE OF EVENTS Pedalcyclist (Bicyclist)	MANEUVER BIK RDNG AGNT TR	
VEHICLE CONTRIBUTING FACTORS		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT	MOST HARMFUL Pedalcyclist (Bicyclist)	TRAILERS No
SEQUENCE OF EVENTS Pedalcyclist (Bicyclist)	MANEUVER Turning Right	
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WND SH		

Unit 1 - Person Information		
CONTRIB FACTORS IMPRP/UNSF LN US NON-MOTRST ERROR		DRIVER DISTRACTED BY SPEEDING RELATED
NON-MOTORIST MANEUVER BIK RDNG AGNT TR		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 No Clear Contributing Action		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	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 30
ROADWAY DESIGN OTHER DIVIDD HWY		NUM LANES	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 30
ROADWAY DESIGN OTHER DIVIDD HWY		NUM LANES	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 030000000000041-I	LATITUDE 44.787314	LONGITUDE -93.601060	UTM X 452453.0	UTM Y 4959498.9
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# Crash Detail Report - Long Form

## Ped/Bike Carver Parallel Route

Report Version 1.0  
February 2020

Unit 3				
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE
AGE	SEX	INJURY SEVERITY	ZIP	DL STATE
DL CLASS				
DL ENDORSEMENTS			DL RESTRICTIONS	
RECOMMENDATIONS?				
PHYSICAL CONDITIONS			VIOLATIONS	

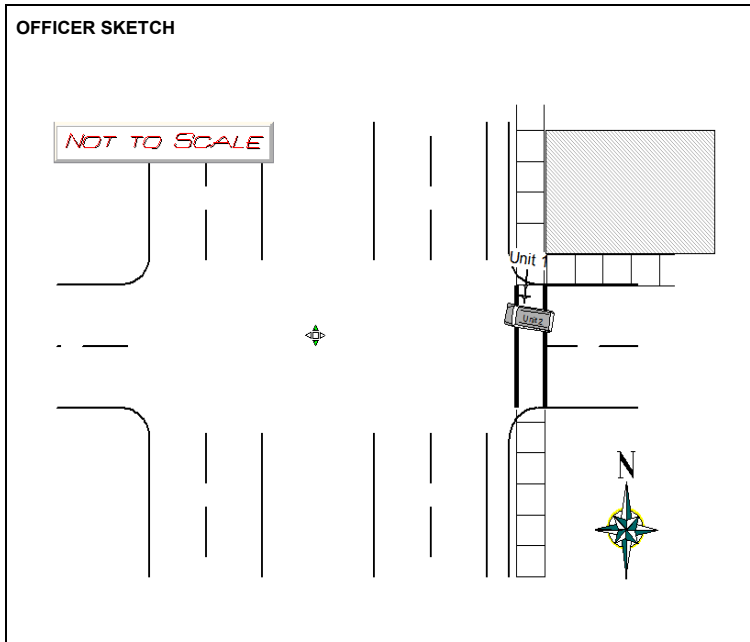
Unit 4				
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE
AGE	SEX	INJURY SEVERITY	ZIP	DL STATE
DL CLASS				
DL ENDORSEMENTS			DL RESTRICTIONS	
RECOMMENDATIONS?				
PHYSICAL CONDITIONS			VIOLATIONS	

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
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 - 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**  
 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

INCIDENT ID 11019575		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		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 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		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1		ROAD CONTRIB CIRCUM 2		

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car	DL STATUS	PERSON TYPE Driver
AGE 24	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP 55322
DL STATE MN				
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS		DL RESTRICTIONS		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Unknown		VIOLATIONS Yes		

Unit 2 - Bicycle				
UNIT TYPE Bicycle		VEH TYPE BICYCLIST	DL STATUS	PERSON TYPE Non-Motorist
AGE 20	SEX Female	INJURY SEVERITY B - Minor Injury		ZIP 55318
DL STATE				
DL CLASS				
DL ENDORSEMENTS		DL RESTRICTIONS		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT	MOST HARMFUL Pedalcyclist (Bicyclist)	TRAILERS No
SEQUENCE OF EVENTS Pedalcyclist (Bicyclist)		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS VSN OBSCD-SUN/LTI Oversize/Overweight Trucks		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT	MOST HARMFUL Motor Vehicle In Transport	TRAILERS No
SEQUENCE OF EVENTS		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS		

Unit 1 - Person Information		
CONTRIB FACTORS Failure to Yield Right-of-Way Inattentive/Distracted (Talking, Eating)		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 UNKNOWN	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE Not Applicable	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		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 30
ROADWAY DESIGN 2-LANES 1-ECH-WY		NUM LANES	
TRAFFIC CONTROL Other		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Northbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 30
ROADWAY DESIGN 2-LANES 1-ECH-WY		NUM LANES	
TRAFFIC CONTROL Other		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0300000000000041-I	LATITUDE 44.787314	LONGITUDE -93.601060	UTM X 452453.0	UTM Y 4959498.9
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# Crash Detail Report - Long Form

## Ped/Bike Carver Parallel Route

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

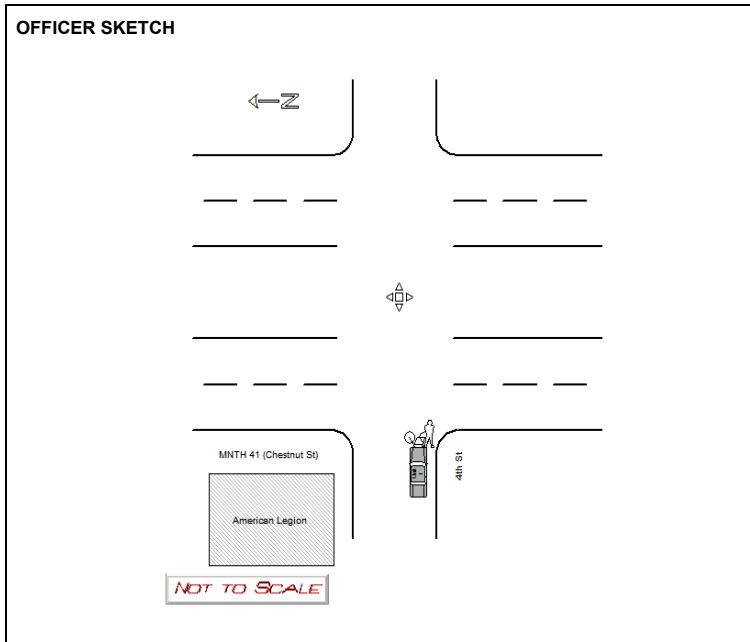
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
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 - 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**

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

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		
BASIC TYPE Bike		MANNER OF COLLISION RIGHT TURN		NUM VEH 1	NUM KILLED 0	DIV RDWY DIR South		FIRST HARMFUL Pedalcyclist (Bicyclist)		
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		WEATHER SECONDARY Clear		HIT & RUN No		PUBLIC PRIVATE CODE No
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC NOT APPLICABLE		WORKERS PRES No			LAW ENF PRES			
ON/OFF TRAFFICWAY		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1		ROAD CONTRIB CIRCUM 2		

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup	DL STATUS Valid	PERSON TYPE Driver
AGE 26	SEX Male	INJURY SEVERITY N - Prop Dmg Only		ZIP 55318
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 2 - Bicycle				
UNIT TYPE Bicycle		VEH TYPE BICYCLIST	DL STATUS Cancelled or Denied	PERSON TYPE Non-Motorist
AGE 43	SEX Male	INJURY SEVERITY C - Possible Injury		ZIP 55767
DL CLASS I ID Card Only				
DL ENDORSEMENTS		DL RESTRICTIONS Not Applicable		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT	MOST HARMFUL Pedalcyclist (Bicyclist)	TRAILERS No
SEQUENCE OF EVENTS Pedalcyclist (Bicyclist)		MANEUVER Turning Right
VEHICLE CONTRIBUTING FACTORS VSN OBSCRD-WNDSH		

Unit 2 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT	MOST HARMFUL	TRAILERS No
SEQUENCE OF EVENTS		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS		

Unit 1 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		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 ILLEGAL/UNSAF SP		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 SOUTHWEST	ALIGNMENT Straight	GRADE GRADE (pre 2016)	SPEED LIMIT 30
ROADWAY DESIGN 4-6 LNS 2-3-EACH		NUM LANES	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE GRADE (pre 2016)	SPEED LIMIT 30
ROADWAY DESIGN 4-6 LNS 2-3-EACH		NUM LANES	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0300000000000041-I		LATITUDE 44.787314		LONGITUDE -93.601060		UTM X 452453.0		UTM Y 4959498.9	
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# Crash Detail Report - Long Form

## Ped/Bike Carver Parallel Route

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

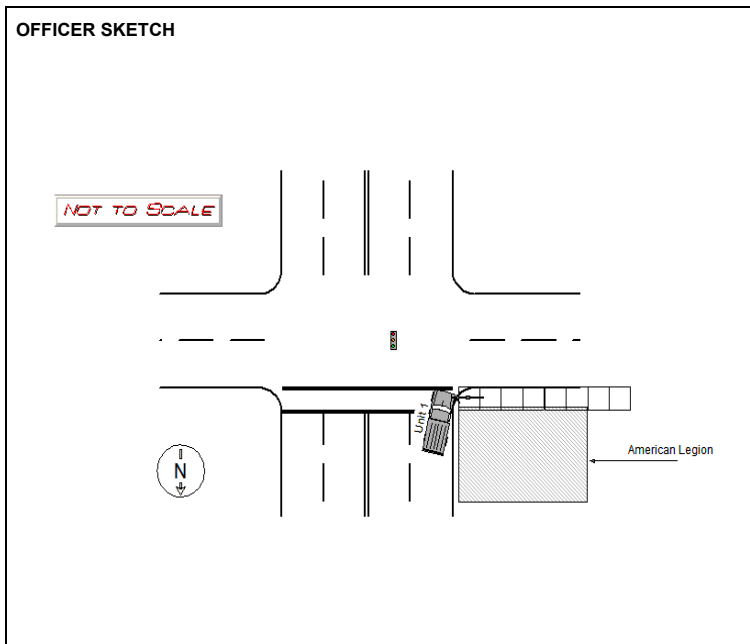
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER
		VEHICLE CONTRIBUTING FACTORS

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
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 - 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

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		DATE 02/21/20		TIME 12:30		DAY OF WEEK Fri		INTERSECT WITH E 4TH ST	
CRASH SEVERITY B - Minor Injury		MANNER OF COLLISION		NUM VEH 1		NUM KILLED 0		DIV RDWY DIR North	
BASIC TYPE Pedestrian		FIRST HARMFUL Pedestrian		WEATHER PRIMARY Clear		WEATHER SECONDARY		HIT & RUN No	
ROADWAY SURF Dry		LIGHT CONDITION Daylight		WORKERS PRES		LAW ENF PRES		PUBLIC PRIVATE CODE No	
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2	
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				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS Valid
PERSON TYPE Driver		AGE 86		SEX Female
INJURY SEVERITY N - Prop Dmg Only		ZIP 553793907		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS Corrective Lenses		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS Yes		

Unit 2 - Pedestrian				
UNIT TYPE Pedestrian		VEH TYPE		DL STATUS
PERSON TYPE Non-Motorist		AGE 72		SEX Female
INJURY SEVERITY B - Minor Injury		ZIP 553182069		DL STATE
DL CLASS				
DL ENDORSEMENTS		DL RESTRICTIONS		
RECOMMENDATIONS?				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Front Right Quarter Panel		TOWED? Not Towed
MOST HARMFUL Pedestrian		TRAILERS No
SEQUENCE OF EVENTS Pedestrian		MANEUVER Turning Right
VEHICLE CONTRIBUTING FACTORS VSN OBSCD-SUN/LTI		

Unit 2 - Vehicle Information		
VEH USE		EMERGENCY VEH USE
INITIAL CONTACT		TOWED?
MOST HARMFUL		TRAILERS
SEQUENCE OF EVENTS		MANEUVER Walk/Cycle Across Traffic (X-ing)
VEHICLE CONTRIBUTING FACTORS		

Unit 1 - Person Information		
CONTRIB FACTORS Failure to Yield Right-of-Way		DRIVER DISTRACTED BY Unknown
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Improper Action		DRIVER DISTRACTED BY
NON-MOTORIST MANEUVER Walk/Cycle Across Traffic (X-ing)		SPEEDING RELATED
LE SUSPECTS ALCOHOL No		NON-MOTORIST LOCATION Intersection - Marked Crosswalk
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG No
ALCOHOL TEST TYPE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE		DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Northbound		ALIGNMENT Straight	SPEED LIMIT 30
ROADWAY DESIGN Two-Way, Divided, Median Barrier		NUM LANES 4	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION		ALIGNMENT	SPEED LIMIT
ROADWAY DESIGN		NUM LANES	
TRAFFIC CONTROL		TRAF CONTRL WORKING CODE	

ROUTE ID 0300000000000041-I		LATITUDE 44.787308		LONGITUDE -93.601058		UTM X 452453.1		UTM Y 4959498.3	
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# Crash Detail Report - Long Form

## Ped/Bike Carver Parallel Route

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

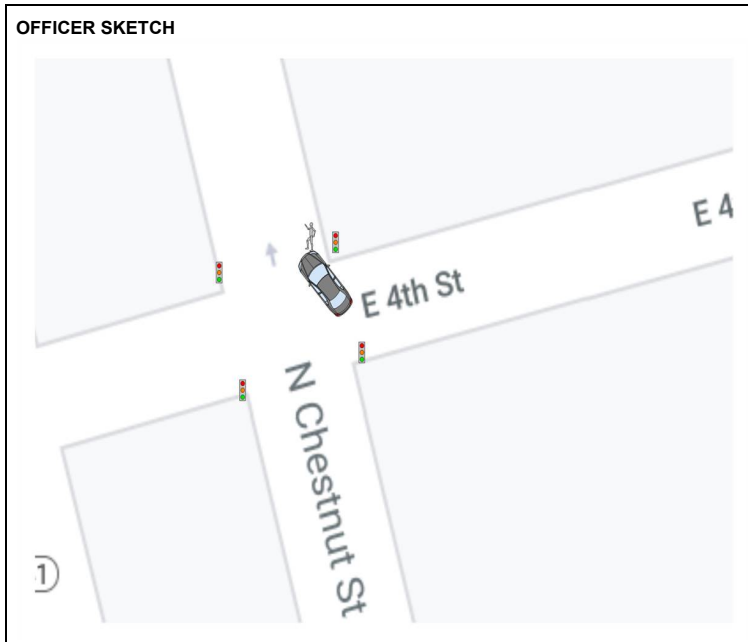
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
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 - 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**

THE VEHICLE HAD A GREEN RIGHT TO TURN RIGHT, AND THE PEDESTRIAN HAD A "WALK" SYMBOL TO START WALKING ACROSS THE MARKED CROSSWALK. THE PEDESTRIAN WAS NEAR THE MIDDLE OF THE CROSSWALK WHEN THE VEHICLE BEGAN TO TURN RIGHT AND STRUCK THE PEDESTRIAN. THE PEDESTRIAN SUFFERED MINOR INJURIES. THE VEHICLE WAS NOT DAMAGED. THE DRIVER OF THE VEHICLE WAS CITED.



# Crash Detail Report - Long Form

## Ped/Bike Carver Parallel Route

INCIDENT ID 10853539		ROUTE SYS 03-MNTH		ROUTE NUM 41		MEASURE 2.048		ROUTE NAME MNTH 41		
COUNTY 10-Carver		CITY Chaska		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Four-Way Intersection		LOCAL ID 13007838
CRASH SEVERITY C - Possible Injury		DATE 08/18/13		TIME 16:38		DAY OF WEEK Sun		INTERSECT WITH		
BASIC TYPE Bike		MANNER OF COLLISION Angle		NUM VEH 1	NUM KILLED 0	DIV RDWY DIR		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 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		ROAD CONTRIB CIRCUM 2		

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup	DL STATUS Valid	PERSON TYPE Driver
AGE 67	SEX Male	INJURY SEVERITY N - Prop Dmg Only		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Has Been Drinking Alcohol		VIOLATIONS No		

Unit 2 - Bicycle				
UNIT TYPE Bicycle		VEH TYPE BICYCLIST	DL STATUS Not Applicable	PERSON TYPE Non-Motorist
AGE 52	SEX Male	INJURY SEVERITY C - Possible Injury		DL STATE MN
DL CLASS A Commercial				
DL ENDORSEMENTS		DL RESTRICTIONS Not Applicable		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Has Been Drinking Alcohol		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT	MOST HARMFUL Pedalcyclist (Bicyclist)	TRAILERS No
SEQUENCE OF EVENTS Pedalcyclist (Bicyclist)		MANEUVER VEH RT TN ON RED
VEHICLE CONTRIBUTING FACTORS VSN OBSCD-SUN/LTI Oversize/Overweight Trucks		

Unit 2 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER PED XNG W SIGNAL
VEHICLE CONTRIBUTING FACTORS		

Unit 1 - Person Information		
CONTRIB FACTORS Failure to Yield Right-of-Way Inattentive/Distracted (Talking, Eating)		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 No, Test Not Given	DRUG TEST TYPE Not Applicable	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Clear Contributing Action		DRIVER DISTRACTED BY SPEEDING RELATED
NON-MOTORIST MANEUVER PED XNG W SIGNAL		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 30
ROADWAY DESIGN 4-6 LNS 2-3-EACH		NUM LANES	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 30
ROADWAY DESIGN 4-6 LNS 2-3-EACH		NUM LANES	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0300000000000041-I		LATITUDE 44.789297		LONGITUDE -93.601861		UTM X 452391.3		UTM Y 4959719.7	
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Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

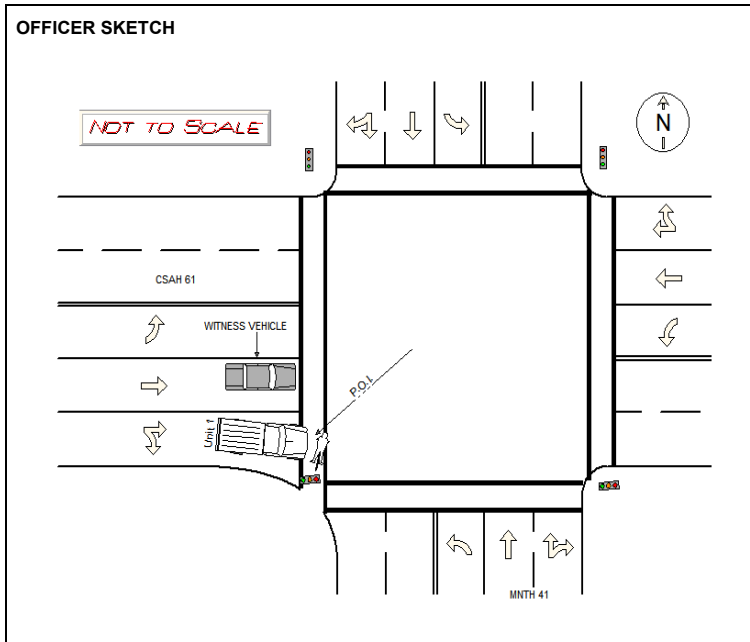
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
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 - 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**

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 - Long Form

## Ped/Bike Carver Parallel Route

INCIDENT ID 11022392		ROUTE SYS 03-MNTH		ROUTE NUM 41		MEASURE 2.048		ROUTE NAME 41 HWY	
COUNTY 10-Carver		CITY Chaska		TOWNSHIP		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	
INTERSECT WITH		BASIC TYPE Pedestrian		MANNER OF COLLISION RIGHT TURN		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 No		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		ROAD CONTRIB CIRCUM 2							

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE	VEH TYPE	DL STATUS	PERSON TYPE	
Motor Vehicle in Transport	Sport Utility Vehicle	Valid	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		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS Yes		

Unit 2 - Pedestrian				
UNIT TYPE	VEH TYPE	DL STATUS	PERSON TYPE	
Pedestrian	PEDESTRIAN	Not Applicable	Non-Motorist	
AGE 55	SEX Female	INJURY SEVERITY C - Possible Injury	ZIP 55347	DL STATE MN
DL CLASS				
DL ENDORSEMENTS		DL RESTRICTIONS Not Applicable		
RECOMMENDATIONS?				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
Normal		Not Towed
INITIAL CONTACT	MOST HARMFUL Pedestrian	TRAILERS No
SEQUENCE OF EVENTS Pedestrian		MANEUVER Turning Right
VEHICLE CONTRIBUTING FACTORS VSN OBSCD-SUN/LTI		

Unit 2 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
NOT APPLICABLE		Unknown
INITIAL CONTACT	MOST HARMFUL Motor Vehicle In Transport	TRAILERS Unknown
SEQUENCE OF EVENTS		MANEUVER PED XNG N MK XWK
VEHICLE CONTRIBUTING FACTORS		

Unit 1 - Person Information		
CONTRIB FACTORS	DRIVER DISTRACTED BY	
Failure to Yield Right-of-Way	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	
No Clear Contributing Action	SPEEDING RELATED	
NON-MOTORIST MANEUVER PED XNG N MK XWK	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	ALIGNMENT	GRADE	SPEED LIMIT
Northbound	Straight	Level	30
ROADWAY DESIGN		NUM LANES	
OTHER DIVIDD HWY		TRAF CONTRL WORKING CODE	
TRAFFIC CONTROL Traffic Control Signal		Operational	

Unit 2 - Roadway Characteristics			
DIRECTION	ALIGNMENT	GRADE	SPEED LIMIT
Westbound	Straight	Level	30
ROADWAY DESIGN		NUM LANES	
OTHER DIVIDD HWY		TRAF CONTRL WORKING CODE	
TRAFFIC CONTROL Traffic Control Signal		Operational	

ROUTE ID 030000000000041-I	LATITUDE 44.789297	LONGITUDE -93.601861	UTM X 452391.3	UTM Y 4959719.7
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# Crash Detail Report - Long Form

## Ped/Bike Carver Parallel Route

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

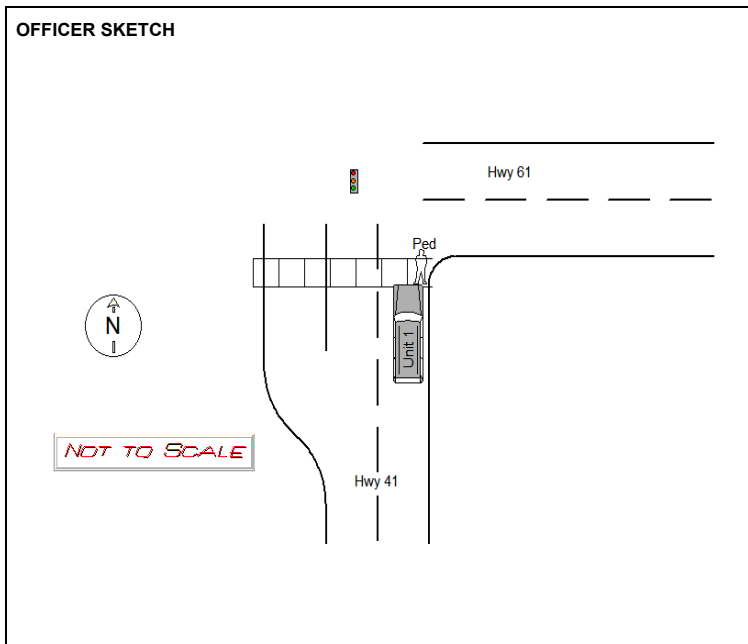
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
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 - 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**

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		TOWNSHIP Dahlgren		MNDOT DISTRICT D-METRO		RELATION TO INT T or Y Intersection	
LOCAL ID 21023940		DATE 08/31/21		TIME 13:34		DAY OF WEEK Tue		INTERSECT WITH COUNTY ROAD 40	
CRASH SEVERITY A - Serious Injury		MANNER OF COLLISION		NUM VEH 1		NUM KILLED 0		DIV RDWY DIR Not Applicable	
BASIC TYPE Bike		FIRST HARMFUL Pedalcyclist (Bicyclist)		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC		WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No	
ON/OFF TRAFFICWAY Trafficway, On Road		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No		ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2	

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Pickup	DL STATUS Valid	PERSON TYPE Driver
AGE 75	SEX Female	INJURY SEVERITY C - Possible Injury		DL STATE MN
DL CLASS D The Normal (Not Commercial) Driver License				
DL ENDORSEMENTS None		DL RESTRICTIONS None		
RECOMMENDATIONS? Driver Exam				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 2 - Bicycle				
UNIT TYPE Bicycle		VEH TYPE	DL STATUS	PERSON TYPE Non-Motorist
AGE 66	SEX Male	INJURY SEVERITY A - Serious Injury		DL STATE
DL CLASS				
DL ENDORSEMENTS		DL RESTRICTIONS		
RECOMMENDATIONS?				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal	EMERGENCY VEH USE	TOWED? Towed, But Not Due to Dis
INITIAL CONTACT Front	MOST HARMFUL Pedalcyclist (Bicyclist)	TRAILERS No
SEQUENCE OF EVENTS Pedalcyclist (Bicyclist)	MANEUVER Turning Left	
VEHICLE CONTRIBUTING FACTORS VSN OBSCD-SUN/LTI		

Unit 2 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER Walk/Cycle With Traffic	
VEHICLE CONTRIBUTING FACTORS		

Unit 1 - Person Information		
CONTRIB FACTORS Failure to Yield Right-of-Way	DRIVER DISTRACTED BY Not Distracted	
NON-MOTORIST MANEUVER	NON-MOTORIST LOCATION	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
ALCOHOL TEST GIVEN Yes, Test Given	ALCOHOL TEST TYPE PBT (Breath)	ALCOHOL TEST RESULT 0
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Improper Action	DRIVER DISTRACTED BY SPEEDING RELATED	
NON-MOTORIST MANEUVER Walk/Cycle With Traffic	NON-MOTORIST LOCATION Intersection - Other	
LE SUSPECTS ALCOHOL No	LE SUSPECTS DRUG No	
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

Unit 1 - Roadway Characteristics			
DIRECTION Eastbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT
ROADWAY DESIGN Two-Way, Not Divided		NUM LANES 2	
TRAFFIC CONTROL No Controls		TRAF CONTRL WORKING CODE	

Unit 2 - Roadway Characteristics			
DIRECTION	ALIGNMENT	GRADE	SPEED LIMIT
ROADWAY DESIGN		NUM LANES	
TRAFFIC CONTROL		TRAF CONTRL WORKING CODE	

ROUTE ID 0400006594550011-1		LATITUDE 44.744552		LONGITUDE -93.655544		UTM X 448104.6		UTM Y 4954782.1	
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# Crash Detail Report - Long Form

## Ped/Bike Carver Parallel Route

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

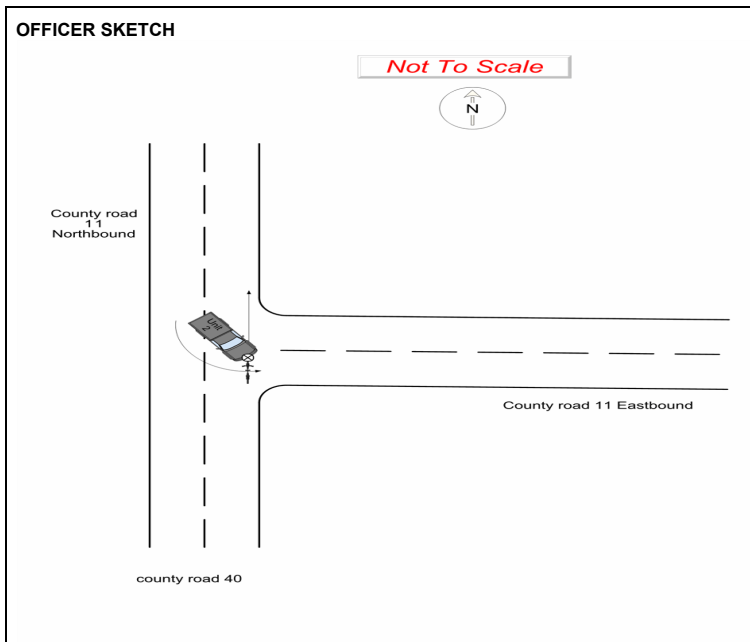
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
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 - 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**

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

INCIDENT ID 00822054		ROUTE SYS 04-CSAH		ROUTE NUM 40		MEASURE 11.808		ROUTE NAME MAIN ST	
COUNTY 10-Carver		CITY Carver		TOWNSHIP		MNDOT DISTRICT D-METRO		RELATION TO INT Other/Unknown	
LOCAL ID 20021676		CRASH SEVERITY B - Minor Injury		DATE 07/27/20		TIME 19:15		DAY OF WEEK Mon	
INTERSECT WITH		BASIC TYPE Bike		MANNER OF COLLISION		NUM VEH 1		NUM KILLED 0	
DIV RDWY DIR		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Cloudy		WEATHER SECONDARY	
FIRST HARMFUL Pedalcyclist (Bicyclist)		HIT & RUN No		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? No	
ROAD CONTRIB CIRCUM 1 None		ROAD CONTRIB CIRCUM 2							

Unit 1 - Motor Vehicle in Transport					
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 553159516		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 No		

Unit 2 - Bicycle					
UNIT TYPE Bicycle		VEH TYPE		DL STATUS	
PERSON TYPE Non-Motorist		AGE 10		SEX Male	
INJURY SEVERITY B - Minor Injury		ZIP 55315		DL STATE	
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol) Unknown			VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT Middle Left Passenger Car		TOWED? Not Towed
MOST HARMFUL Pedalcyclist (Bicyclist)		TRAILERS No
SEQUENCE OF EVENTS Pedalcyclist (Bicyclist)		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS Unknown		

Unit 2 - Vehicle Information		
VEH USE		EMERGENCY VEH USE
INITIAL CONTACT		TOWED?
MOST HARMFUL		TRAILERS
SEQUENCE OF EVENTS		MANEUVER Walk/Cycle Across Traffic (X-ing)
VEHICLE CONTRIBUTING FACTORS		

Unit 1 - Person Information		
CONTRIB FACTORS Unknown		DRIVER DISTRACTED BY Not Distracted
NON-MOTORIST MANEUVER		SPEEDING RELATED Not Speeding
NON-MOTORIST LOCATION		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given		ALCOHOL TEST TYPE
ALCOHOL TEST RESULT		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST RESULT		DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS Failure to Yield Right-of-Way		DRIVER DISTRACTED BY
NON-MOTORIST MANEUVER Walk/Cycle Across Traffic (X-ing)		SPEEDING RELATED
NON-MOTORIST LOCATION Intersection - Unmarked Crosswalk		NON-MOTORIST LOCATION
LE SUSPECTS ALCOHOL No		LE SUSPECTS DRUG No
ALCOHOL TEST GIVEN No, Test Not Given		ALCOHOL TEST TYPE
ALCOHOL TEST RESULT		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST RESULT		DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Westbound		ALIGNMENT Straight	
GRADE Level		SPEED LIMIT 30	
ROADWAY DESIGN Two-Way, Not Divided		NUM LANES 2	
TRAFFIC CONTROL No Controls		TRAF CONTRL WORKING CODE	

Unit 2 - Roadway Characteristics			
DIRECTION		ALIGNMENT	
GRADE		SPEED LIMIT	
ROADWAY DESIGN		NUM LANES	
TRAFFIC CONTROL		TRAF CONTRL WORKING CODE	

ROUTE ID 0400006594550040-I		LATITUDE 44.761799		LONGITUDE -93.625386		UTM X 450506.8		UTM Y 4956679.1	
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# Crash Detail Report - Long Form

## Ped/Bike Carver Parallel Route

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

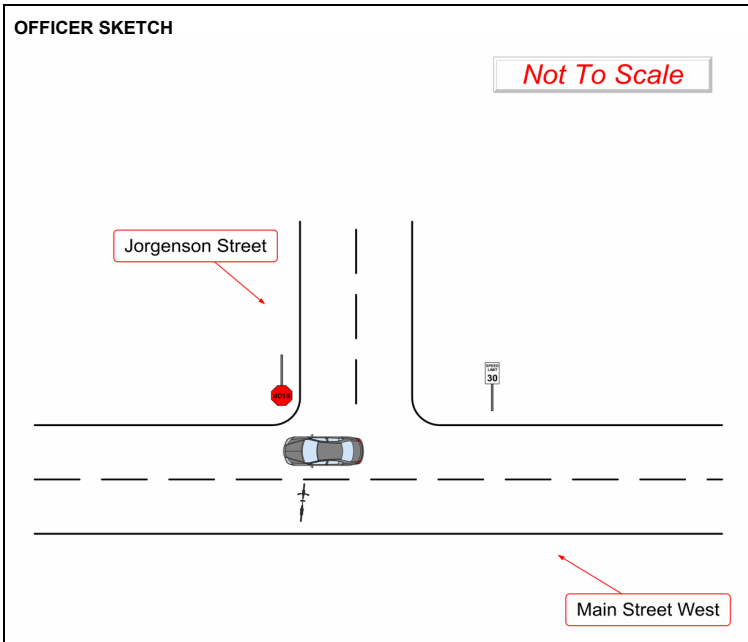
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
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 - 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**

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.



# Crash Detail Report - Long Form

## Ped/Bike Carver Parallel Route

Report Version 1.0  
February 2020

Selection Filter:

WORK AREA: County('659514','659455') - FILTER: First Harmful Event('8','9') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Jonathan Rudolph



# 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		
BASIC TYPE Bike		MANNER OF COLLISION		NUM VEH 1	NUM KILLED 0	DIV RDWY 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? No	ROAD CONTRIB CIRCUM 1 None			ROAD CONTRIB CIRCUM 2		

Unit 1 - Hit-And-Run Vehicle				
UNIT TYPE Hit-And-Run Vehicle		VEH TYPE	DL STATUS	PERSON TYPE
AGE	SEX	INJURY SEVERITY		DL STATE
DL CLASS				
DL ENDORSEMENTS		DL RESTRICTIONS		
RECOMMENDATIONS?				
PHYSICAL CONDITIONS		VIOLATIONS		

Unit 2 - Bicycle				
UNIT TYPE Bicycle		VEH TYPE	DL STATUS	PERSON TYPE Non-Motorist
AGE 8	SEX Male	INJURY SEVERITY B - Minor Injury		DL STATE
DL CLASS				
DL ENDORSEMENTS		DL RESTRICTIONS		
RECOMMENDATIONS?				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED? Not Towed
INITIAL CONTACT Rear Right Quarter Panel	MOST HARMFUL	TRAILERS No
SEQUENCE OF EVENTS Pedalcyclist (Bicyclist)		MANEUVER Moving Forward
VEHICLE CONTRIBUTING FACTORS		

Unit 2 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS		MANEUVER Walk/Cycle Across Traffic (X-ing)
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	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN	DRUG TEST TYPE	DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS No Improper Action		DRIVER DISTRACTED BY
		SPEEDING RELATED
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 TYPE	ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given	DRUG TEST TYPE	DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Southbound	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 65
ROADWAY DESIGN Two-Way, Not Divided, Continuous LTL		NUM LANES 2	
TRAFFIC CONTROL Traffic Control Signal		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION	ALIGNMENT	GRADE	SPEED LIMIT
ROADWAY DESIGN		NUM LANES	
TRAFFIC CONTROL		TRAF CONTRL WORKING CODE	

ROUTE ID 020000000000169-D		LATITUDE 44.671315		LONGITUDE -93.638226		UTM X 449411.9		UTM Y 4946635.9	
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# Crash Detail Report - Long Form

## Ped/Bike Scott Parallel Routes

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

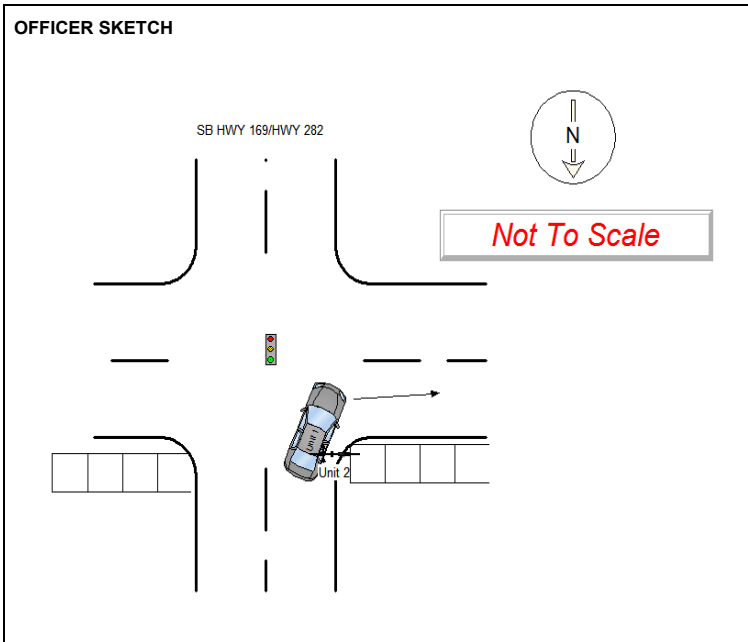
Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 3 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
SEQUENCE OF EVENTS	MANEUVER	
	VEHICLE CONTRIBUTING FACTORS	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
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 - 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**

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

Report Version 1.0  
February 2020

INCIDENT ID 11010217		ROUTE SYS 08-TWNS		ROUTE NUM 13		MEASURE 0000		ROUTE NAME W 145th St	
COUNTY 70-Scott		CITY		TOWNSHIP Louisville		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 14007193		DATE 09/20/14		TIME 18:00		DAY OF WEEK Sat		INTERSECT WITH 0.50 M W Hwy 169	
CRASH SEVERITY C - Possible Injury		MANNER OF COLLISION Other		NUM VEH 1		NUM KILLED 0		DIV RDWY DIR	
BASIC TYPE Pedestrian		FIRST HARMFUL Pedestrian		ROADWAY SURF Dry		LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	
WEATHER SECONDARY		HIT & RUN No		PUBLIC PRIVATE CODE No		WORK ZONE TYPE		WORK ZONE LOC NOT APPLICABLE	
WORKERS PRES No		LAW ENF PRES		ON/OFF TRAFFICWAY		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No	
ROAD CONTRIB CIRCUM 1		ROAD CONTRIB CIRCUM 2							

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH TYPE Passenger Car		DL STATUS
PERSON TYPE Driver		AGE		SEX
INJURY SEVERITY N - Prop Dmg Only		ZIP		DL STATE
DL CLASS				
DL ENDORSEMENTS		DL RESTRICTIONS		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Unknown		VIOLATIONS Unknown		

Unit 2 - Pedestrian				
UNIT TYPE Pedestrian		VEH TYPE PEDESTRIAN		DL STATUS
PERSON TYPE Non-Motorist		AGE 8		SEX Female
INJURY SEVERITY C - Possible Injury		ZIP 55046		DL STATE
DL CLASS				
DL ENDORSEMENTS		DL RESTRICTIONS		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 1 - Vehicle Information		
VEH USE Normal		EMERGENCY VEH USE
INITIAL CONTACT		TOWED? Not Towed
MOST HARMFUL Pedestrian		TRAILERS No
SEQUENCE OF EVENTS Pedestrian		MANEUVER Backing
VEHICLE CONTRIBUTING FACTORS		

Unit 2 - Vehicle Information		
VEH USE		EMERGENCY VEH USE
INITIAL CONTACT		TOWED?
MOST HARMFUL		TRAILERS
SEQUENCE OF EVENTS		MANEUVER PED WLKRUN W TRF
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 PED WLKRUN W TRF		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		NUM LANES	
TRAFFIC CONTROL Other		TRAF CONTRL WORKING CODE Operational	

Unit 2 - Roadway Characteristics			
DIRECTION	ALIGNMENT Straight	GRADE Level	SPEED LIMIT 55
ROADWAY DESIGN 2-LANES 1-ECH-WY		NUM LANES	
TRAFFIC CONTROL Other		TRAF CONTRL WORKING CODE Operational	

ROUTE ID 0800006595140013-I	LATITUDE 44.740054	LONGITUDE -93.597052	UTM X 452731.5	UTM Y 4954246.8
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# Crash Detail Report - Long Form

## Ped/Bike Scott Parallel Routes

Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
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	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
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 - 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

**OFFICER SKETCH**

NOT TO SCALE

**NARRATIVE**  
 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 DRIV1 LEAVES SCENE. IDENTITY OF DRIVER 1 IS UNKNOWN AT THIS TIME.



# Crash Detail Report - Long Form

## Ped/Bike Scott Parallel Routes

INCIDENT ID 11010237		ROUTE SYS 08-TWNS		ROUTE NUM 13		MEASURE 0.394		ROUTE NAME 3525 W 145th St	
COUNTY 70-Scott		CITY		TOWNSHIP Louisville		MNDOT DISTRICT D-METRO		RELATION TO INT Not at Intersection/Interc	
LOCAL ID 201400007432		DATE 09/27/14		TIME 19:28		DAY OF WEEK Sat		INTERSECT WITH 0.50 M W Johnson Memorial Drive	
CRASH SEVERITY B - Minor Injury		MANNER OF COLLISION Other		NUM VEH 1		NUM KILLED 0		DIV RDWY DIR	
BASIC TYPE Pedestrian		FIRST HARMFUL Pedestrian		ROADWAY SURF Dry		LIGHT CONDITION Dark (Str Lights On)		WEATHER PRIMARY Clear	
WEATHER SECONDARY Unknown		HIT & RUN No		PUBLIC PRIVATE CODE No		WORKERS PRES Not Applicable (Not in Work Zone)		LAW ENF PRES	
WORK ZONE TYPE NOT APPLICABLE		WORK ZONE LOC NOT APPLICABLE		ON/OFF TRAFFICWAY		RELATIVE LOC TRAFFICWAY On Roadway (including alley)		ON BRIDGE? No	
ROAD CONTRIB CIRCUM 1		ROAD CONTRIB CIRCUM 2							

Unit 1 - Motor Vehicle in Transport				
UNIT TYPE Motor Vehicle in Transport		VEH 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		DL RESTRICTIONS None		
RECOMMENDATIONS? None				
PHYSICAL CONDITIONS Apparently Normal (Including No Drugs/Alcohol)		VIOLATIONS No		

Unit 2 - Pedestrian				
UNIT TYPE Pedestrian		VEH TYPE PEDESTRIAN		DL STATUS
PERSON TYPE Non-Motorist		AGE 5		SEX Female
INJURY SEVERITY B - Minor Injury		ZIP 55024		DL STATE
DL CLASS				
DL ENDORSEMENTS		DL RESTRICTIONS		
RECOMMENDATIONS? NOT APPLICABLE				
PHYSICAL CONDITIONS NOT APPLICABLE		VIOLATIONS Not Applicable		

Unit 1 - Vehicle Information		
VEH USE Vehicle Used as School B		EMERGENCY VEH USE
INITIAL CONTACT Pedestrian		TOWED? Not Towed
SEQUENCE OF EVENTS Motor Vehicle In Transport Pedestrian		TRAILERS No
MANEUVER Moving Forward		VEHICLE CONTRIBUTING FACTORS Defective Wheels

Unit 2 - Vehicle Information		
VEH USE		EMERGENCY VEH USE
INITIAL CONTACT		TOWED?
SEQUENCE OF EVENTS		TRAILERS
MANEUVER PED XNG-NO SIG/X		OTHER COLISN TYP
VEHICLE CONTRIBUTING FACTORS		

Unit 1 - Person Information		
CONTRIB FACTORS OTH HMN CNTR FCT		DRIVER DISTRACTED BY
NON-MOTORIST MANEUVER		SPEEDING RELATED
LE SUSPECTS ALCOHOL		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG
ALCOHOL TEST TYPE NOT APPLICABLE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE Not Applicable		DRUG TEST RESULT

Unit 2 - Person Information		
CONTRIB FACTORS Inattentive/Distracted (Talking, Eating) Failure to Yield Right-of-Way		DRIVER DISTRACTED BY
NON-MOTORIST MANEUVER PED XNG-NO SIG/X		SPEEDING RELATED
LE SUSPECTS ALCOHOL		NON-MOTORIST LOCATION
ALCOHOL TEST GIVEN No, Test Not Given		LE SUSPECTS DRUG
ALCOHOL TEST TYPE NOT APPLICABLE		ALCOHOL TEST RESULT
DRUG TEST GIVEN No, Test Not Given		DRUG TEST TYPE
DRUG TEST TYPE Not Applicable		DRUG TEST RESULT

Unit 1 - Roadway Characteristics			
DIRECTION Northbound	ALIGNMENT Straight	GRADE GRADE (pre 2016)	SPEED LIMIT 20
ROADWAY DESIGN PRIVATE PROPERTY		NUM LANES	
TRAFFIC CONTROL Not Applicable		TRAF CONTRL WORKING CODE NOT APPLICABLE	

Unit 2 - Roadway Characteristics			
DIRECTION	ALIGNMENT Straight	GRADE GRADE (pre 2016)	SPEED LIMIT 20
ROADWAY DESIGN PRIVATE PROPERTY		NUM LANES	
TRAFFIC CONTROL Not Applicable		TRAF CONTRL WORKING CODE NOT APPLICABLE	

ROUTE ID 0800006595140013-I	LATITUDE 44.740246	LONGITUDE -93.589048	UTM X 453365.3	UTM Y 4954263.5
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Unit 3					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
DL CLASS					
DL ENDORSEMENTS			DL RESTRICTIONS		
RECOMMENDATIONS?					
PHYSICAL CONDITIONS			VIOLATIONS		

Unit 4					
UNIT TYPE		VEH TYPE	DL STATUS	PERSON TYPE	
AGE	SEX	INJURY SEVERITY		ZIP	DL STATE
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	

Unit 4 - Vehicle Information		
VEH USE	EMERGENCY VEH USE	TOWED?
INITIAL CONTACT	MOST HARMFUL	TRAILERS
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 - 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

**OFFICER SKETCH**

NOT TO SCALE

"KING'S LOT"

**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.



# Crash Detail Report - Long Form

## Ped/Bike Scott Parallel Routes

Report Version 1.0  
February 2020

Selection Filter:

WORK AREA: County('659514','659455') - FILTER: First Harmful Event('8','9') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Jonathan Rudolph



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 C.A.S.A

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,

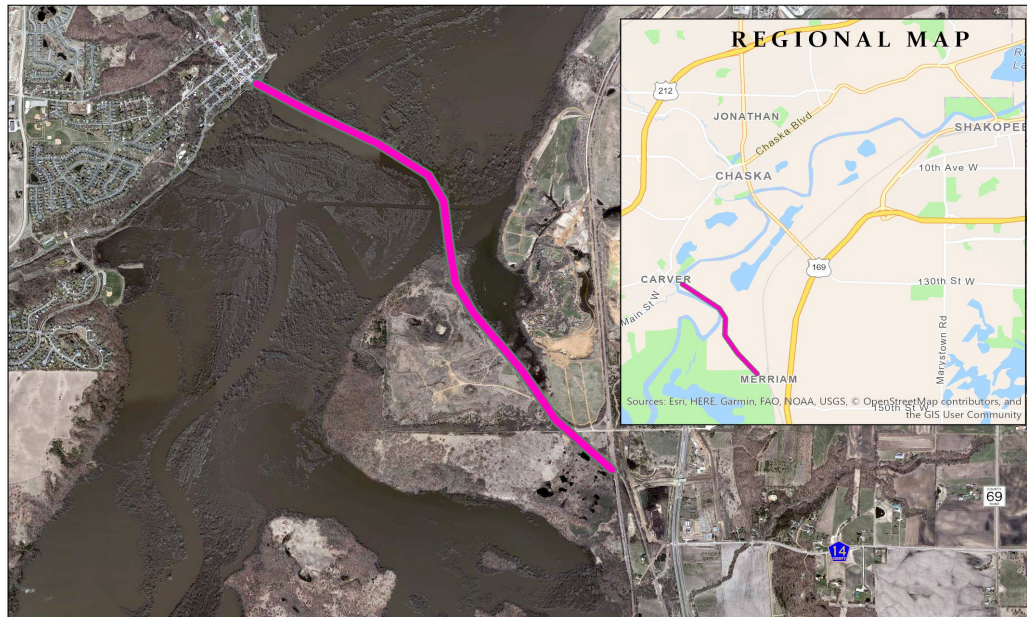
A handwritten signature in dark ink, appearing to read "R. S. Beller", with a long, sweeping horizontal line extending to the right.

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

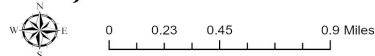
# Merriam Junction Regional Trail Project

**Applicant:** Scott County    **Counties where project is located:** Scott & Carver

**Location:** City of Carver and Louisville Township    **Requested award amount:** \$5,500,000



PROJECT LOCATION MAP



## 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.

