



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17631 - MN River Bluffs Regional Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 04/13/2022 9:56 PM

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## Primary Contact

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

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## Organization Information

**Name:** CARVER COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

PUBLIC WORKS

11360 HWY 212 W #1

\*

COLOGNE

Minnesota

55322-9133

City

State/Province

Postal Code/Zip

County:

Carver

Phone:\*

Ext.

Fax:

PeopleSoft Vendor Number

0000026790A12

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## Project Information

Project Name

MN River Bluffs Regional Trail

Primary County where the Project is Located

Carver

Cities or Townships where the Project is Located:

Chanhassen, Eden Prairie

Jurisdictional Agency (If Different than the Applicant):

Carver County

This project will reconstruct and pave two miles of the Minnesota River Bluffs Regional Trail from Pioneer Trail (Hennepin County CSAH 1) to Bluff Creek Drive.

The Minnesota River Bluffs Regional Trail serves both recreational users and commuters. It plays a key role in Carver County's alternative transportation network and is an important piece of the regional infrastructure, connecting to Cedar Lake LRT Regional Trail (Tier 1 RBTN Alignment) in Minneapolis, Nine Mile Creek Regional Trail (Tier 1 RBTN Corridor) in Hopkins, CSAH 10 (Tier 1 RBTN Corridor) in Chaska, CSAH 101 (Tier 2 RBTN Alignment) in Chanhassen, TH 101 (Tier 1 RBTN Corridor) in Shakopee, and Pioneer Trail (CSAH 1)(Tier 2 RBTN Corridor) in Eden Prairie.

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

Following completed embankment repairs due to a landslide in 2014, this section of trail has reopened but remains unusable for some populations. Inaccessible surfacing, limited trail widths, limited wayfinding and signage, and lack of parking reduce current usability.

By enhancing this segment of trail, the project will improve the 11-mile, multiuse trail for residents and visitors to Carver County. The proposed project includes:

- Two miles of 10-foot wide, off-street, bituminous multiuse trail meeting all ADA requirements
- Nine-car parking lot, informational kiosk, ADA-compliant pedestrian ramp at west project terminus, and improved trail crossing with rectangular rapid-flashing beacon (RRFB) at Bluff Creek Drive
- Culvert reconstruction and associated work

This off-street trail segment is anticipated to:

- Expand trail access for a wider variety of users, including children and families, senior citizens, and users with disabilities via accessible surfacing and appropriate widths for multiple uses, and a safer trail crossing at Bluff Creek Drive
- Improve connections to the trail corridor via additional parking, an accessible entrance, and additional wayfinding and signage
- Improve Carver County's livability for low-income residents without access to a vehicle by providing a convenient and viable alternative transportation option
- Link to Cedar Lake LRT Regional Trail, Nine Mile Creek Regional Trail, Engler Boulevard, County Road 101, and Pioneer Trail; along with local trail connections throughout its length
- Connect the jurisdictions of Chaska, Chanhassen, and Shakopee; while providing a continuous trail to regional job centers in Eden Prairie, Hopkins, St. Louis Park, and Minneapolis
- Connect with the MN River Valley, MN River Valley State Trail, and the Seminary Fen Scientific and Natural Area

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

(Limit 2,800 characters; approximately 400 words)

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.**

MN River Bluffs LRT Regional Trail - Reconstruct MN River Bluffs trail for ped and bike traffic, culvert replacement

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)** 2.0

to the nearest one-tenth of a mile

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## Project Funding

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

If yes, please identify the source(s)

**Federal Amount** \$1,688,320.00

**Match Amount** \$422,080.00

Minimum of 20% of project total

**Project Total** \$2,110,400.00

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

**Match Percentage** 20.0%

Minimum of 20%

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

**Source of Match Funds** County

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:** 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** Carver County

**Zip Code where Majority of Work is Being Performed** 55317

**(Approximate) Begin Construction Date** 04/01/2026

**(Approximate) End Construction Date** 12/01/2026

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

(i.e., CEDAR LAKE TRAIL)

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

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

**To:** Bluff Creek Drive  
**(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):** 2.0

**Miles of trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles):** 2.0

**Is this a new trail?** No

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

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

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

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

**Requirements - All Projects**

**All Projects**

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

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

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

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

Goal A: Objective 1; p.2.6

Goal B: Strategy B6; p.2.7

Goal C: Objectives 4, 5; Strategies C1, C15, C16, C17; p.2.8-10

Goal E: Objectives 1, 2, 3, 4; Strategies E3, E6; p.2.31-2.32, 2.34; p.2.12

Goal F: Objective 3; p.2.14

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

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

Carver County 2040 Comprehensive Plan, 2019

- Section 1.4 - Stakeholder Groups; Communication and Engagement

- Section 4 - Transportation Plan

  - o 4.5.B - Bicycle Barriers

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

  - o Figure 4.23 - Existing and Planned Off-Road Bike Facilities

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

Minnesota River Bluffs Extension Regional Trail Master Plan, Amendment 1

- 6-10 - Demand forecast

Carver County Southwest Regional Trail Master Plan, 2021

- p.22 - Overview of Master Plan Trail Segment 4 of 4

- p.36 - MN River Bluffs Regional Trail: Segment 4

City of Chaska 2040 Comprehensive Plan:

- Figure 7.3 - 2040 Trails Map

City of Chanhassen 2040 Comprehensive Plan:

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

- Figure 5-3 - Regional Bicycle Transportation

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.



## Network

Scott County 2040 Comprehensive Plan Update:  
- Regional Park and Trail System

2040 Hennepin County Bicycle Transportation Plan

- Figure 10 - 2040 Bikeway System, p36

City of Eden Prairie Pedestrian and Bicycle Plan  
- Figure 3.3.9 - Barrier Locations as Identified by  
City Staff and the Public, p47

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

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

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

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

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

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

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

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

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

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

***Pedestrian Facilities (Sidewalks, 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:** 02/18/2014

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

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

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link**

*Upload as PDF*

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

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

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

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$89,000.00
Removals (approx. 5% of total cost)	\$89,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$19,300.00
Storm Sewer	\$100,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$18,000.00
Striping	\$96,000.00
Signing	\$4,800.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$142,000.00
Bridge	\$0.00
Retaining Walls	\$0.00

Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$37,300.00
<b>Totals</b>	<b>\$595,400.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$1,425,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$12,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$15,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$63,000.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$1,515,000.00</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
<b>Totals</b>	<b>\$0.00</b>

### Transit Operating Costs

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

### Totals

Total Cost	\$2,110,400.00
Construction Cost Total	\$2,110,400.00
Transit Operating Cost Total	\$0.00

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

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1649614774012\_RiverBluffs\_Map\_RBTN.pdf

*Please upload attachment in PDF form.*

### Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	12199
Existing Employment Within One Mile (Integer Only)	3744
Upload the "Population Summary" map	1649614878045_RiverBluffs_Map_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 area is entirely within Census Tract 907.2:

- BIPOC pop.: 16.1%
- Cost burdened HHs: 22%
- Persons with disabilities: 6.3%
- Youth: 31.3%
- Adults aged 65+: 6.5%

BIPOC and low-income populations in E Chaska and NE Shakopee access MN River Bluffs Reg. Trail via the trail's western terminus in Chaska and via Big Woods Reg. Trail in Shakopee. Due to the inaccessible nature of the project segment, usage by some populations is limited to the 1.7 mi. of paved trail W of the project area rather than the full 9.6 mi. that is mostly accessible to those in Hennepin Co. to the east.

**Response:**

Carver Co. actively engaged diverse populations to identify and develop the proposed project (see map). Engagements include:

- 8/19/17: Lake Susan Park, Chanhassen
  - o Accessibility: ADA-friendly, language interpreter
  - o Accom.: family-friendly programming
  - o Targeted pop.: Hispanic/Latino, at Spanish Baseball League event
- 8/19/2017: Fireman's Park, Chaska
  - o Accessibility: ADA-friendly, language interpreter
  - o Accom.: family-friendly programming

- o Targeted pop.: Hispanic/Latino
- 3/5/20: Lodge Senior Center, Chaska
- o Accessibility: ADA-friendly
- o Accom.: family-friendly programming
- o Targeted pop.: Older pop.

These pop-up style engagements presented communities with proposed alternatives and solicited feedback on user preferences and broader mobility topics. Key themes include support for the proposed project and amenities and a strong desire for more safe multimodal options.

Carver County's 2040 Plan identifies the project segment as a 'destination regional trail' and a priority corridor. 2040 Plan engagements include:

- 2017: Pop-up events at fairs, festivals, and libraries
- 2017-18: Online 'social pinpoint' engagement tool and questionnaire active on 2040 Plan website
- 2017-19: Open Houses
- o Including East African and Latino/Hispanic stakeholders

Engagements for the Carver Co. Southwest Regional Trail Master Plan include:

- 8/19/21: Lake Susan Park, Chanhassen



- o Accessibility: ADA-friendly, language interpreter

- o Accom.: family-friendly programming

- 8/19/21: Fireman's Park, Chaska

- o Accessibility: ADA-friendly, language interpreter

- o Accom.: family-friendly programming

- 9/29/21: Downtown Chaska Block Party

- o Accessibility: ADA-friendly

- o Accom.: family-friendly programming

- 7/29/21: Riverview Terrace Manufactured Home Community, Chaska

- o Accessibility: ADA-friendly

- o Accom.: family-friendly programming, food

- o Targeted pop.: Low-income residents

These pop-up style and open house engagements centered on public awareness and community input via conversations, feedback forms, and dot-mocracy exercises. Key themes include better awareness and wayfinding, strong support for project area improvements, and a desire for more connections near the western terminus.

*(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.*

Completing the MN River Bluffs Regional Trail would better serve all of Carver County's residents, especially people of color, people with disabilities, low-income people, and youth and elderly populations who access the trail west of the project segment and whose use is limited as a result (see attached map).

The proposed project leverages completed trail improvements, including landslide repairs by the Hennepin County Regional Railroad Authority (2020), pedestrian overpass constructed with Hwy 101 improvements (2020), paved multimodal off-road connections across jurisdictions and to local trails (2017), and a bike and pedestrian trail bridge (2016). The additional improvements outlined in this project proposal would connect 1.7 miles of trail to the west with 7.3 miles of trail to the east with 2.0 miles of paved, accessible trail of appropriate width for safe multimodal use. An improved trail crossing at Bluff Creek Drive will include a rectangular rapid-flashing beacon (RRFB) and transform the currently unsafe crossing with poor sightlines and signage into a safe and convenient trail crossing. An accessible parking lot with wayfinding and signage would supply access to more would-be users, especially those accessing the trail via Big Woods Regional Trail or those wanting to access the unique wooded project segment by car.

**Response:**

The 10-foot upgraded trail segment will provide alternate transportation and free recreation to low-income residents. While the segment itself runs through a higher-income area, it provides a crucial link from low-income census tracts to jobs and amenities. The segment's 'prime service area' (two-mile radius) includes several census tracts that are above regional average concentration of race / poverty. As shown in the Equity Populations and Destinations map, there are several low-income

populations bordering the project's census tract. Residents of these low-income housing in the Cities of Shakopee and Chaska can access the Minnesota River Bluffs Regional Trail at the west end at CSAH 10 in Chaska or TH 101 in Shakopee. However, their travel experience will be impacted when they reach the unpaved project segment.

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

*(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.*

As shown in the map, there are 21 publicly-subsidized rental housing units in census tracts within ½ mile of the project. Low-income residents living in River Bluffs Apartments in Shakopee access MN River Bluffs Trail via Big Woods Reg. Trail. Due to the inaccessible nature of the project segment, usage by low-income residents living in Shakopee and East Chaska is limited to the 1.7 mi. of paved trail west of the project area rather than the full 9.6 mi. that is mostly accessible to those in Hennepin Co.

The following affordable developments are within the trail's service range and will benefit from its improvements (see map).

Of those listed below, Brandondale Manufactured Housing Park and East Creek Carriage Homes are within ½ mile of the western terminus of MN River Bluffs Trail & Levee Dr Apartments and River Bluff Apartments are within ½ mile of Big Woods Reg Trail (both trails are paved and connect with the western terminus of the unpaved project segment). The unpaved project segment and inaccessible parking area currently limit trail use for some pops. who wish to continue east.

**Response:**

- Riverview Terrace Mobile Home Community, 300 Ehlers Ave, Chaska (1.9 mi)

o Existing, 250 units

o Naturally Occurring Affordable Housing

- Levee Dr. Apart., 200 Levee Dr., Shakopee (2.0 mi)

o Existing, 66 1-bed apart.

- o Sect. 8

- Brandondale Manufactured Housing Park, 1 Kelly Rd, Chaska (2.1 mi)

- o Existing, 430 units

- o Affordable at less than 30% AMI, no funding restrictions

- East Creek Carriage Homes, 744 Ravoux Rd (2.1 mi)

- o Existing, 39-2, 3, & 4-bed apartments

- o LIHTC & HOME funds

- River Bluff Aptmnts, 1020 Bluff Ave E, Shakopee (2.5 mi)

- o Existing, 21 accessible, 1-level townhomes

- o HUD Sect 202

- Creeks Run Townhomes I & II, 421 Yellow Brick Cir (3.2 mi)

- o Existing, 78-2, 3, & 4-bed apartments

- o LIHTC, accepts Housing Choice Vouchers (HCV)

- Chaska Manor, 407 Oak St N, Chaska (3.2 mi)

- o Existing, 54 -1 & 2-bed apartments

- o HUD Section 202

- Brickyard Aptmnts, 701-709 Walnut St, Chaska (3.4 mi)

- o Existing, 32 studio and 1-bed apartments

o Accepts HCV

- Brickstone Townhouses, 850 Walnut Pl, Chaska (3.5 mi)

o Existing, 30-3&4-bed apartments

o LIHTC

- The Landing, 105 E 1st St, Chaska (3.9 mi)

o Existing, 59 1-bed apartments

o HUD Sect 202

Many private landlords in Chaska & Chanhassen accept HCV and there are significant clusters of Naturally Occurring Affordable Housing. Affordable housing residents are less likely to have access to a vehicle and when living outside the urban core, they are often served by fewer or no transit routes. MN River Bluffs Reg Trail will provide a continuous, accessible thoroughfare to major job centers. The proposed trail segment will help low-income residents of all abilities enjoy the recreational resources of Carver Co.

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

---

## Measure D: BONUS POINTS

**Project is located in an Area of Concentrated Poverty:**

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

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

Yes

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

1649618051148\_RiverBluffs\_Map\_Socio-Economic\_Combined.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 Minnesota River Bluffs Regional LRT Trail is a Tier 1 Alignment in the RBTN and a Destination Trail in Carver County's 2040 Plan. The project will create a critical transportation link by:

- Completing a 2-mile unpaved segment in a Regional Destination Trail and Tier 1 RBTN Alignment

- Providing a continuous, 11-mile, accessible, mixed-use trail for users of all ages and abilities

- Linking to Cedar Lake LRT Regional Trail, Nine Mile Creek Regional Trail, and several other key alignments

- Connecting the jurisdictions of Chaska, Chanhassen, and Shakopee; then continuing to Eden Prairie and Hopkins

**Response:**

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

Carver Co. has already invested in improving safety along the MN River Bluffs Regional Trail. In 2016, the trail between Chaska and Carver was paved and a trail bridge over Spring Creek was constructed. In 2017, the section from Bluff Creek Drive and Chaska was paved, extending to Engler Blvd. A critical segment from Pioneer Tr. to Hwy 101 was inaccessible following a 2014 landslide, which the Hennepin County RRA repaired and

reopened in 2020. However, this segment remains unpaved with uneven surfaces and limited trail widths.

Reconstructing and paving this segment will improve safety for all users. A consistent paved surface will better serve families, less experienced cyclists, and people with disabilities who have difficulty navigating grade and material changes. Widening the trail width will make multimodal use safer by allocating appropriate dimensions for multiple modes of transportation. A rectangular rapid-flashing beacon (RRFB) at the trail crossing at Bluff Creek Dr will make passage between trail segments safer for all users and reduce the risk of bike/ped and vehicular conflicts.

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

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

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

##### **DEFINITIONS:**

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

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

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

#### **Tier 1**

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

**Tier 2**

Yes

*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**

The project will correct existing deficiencies and safety problems along the Minnesota River Bluffs Regional Trail. A survey conducted in Carver County's 2040 Comp Plan process determined that 'safety and convenience are base-line determinants for whether a person will even use a trail irrespective of its quality.' Due to damage from a major landslide in 2014, the project trail segment was closed, determined to be unsafe and unusable for trail users. Although Hennepin County Regional Railroad Authority has since repaired the major damage and associated storm water infrastructure, it was not fully reconstructed or repaved. Current conditions include uneven gravel surfaces and limited trail widths. The unpaved trail with loose, soft surfaces continues to create unsafe conditions during rainy weather conditions, while making it difficult to adequately remove snow over winter months. The existing trail conditions limit safe trail access and create safety issues year-round for all users and abilities.

**Response:**

The project will reconstruct and repave two miles of the Minnesota River Bluffs Regional Trail to provide a continuous, 11-mile, accessible, mixed-use safe trail for users of all ages and abilities. The paved surface will be more reliable in climate conditions and allow for proper snow removal.

Current users including children, families with strollers, senior citizens, and people with disabilities will benefit greatly from the improvements. The trail is in a former rail corridor, so its level grade can accommodate a wide range of users, including people who use wheelchairs. The proposed segment will link directly to a grade-separated crossing at Pioneer Drive (constructed as part of an earlier project), eliminating conflict points. The project includes an accessible nine-car parking lot and ADA-compliant pedestrian crossing at the west project terminus, making it easier for residents to access the trail at a designated entrance. A

rectangular rapid-flashing beacon will improve the trail crossing at Bluff Creek Drive and make roadway crossings safer for trail users in an area with poor sightlines and limited signage for warning drivers of trail traffic.

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

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

---

## **Measure A: Multimodal Elements**

The trail reconstruction project will provide a multimodal facility that safely integrates all modes of transportation. Reconstructing & repaving two miles of the MN River Bluffs Regional Trail will provide similar trail benefits to pedestrian travel. For people using the trail to walk, run, and roll, the upgraded 10-ft trail provides an appropriate space for safe and enjoyable use by pedestrians, cyclists, and others. An ADA-compliant pedestrian crossing at the west project terminus will connect to the County's existing sidewalk and trail network. An informational kiosk at the lot will help invite and orient would-be users by providing the trail's location, connections to nearby pedestrian and cycling facilities, and other area trails. This will improve the overall pedestrian and travel experience with a convenient trail connection to existing ped. facilities.

The upgraded 10-ft trail segment will close a significant gap in the MN River Bluffs Regional Trail corridor - a non-motorized transportation highway - between Chaska and Hopkins. Commuters who chose to walk, bike, or take transit benefit from an active lifestyle, while removing cars from the road and alleviating congestion. Off-street, paved trails such as the proposed project are safer and more enjoyable for cyclists and pedestrians, encouraging more trips by bike and foot. The trail segment will also encourage multimodal trips by connecting to regional and local designations via direct off-street connections.

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

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

Response:

- Park-and-rides at East Creek Station, SouthWest Village Station, and Chanhassen Transit Station; served by SouthWest Transit routes 690, 691, 697, 698, 699 to Downtown Minneapolis and route 695 to the University of MN; and private carpools
- On-demand service SW Prime, providing direct transit service to the area
- SmartLink Transit, demand response service for Carver and Scott Co. residents with mobility or cognitive limitations and seniors
- Metro Transit bus and light-rail service via regional trail system for longer, multimodal trips

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

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

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

---

## **Transit Projects Not Requiring Construction**

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

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

**[Check Here if Your Transit Project Does Not Require Construction](#)**

---

## **Measure A: Risk Assessment - Construction Projects**

### **1. 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.*



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

The County held a pop-up meeting for seniors at the Chaska Community Center 'Lodge Senior Center' on 3/5/2020. Residents reviewed project details and expressed the need for safe multimodal options in the community. Carver County held two events to solicit feedback on the proposed project in summer 2017:

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

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

The project segment was a key component of engagements for the Carver County Southwest Regional Trail Master Plan. Those engagements include:

**Response:**

- 8/19/2021: Lake Susan Park, Chanhassen

- o Accessibility: ADA-friendly, language interpreter

- o Accommodations: family-friendly programming

- 8/19/2021: Fireman's Park, Chaska

- o Accessibility: ADA-friendly, language interpreter

- o Accommodations: family-friendly programming

- 9/29/2021: Downtown Chaska Block Party

- o Accessibility: ADA-friendly

- o Accommodations: family-friendly programming

- 7/29/2021: Riverview Terrace Manufactured Home Community, Chaska

- o Accessibility: ADA-friendly

- o Accommodations: family-friendly programming, food

- o Targeted populations: Low-income residents

These pop-up style and open house engagements centered on public awareness and community input via conversations, feedback forms, and dotmocracy exercises. Key themes include better awareness and wayfinding, strong support for project area improvements, and a desire for more connections near the western terminus.

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

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

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

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

- 2017: Public meetings in all ten Carver County townships

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

The County has coordinated with partner agencies, including a meeting on 11/15/2017 with Three Rivers Park District, Metropolitan Council, Hennepin County Regional Railroad Authority.

*(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**

1649619155989\_MNRRiverBluffsTrail\_Map.pdf

*Please upload attachment in PDF form.*

**Additional Attachments**

1649794141581\_CCRRA LOS for MN River Bluffs Regional Trail.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

Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

**4.Right-of-Way (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)

Yes

100%

**Signature Page**

Please upload attachment in PDF form.

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

50%

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

0%

---

## Measure A: Cost Effectiveness

<b>Total Project Cost (entered in Project Cost Form):</b>	\$2,110,400.00
<b>Enter Amount of the Noise Walls:</b>	\$0.00
<b>Total Project Cost subtract the amount of the noise walls:</b>	\$2,110,400.00
<b>Points Awarded in Previous Criteria</b>	
<b>Cost Effectiveness</b>	\$0.00

---

## Other Attachments

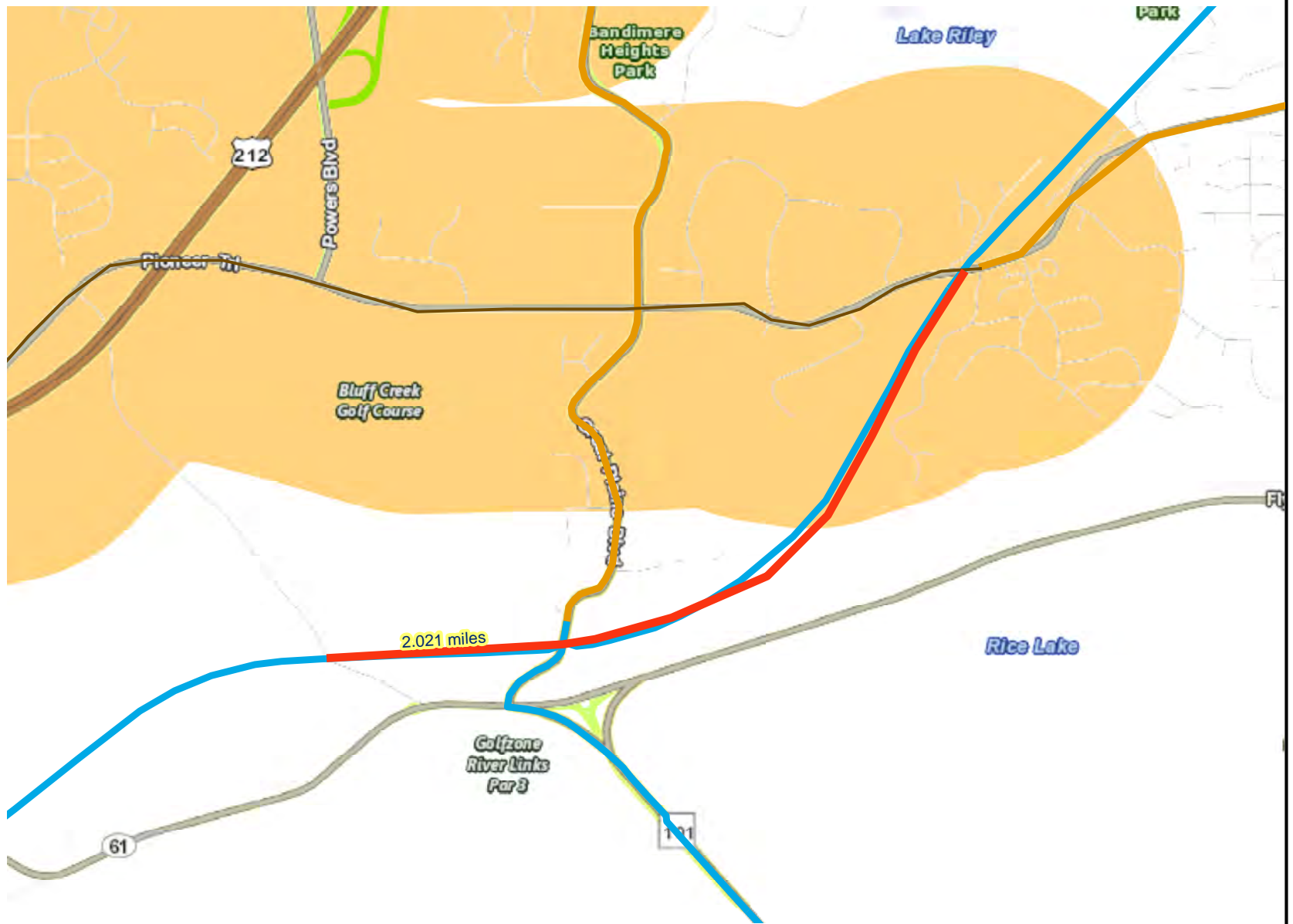
<b>File Name</b>	<b>Description</b>	<b>File Size</b>
20220316 LOS from Chanhassen-MN River Bluffs Trl.pdf	City of Chanhassen Letter of Support - MN River Bluffs Regional Trail	864 KB
29 - LOS - Carver County - MN River Bluffs Regional Trail Project - 2022.03.31.pdf	Hennepin County Letter of Support - MN River Bluffs Regional Trail	171 KB
Carver County Resolution 23-22 - signed.pdf	Carver County Resolution - MN River Bluffs Regional Trail	368 KB
CCRRA LOS for MN River Bluffs Regional Trail.pdf	CCRRA Letter of Support - MN River Bluffs Regional Trail	309 KB
Ltr Snow and Ice Maintenance.pdf	Letter of Support - Carver County - Maintenance	1.7 MB
MNRiverBluffsTrail_ExistingConditions.pdf	Existing Conditions - MN River Bluffs Regional Trail	646 KB
MNRiverBluffsTrail_Map.pdf	Project Map - MN River Bluffs Regional Trail	587 KB
MNRiverBluffsTrail_Summary.pdf	Project Summary - MN River Bluffs Regional Trail	325 KB
RiverBluffs_Map_Transit.pdf	Met Council Transit Map - MN River Bluffs Regional Trail	95 KB

# Project to RBTN Orientation

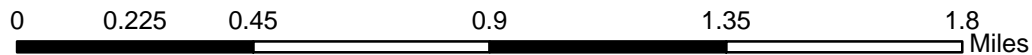
Multiuse Trails and Bicycle Facilities Project: Minnesota River Bluffs Regional Trail | Map ID: 1647445757384

## Results

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



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



Created: 3/16/2022  
LandscapeRSA6



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

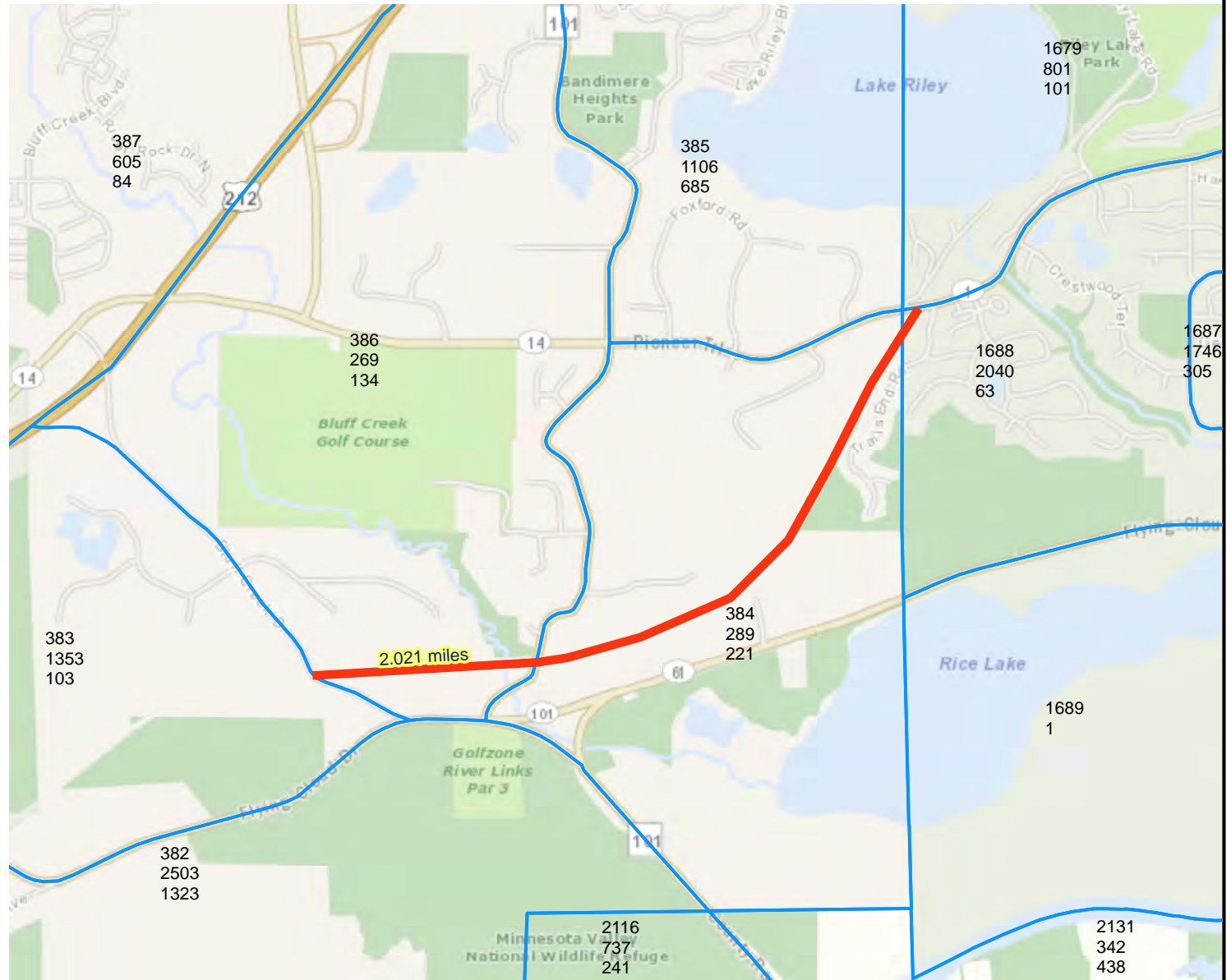


# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Minnesota River Bluffs Regional Trail | Map ID: 1647445757384

## Results

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



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/16/2022  
 LandscapeRSA4



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



# Socio-Economic Conditions

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 21

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



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty

0 1.5 3 6 9 12 Miles

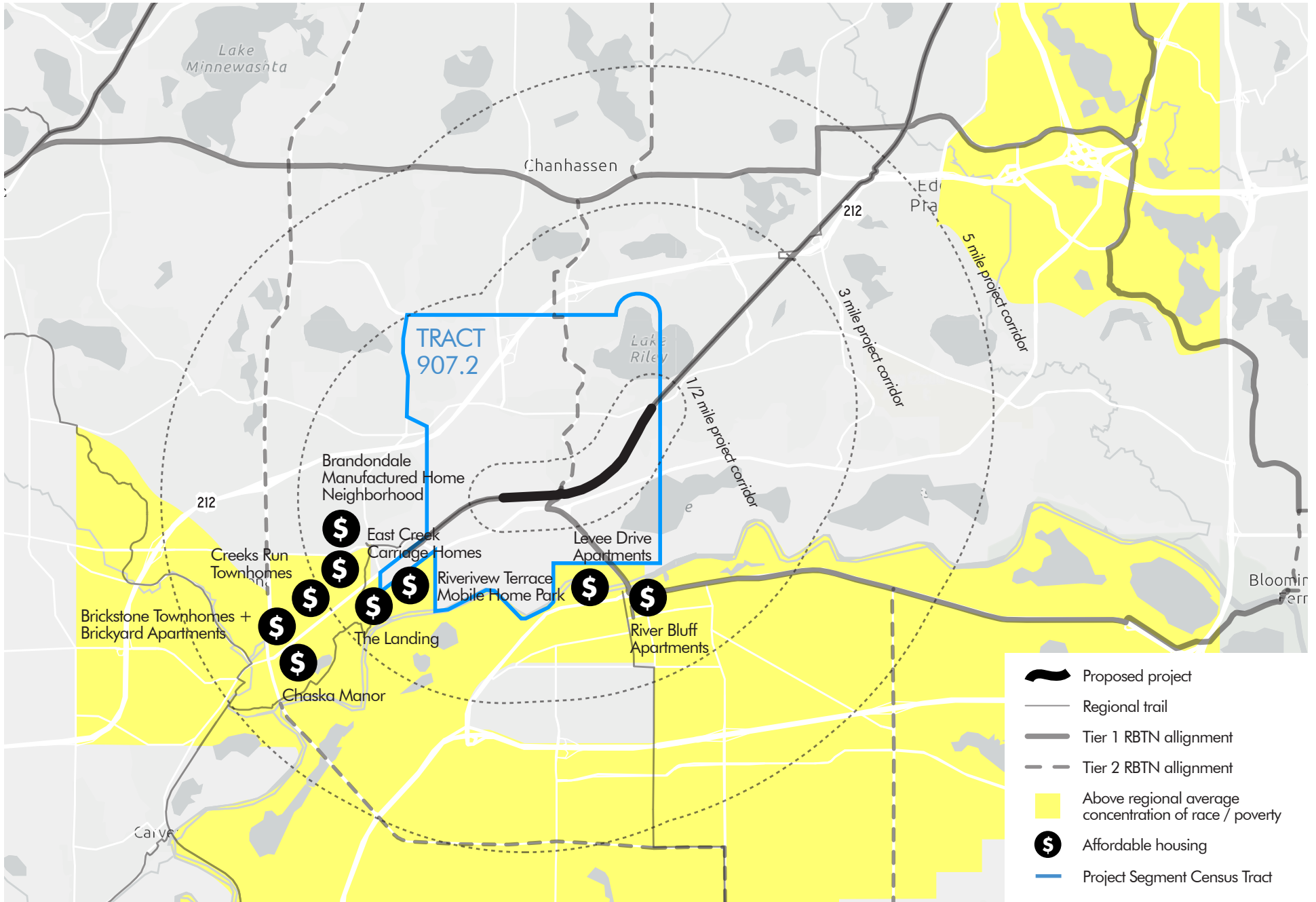
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LandscapeRSA2



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<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



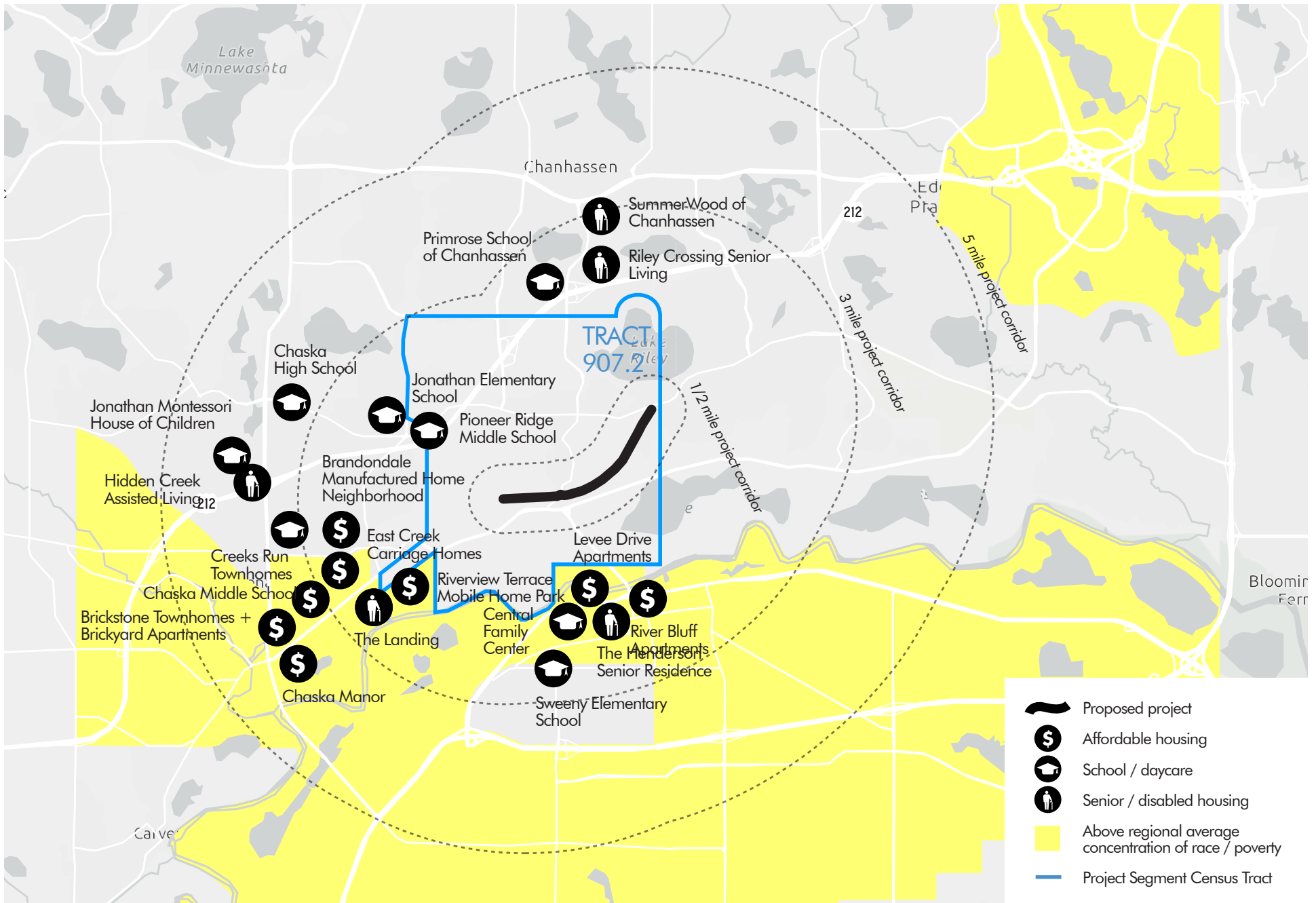




# Minnesota River Bluffs Trail

## Affordable Housing and Trail Network





# Minnesota River Bluffs Trail

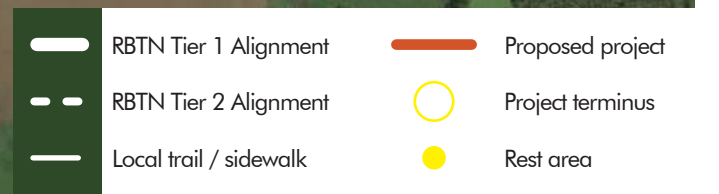
## Equity Populations and Destinations





# Minnesota River Bluffs Trail

Project Extents





**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

Mr. Marty Walsh  
Parks Director  
Carver County Public Works  
11360 Highway 212, Suite 1  
Cologne, MN 55322

Dear Mr. Walsh,

The Carver County Regional Rail Authority (CCRRA) is pleased to support Carver County's application for the Minnesota River Bluffs Regional Trail from Bluff Creek Drive to Pioneer Trail under the Multiuse Trails and Bicycle Facilities category of Metropolitan Council's 2022 Regional Solicitation for federal transportation funding.

The proposed project will reconstruct and pave a segment of the Minnesota River Bluffs Regional Trail from Bluff Creek Drive to Pioneer Trail. Project elements include approximately 2 miles of 10-foot wide, off-street, bituminous multi-use trail meeting all ADA requirements, addition of a small parking lot, informational kiosk, ADA-compliant pedestrian ramp at west project terminus, culvert reconstruction and associated work.

The Minnesota River Bluffs Regional Trail is both a recreation destination and a commuter route. It plays a key role in Carver County's alternate transportation infrastructure. As a Tier 1 Regional Bicycle Transportation Network (RBTN) alignment, the Minnesota River Bluffs Regional Trail is a crucial link in the regional trail and bicycle network, connecting to Cedar Lake LRT Regional Trail (Tier 1 RBTN Alignment) in Minneapolis, Nine Mile Creek Regional Trail (Tier 1 RBTN Corridor) in Hopkins, County Road 10 (Tier 1 RBTN Corridor) in Chaska, County Road 101 (Tier 2 RBTN Alignment) in Chanhassen, State Hwy 101 (Tier 1 RTBN Corridor) in Shakopee, and Pioneer Trail (Tier 2 RBTN Corridor) in Eden Prairie.

As the current right of way owner CCRRA supports this application and acknowledges potential future permitting, construction, and operation project needs within the CCRRA property. CCRRA supports the County's application to the Metropolitan Council's 2022 Regional Solicitation funding program.

Sincerely,

Commissioner Gayle Degler, Chair  
Carver County Regional Rail Authority



# CITY OF CHANHASSEN

Chanhassen is a Community for Life - Providing for Today and Planning for Tomorrow

March 16, 2022

Mr. Marty Walsh  
Parks Director  
Carver County Public Works  
11360 Highway 212, Suite 1  
Cologne, MN 55322

Dear Mr. Walsh,

The City of Chanhassen is pleased to support Carver County's application for the Minnesota River Bluffs Regional Trail from Bluff Creek Drive to Pioneer Trail under the Multiuse Trails and Bicycle Facilities category of Metropolitan Council's 2022 Regional Solicitation for federal transportation funding.

The proposed project will reconstruct and pave a segment of the Minnesota River Bluffs Regional Trail from Flying Cloud Drive to Pioneer Trail. Project elements include approximately 2 miles of 10-foot wide, off-street, bituminous multi-use trail meeting all ADA requirements, addition of a small parking lot, informational kiosk, ADA-compliant pedestrian ramp at west project terminus, culvert reconstruction and associated work, and a local trail connection to Flying Cloud Drive.

The Minnesota River Bluffs Regional Trail is both a recreation destination and a commuter route. It plays a key role in Carver County's alternate transportation infrastructure. As a Tier 1 Regional Bicycle Transportation Network (RBTN) alignment, the Minnesota River Bluffs Regional Trail is a crucial link in the regional trail and bicycle network, connecting to Cedar Lake LRT Regional Trail (Tier 1 RBTN Alignment) in Minneapolis, Nine Mile Creek Regional Trail (Tier 1 RBTN Corridor) in Hopkins, County Road 10 (Tier 1 RBTN Corridor) in Chaska, County Road 101 (Tier 2 RBTN Alignment) in Chanhassen, State Hwy 101 (Tier 1 RBTN Corridor) in Shakopee, and Pioneer Trail (Tier 2 RBTN Corridor) in Eden Prairie.

The proposed project is endorsed by the City of Chanhassen, and we are supportive of the County's application to the Metropolitan Council's 2022 Regional Solicitation funding program.

Sincerely,

Charles Howley, PE, LEED AP  
Public Works Director/City Engineer

Jerry Ruegamer  
Park and Recreation Director

# HENNEPIN COUNTY

MINNESOTA

March 31, 2022

Elaine Koutsoukos - TAB Coordinator  
Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

Re: Support for 2022 Regional Solicitation Application  
Minnesota River Bluffs Regional Trail Project – Bluff Creek Drive to CSAH 1 (Pioneer Trail)

Dear Ms. Koutsoukos,

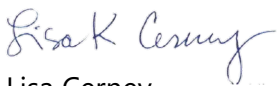
Hennepin County has been notified that Carver County is submitting an application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project is the Minnesota River Bluffs Regional Trail Project that is anticipated to include the following improvements:

- Resurfacing of the existing trail surface with upgraded ADA accommodations
- Improved connection to the existing ramp to Highview Drive near CSAH 1 (Pioneer Trail)
- Drainage improvements to promote storm water management
- On-street parking expansion and informational kiosk

As proposed, this project will be located within existing right of way under the jurisdiction of the Hennepin County Regional Rail Authority (HCRRA). Hennepin County supports this funding application, including the proposed connection to the access point at Highview Drive, and understands that Three Rivers Park District will continue to be responsible for the operation and maintenance of the Minnesota River Bluffs Regional Trail.

At this time, Hennepin County has no funding programmed for this project in its 2022-2026 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Additionally, we kindly request that Carver County includes county staff in the project development process to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking throughout Chanhassen and Eden Prairie.

Sincerely,



Lisa Cerney  
Public Works Assistant County Administrator

cc: Carla Stueve, P.E. – Transportation Project Delivery - Director and County Engineer  
Joseph Gladke, P.E. - Transportation Project Delivery – Assistant Director of Transportation Planning and HCRRA

Hennepin County Public Works  
1600 Prairie Drive | Medina, MN  
612-596-0356 | hennepin.us





**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

Mr. Marty Walsh  
Parks Director  
Carver County Public Works  
11360 Highway 212, Suite 1  
Cologne, MN 55322

Dear Mr. Walsh,

The Carver County Regional Rail Authority (CCRRA) is pleased to support Carver County's application for the Minnesota River Bluffs Regional Trail from Bluff Creek Drive to Pioneer Trail under the Multiuse Trails and Bicycle Facilities category of Metropolitan Council's 2022 Regional Solicitation for federal transportation funding.

The proposed project will reconstruct and pave a segment of the Minnesota River Bluffs Regional Trail from Bluff Creek Drive to Pioneer Trail. Project elements include approximately 2 miles of 10-foot wide, off-street, bituminous multi-use trail meeting all ADA requirements, addition of a small parking lot, informational kiosk, ADA-compliant pedestrian ramp at west project terminus, culvert reconstruction and associated work.

The Minnesota River Bluffs Regional Trail is both a recreation destination and a commuter route. It plays a key role in Carver County's alternate transportation infrastructure. As a Tier 1 Regional Bicycle Transportation Network (RBTN) alignment, the Minnesota River Bluffs Regional Trail is a crucial link in the regional trail and bicycle network, connecting to Cedar Lake LRT Regional Trail (Tier 1 RBTN Alignment) in Minneapolis, Nine Mile Creek Regional Trail (Tier 1 RBTN Corridor) in Hopkins, County Road 10 (Tier 1 RBTN Corridor) in Chaska, County Road 101 (Tier 2 RBTN Alignment) in Chanhassen, State Hwy 101 (Tier 1 RBTN Corridor) in Shakopee, and Pioneer Trail (Tier 2 RBTN Corridor) in Eden Prairie.

As the current right of way owner CCRRA supports this application and acknowledges potential future permitting, construction, and operation project needs within the CCRRA property. CCRRA supports the County's application to the Metropolitan Council's 2022 Regional Solicitation funding program.

Sincerely,

Commissioner Gayle Degler, Chair  
Carver County Regional Rail Authority



**Carver  
County  
Parks**

11360 Highway 212 West, Suite 2  
Cologne, MN55322

May 14, 2020

To whom it may concern:

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

Feel free to contact me about our trail maintenance operations.

Sincerely,

Martin Walsh  
Parks and Recreation Director

CARVER COUNTY



MN River Bluffs Trail  
Existing Conditions



*Unpaved parking lot, inaccessible surfacing, and lack of signage at Bluff Creek Drive (looking east)*



*Unsafe trail crossing; limited sightlines and signage (looking northwest)*



# Minnesota River Bluffs Trail

Project Extents



# MN River Bluffs Regional Trail Project Summary



**Applicant:** Carver County  
**Project Location:** MN River Bluffs Regional Trail between Pioneer Trail and Bluff Creek Drive  
**Total Project Cost:** \$2,110,400  
**Requested Federal Dollars:** \$1,688,320

## Project description:

This project will reconstruct and pave two miles of the Minnesota River Bluffs Regional Trail from Pioneer Trail (Hennepin County CSAH 1) to Bluff Creek Drive. Minnesota River Bluffs Regional Trail plays a key role in the County's alternative transportation network and is an important piece of regional infrastructure for various. Inaccessible surfacing, limited trail widths, limited wayfinding and signage, and lack of parking reduce trail usage among important populations. Trail enhancements will improve the 11-mile, mixed-use trail for all residents and visitors to Carver County.

## Proposed project elements include:

- Two miles of 10-foot wide, off-street, bituminous multiuse trail meeting all ADA requirements
- Nine-car parking lot, informational kiosk, improved trail crossing with rectangular rapid-flashing beacon (RRFB) at Bluff Creek Drive, and ADA-compliant pedestrian ramp at west project terminus
- Rest area and additional wayfinding and signage

## Project benefits include:

- Expand trail access for a wider variety of users via accessible surfacing, appropriate widths for multiple uses, and a safer trail crossing at Bluff Creek Drive
- Improve connections to the trail corridor via additional parking, an accessible entrance, an improved trail crossing, and additional wayfinding and signage
- Improve Carver County's livability for low-income residents without access to a vehicle by providing a convenient and viable alternative transportation option
- Link to Cedar Lake LRT Regional Trail, Nine Mile Creek Regional Trail, Engler Boulevard, County Road 101, and Pioneer Trail; along with local trail connections
- Connect with jurisdictions of Chaska, Chanhassen, and Shakopee; while providing a continuous trail to regional job centers in Eden Prairie, Hopkins, St. Louis Park, and Minneapolis
- Connect with the MN River Valley and State Trail, and the Seminary Fen Scientific and Natural Area

## Project location:



## Existing conditions:



*Inaccessible parking lot; lack of signage at Bluff Creek Drive (looking east)*



*Unsafe trail crossing; limited sightlines and signage (looking northwest)*

# Transit Connections

Multiuse Trails and Bicycle Facilities Project: Minnesota River Bluffs Regional Trail | Map ID: 1647445757384



## Results

Transit with a Direct Connection to project:  
-- NONE --

*\*indicates Planned Alignments*

Transit Market areas: 4

- |  |                            |  |                             |  |                             |  |                |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|----------------|
|  | Project Points             |  | Commuter Rail               |  | Arterial Bus Rapid Transit  |  | Light Rail     |
|  | Project                    |  | Dedicated Bus Rapid Transit |  | Commuter Rail               |  | Transit Routes |
|  | Project Area               |  | Highway Bus Rapid Transit   |  | Dedicated Bus Rapid Transit |  |                |
|  | Arterial Bus Rapid Transit |  | Light Rail                  |  | Highway Bus Rapid Transit   |  |                |



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