



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17632 - Ravine Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 04/13/2022 10:22 PM

Primary Contact

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

Organization Information

Name: CARVER COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

PUBLIC WORKS

11360 HWY 212 W #1

*

COLOGNE

Minnesota

55322-9133

City

State/Province

Postal Code/Zip

County:

Carver

Phone:*

Ext.

Fax:

PeopleSoft Vendor Number

0000026790A12

Project Information

Project Name

Ravine Trail

Primary County where the Project is Located

Carver

Cities or Townships where the Project is Located:

Chaska

Jurisdictional Agency (If Different than the Applicant):

The Ravine Trail project will construct a new paved bituminous trail, providing a continuous two-mile multiuse facility between West 82nd Street and Pioneer Trail (CSAH 14) to better serve bicyclists and pedestrians of all ages and abilities.

The improved trail will significantly expand Carver County and the City of Chaska's alternative transportation network by filling a gap in the TH 41 Regional Trail Search Corridor, which will connect to TH 5 (Tier 1 RBTN Alignment) in Chanhassen and Minnesota River Bluffs Regional Trail (Tier 1 RBTN Alignment) in Chaska.

The existing railroad condition is a significant barrier to safe travel by bicyclists and pedestrians. Users currently pass over the tracks via an informal crossing that requires a steep and unstable 20-foot climb on either side of the embankment and traversing two sets of tracks.

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

The Ravine Trail is in poor condition and inadequate for year-round use. South of the railroad tracks, most of the trail is paved (0.3 miles paved, 0.2 miles unpaved) but not striped and in deteriorating condition. North of the tracks, the 1.5-mile segment of trail is entirely unpaved. The unpaved trail segments include uneven gravel with loose, soft surfaces that create unsafe conditions in wet weather and make it difficult to remove snow in winter months. The existing trail conditions limit safe trail access and create safety issues for all users and abilities.

The proposed project includes:

- Two miles of 8 to 10-foot wide, off-street, bituminous multiuse trail meeting all ADA requirements

- Separated railroad underpass with retaining walls and associated work
- Wayfinding and signage, rest area, and associated amenities

As part of the TH 41 Regional Trail Search Corridor, the Ravine Trail is anticipated to:

- Connect disconnected existing trails, creating a continuous two-mile multiuse trail along a planned Tier 2 RBTN Corridor that will connect TH 5 in Chanhassen with the Minnesota River Bluffs Regional Trail in Chaska
- Link City-identified job centers, commercial areas, neighborhoods, schools, open spaces, cultural and institutional places, and other destinations via alternative transportation
- Improve livability for low-income residents without access to a vehicle by providing a convenient and viable alternative transportation option
- Provide residents living in affordable housing adjacent to the project's southern terminus access to job centers
- Expand trail access to other users, including children and families, senior citizens, and users with disabilities via accessible surfacing and appropriate widths for multiple uses.

(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.

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

Ravine Trail - Reconstruct Ravine Trail for ped and bike traffic, railroad underpass, retaining walls, culvert replacements

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 \$4,573,840.00

Match Amount \$1,143,460.00

Minimum of 20% of project total

Project Total \$5,717,300.00

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, City

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.

Project Information

County, City, or Lead Agency Carver County

Zip Code where Majority of Work is Being Performed 55318

(Approximate) Begin Construction Date 04/01/2026

(Approximate) End Construction Date 11/01/2026

Name of Trail/Ped Facility: Ravine Trail

(i.e., CEDAR LAKE TRAIL)

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

From: West 82nd St
(Intersection or Address)

To: Pioneer Trail (Carver CSAH 14)
(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? Yes
Primary Types of Work Bit surf, bike path, underpass, retaining wall, culvert, 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; p2.6

Goal B: Strategy B6; p2.7

Goal C: Objectives 4, 5; Strategies C1, C15, C16, C17; p2.8-10

Goal E: Objectives 1, 2, 3, 4; Strategies E3, E6; p2.31-2.32, 2.34; p2.12

Goal F: Objective 3; p2.14

(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.A - Regional Bicycle Transportation Network

 - 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

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

University of Minnesota Landscape Arboretum
Circulation Master Plan and Development
Opportunities, 2011

- Pedestrian and Vehicular Circulation Overview

City of Chaska 2040 Comprehensive Plan

- Chapter 6 - Transportation

 - o p6.64 - Gaps in the Existing Trail System

 - o Figure 13 - Bicycle and Trails Network

 - o p6.67 - Connections to Regional Employment Clusters

 - o p6.68 - RBTN Tier 2

- Chapter 7 - Parks, Trails, Recreation, and Open Space Plan

o p7.17 - Trails and Open Space map

o p7.22 - Community Input

Technical Addendum Update to the Regional Bicycle Barriers Study

- Background

o Figure 1 - Regional Rail, Stream, and Expressway Bicycle Barriers as defined in the RBBS

(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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$240,000.00
Removals (approx. 5% of total cost)	\$345,200.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$240,000.00
Storm Sewer	\$105,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$48,000.00
Striping	\$72,000.00
Signing	\$4,100.00
Lighting	\$75,000.00
Turf - Erosion & Landscaping	\$384,000.00
Bridge	\$0.00
Retaining Walls	\$264,000.00
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	\$1,200,000.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$2,977,300.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$2,655,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$65,000.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$20,000.00
Totals	\$2,740,000.00

Specific Transit and TDM Elements

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

Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

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

Totals

Total Cost	\$5,717,300.00
Construction Cost Total	\$5,717,300.00
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

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 1649623231343_Ravine_Map_RBTN.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 21365

Existing Employment Within One Mile (Integer Only) 9418

Upload the "Population Summary" map 1649623383347_Ravine_Map_Pop+Employment.pdf

Please upload attachment in PDF form.

Measure A: Engagement

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

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

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

Carver County & the City of Chaska engaged with specific communities and populations during project development to understand their transportation needs. BIPOC enclaves, Jonathan Elementary School, and several affordable housing developments supporting low-income, elderly, and disabled residents fall within .5 miles of the project area.

Targeted engagements include:

- 3/23/22-4/9/22: Project-specific survey

- o Distributed in print and digital formats to residents living in adjacent affordable housing developments; students and teachers at Jonathan Elementary School, Family Learning Center, and Chaska Early Childhood Center; Jonathan Neighborhood Association; 'Active Older Adults' social media groups and residents living in adjacent senior and assisted living housing; Minnesota Landscape Arboretum; and to the general public.

- o Key takeaways

- 90% use sidewalks, bike lanes, or off-street trails on a daily/weekly basis

- 88% would prefer to walk, ride, or roll on off-street trails

- Most important improvements were added connections (62%); paved, accessible surfaces (50%); wayfinding and signage (50%); safety and lighting (41%); and separated RR underpass (39%)

- o 489 responses

- o 21% of respondents reported household income less than \$75,000

Engagements for the Carver County Southwest Regional Trail Master Plan include:

Response:

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

o ADA-friendly, language interpreter, Family-friendly

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

o ADA-friendly, language interpreter, Family-friendly

- 9/29/21: Downtown Chaska Block Party

o ADA-friendly

o Family-friendly

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

o ADA-friendly, Family-friendly, food

o Targeted low-income residents

These pop-up and open house engagements centered on outreach and input via conversations, surveys, and dotmocracy exercises. Themes included a need for greater public awareness via improved wayfinding, signage, and outreach. The Jonathan trails, which connect with the Ravine Trail at Pioneer Trail, were brought up numerous times as popular local routes, with noted concerns with safety and conditions. Respondents felt the 'informal railroad track crossing' was a problem for trail users and saw opportunity in a 'safe North-South connection.'

For the Chaska Pedestrian and Bike Master Plan, an online Wikimap - April 22 to June 4, 2021 - recorded the public's destinations, barriers, ideas, and desires for new trails on an interactive map. An online survey gathered feedback on user preferences, opportunities and barriers, and design

alternatives. Themes included a want for better connectivity, improved winter maintenance, added signage and wayfinding, safer intersections, and a strong preference for separated and off-street ped./bike facilities.

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

Measure B: Equity Population Benefits and Impacts

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

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

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

Below is a list of potential negative impacts. This is not an exhaustive list.

Connecting and improving the Ravine Trail benefits Carver County and City of Chaska residents and will uniquely benefit neighboring BIPOC, low-income, disabled, youth, and aging populations (see Housing and Equity Populations maps).

The Ravine Trail proposes to connect two miles of existing and proposed trails divided by a Twin Cities and Western Railroad track via a separated railroad underpass, improved wayfinding and signage, and a paved, accessible trail of appropriate width for safe multimodal use.

The proposed railroad underpass would connect a series of divided local trail systems and fill a significant gap in the TH 41 Regional Search Corridor, a Tier 2 RBTN Alignment that will eventually link TH 5 (Tier 1 RBTN Alignment) in Chanhassen and Minnesota River Bluffs Regional Trail (Tier 1 RBTN Alignment) in Chaska. At the regional level, this future connection will improve access to the Regional Bicycle Transportation Network and draw visitors to this unique segment around Upper Lake Grace, McKnight Lake, Big Woods Lake, and the Minnesota Landscape Arboretum. At the local level, this connection would provide a safe and convenient way to cross the railroad tracks; provide direct access improvements for BIPOC, low-income, student, and disabled residents living near the project's southern terminus to City-identified job centers, commercial nodes, cultural and institutional places, parks and open spaces, and Jonathan Elementary School; encourage the use of alternative transportation for trips that might otherwise be taken by car; and provide public health benefits to aging populations residing in one of several adjacent senior and assisted living developments.

Response:

The proposed trail improvements, which include a paved, accessible multiuse trail, added wayfinding and signage, and safe railroad crossing align with public wants and desires for added connections; paved, accessible surfaces; added wayfinding and signage; safety and lighting; and a separated railroad underpass. These improvements allow a wider range of users to enjoy the Ravine Trail by providing accessible surfaces for users of all abilities and appropriate widths for multimodal use. Added wayfinding and signage helps inform and orient users on the trail system and outlines rules and regulations. These improvements benefit all users and specifically benefit Hispanic/Latino, low-income, elderly, disabled, and youth residents living in the Jonathan Community, directly adjacent to the project's southern terminus.

The proposed project does not negatively impact BIPOC or low-income populations, children, people with disabilities, youth, or older adults.

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

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.

There are 251 subsidized housing units within ½ mile of the proposed project (see attached map):

- Waybury Apartments, 110340 Geske Road, Chaska (0.3 miles)

- o Existing development

- o 114 units

- o HUD Subsidized Section 8

- Windstone Townhomes, 110550 Windmill Court, Chaska (0.5 miles)

- o Existing development

- o 88 units

- o Low-Income Housing Tax Credit (LIHTC)

- Lake Grace Apartments, 1108 Village Road, Chaska, (0.5 miles)

- o Existing development

- o 91 units

- o HUD HOME Investment Partnerships Program

The proposed Ravine Trail project provides safe and convenient alternative transportation access to City-identified job centers, shopping, schools, and other destinations along the TH 41 corridor, such as the Minnesota Landscape Arboretum and McKnight Park. The Ravine Trail connects with existing City of Chaska multiuse trails at several points, providing continuous access to important destinations such as the Two Twelve Medical Center and East Creek Transit Station, where low-

Response:

income residents will be able to access public transit connecting to jobs in downtown Minneapolis and the West Metro. The Ravine Trail offers residents with limited or no access to a car a safe, convenient, and enjoyable modal option for getting to work, education, goods, and other amenities.

In addition, the Ravine Trail joins two miles of multiuse trail and adjacent open space that is currently inaccessible due to poor signage and wayfinding, limited connections, inconsistent surfacing, and the lack of a formal and safe railroad track crossing. Most significantly, because the subsidized housing developments listed above are all located south of the Twin Cities and Western Railroad track, a separated railroad underpass will open trail access and destinations north of the track, including a significant job center at the North Chaska Industrial Park, to residents living in those developments. The proposed project complements local recreational opportunities for low-income residents by connecting those residents to Upper Lake Grace, McKnight Lake, Big Woods Lake, and the Minnesota Landscape Arboretum.

(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.

1649879137852_Ravine_Map_Socio-Economic-Housing-Equity combined.pdf

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

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

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

Bike system gap improvements include the following:

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

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

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

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

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

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

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

The improved Ravine Trail will significantly expand the multimodal transportation network by filling a gap in the Trunk Highway (TH) 41 RBTN Corridor, which will eventually connect TH 5 (Tier 1 RBTN Alignment) in Chanhassen and MN River Bluffs Regional Trail (Tier 1 RBTN Alignment) in Chaska. The separated railroad underpass will provide a significantly safer means of crossing the Twin Cities & Western RR track, which is an identified bicycle barrier in the Technical Addendum Update to the Regional Bicycle Barriers Study. The project will also cross East Chaska Creek, a designated stream barrier.

At the local level the proposed project connects a series of disconnected and divided existing trails via a continuous 2-mile accessible multiuse trail and separated RR underpass. These improvements close multiple gaps in the existing trail system by providing a continuously paved, 8- to 10-foot-wide accessible multiuse trail in place of current paved (0.3 miles), unpaved (1.5 miles), and nonexistent trail segments (0.2 miles). The trails north and south of the Twin Cities and Western Railroad track are currently divided, but trail users cross the tracks via an informal crossing by climbing the 20-foot banks of the elevated track. A separated railroad underpass significantly improves safety at the crossing and allows users of all abilities to access trails on either side of the railroad tracks. These improvements help close a gap in North-South pedestrian and bike facilities in Chaska, allowing users to access destinations along TH 41 without having to walk or ride on unsafe roadway shoulders. The new separated railroad underpass along with trail improvements will provide a more connected, safer, protected multimodal environment.

At the regional level the Ravine Trail will be an important piece of the Tier 2 RBTN between TH 5

Response:

(Tier 1 RBTN Alignment) and MN River Bluffs Regional Trail (Tier 1 RBTN Alignment), helping bridge the gap in regional trails between Chanhassen and Chaska. The missing link between TH 5 and Minnesota River Bluffs Regional Trail will connect residents and visitors to Chaska and Carver County to those regional trail networks and significant regional amenities like the MN Landscape Arboretum. The project corridor is part of the RBTN Tier 2 Corridor along Trunk Highway 41. There is currently no connecting pedestrian or bicycle infrastructure along TH 41 and the only transportation option for multimodal traffic is on-road or the limited shoulders. MnDOT will be resurfacing TH 41 for the length of the proposed trail corridor in 2023 without adding any dedicated bicycle or pedestrian sidewalks or trails, meaning the roadway corridor will remain as-is for the foreseeable future. This trail project will fill the existing gap in the RBTN.

(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

Yes

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

Measure B: Project Improvements

The proposed off-street trail will address public safety concerns and provide a safe and convenient alternative non-motorized transportation route in the TH 41 Regional Search Corridor. Improved paving, wayfinding and signage, and a separated railroad underpass increase comfort and safety for all users.

Public engagements for the City of Chaska Pedestrian and Bicycle Master Plan gathered feedback on non-motorized transportation user preferences. Key safety concerns include trail connectivity, winter snow and ice removal, signage and wayfinding, and safer intersections. Existing trails are paved in some sections and unpaved in others (see map). A continuous, 8 to 10-foot wide bituminous multiuse trail will close gaps in connectivity between existing trail segments, allow for effective snow and ice removal, be accessible, and lower chances of pedestrian and bike conflicts. Regular and clearly communicated informational signage can help users feel safe on unfamiliar trails. Added signage and wayfinding will help inform and orient trail users on nearby trails, connections, and rules and regulations. The trails north and south of the Twin Cities and Western Railroad track are currently divided, but trail users do cross the tracks via an informal crossing by climbing the 20-foot banks of the elevated track. A separated railroad underpass significantly improves safety at the crossing and allows users of all abilities to access trails on either side of the railroad tracks.

Response:

TH 41 is a principal north-south corridor for the City, but non-motorized facilities along the corridor are mostly incomplete north of Pioneer Trail. Adding pedestrian connections within the TH 41 right-of-way is challenging due to existing ROW constraints. In the last 10 years there have been a

total of 10 bicycle-vehicle or pedestrian-vehicle crashes (five minor injury and five possible injury) along TH 41 and CSAH 14-Pioneer Trail combined. The proposed Ravine Trail provides a north-south route within an existing trail alignment, in a safer and more enjoyable manner. Users wishing to access housing, job centers, and commercial nodes along the corridor are forced to travel on TH 41 road shoulders and risk conflicts with fast-moving vehicles (50 mph roadway in project segment). The nearest north-south connections with railroad crossings are McKnight Road (0.5 miles to the west) and CSAH 18-Lyman Boulevard (1.3 miles to the east) - both are inconvenient alternatives. Feedback gathered for the City of Chaska Pedestrian and Bicycle Master Plan showed a strong preference for separated and off-street pedestrian and bike facilities. A continuous multiuse off-street trail provides a safe and convenient alternative to existing non-motorized north-south options along TH 41.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The Ravine Trail leverages existing trail alignments north and south of the Twin Cities and Western Railroad track to provide a safe, convenient, and enjoyable multimodal route in a Tier 2 RBTN Alignment that will eventually link TH 5 (Tier 1 RBTN Alignment) in Chanhassen and Minnesota River Bluffs Regional Trail (Tier 1 RBTN Alignment) in Chaska. For residents of Chaska and Carver County the Ravine Trail will significantly expand multimodal transportation options, providing additional alternatives to vehicular travel for school and work commutes and accessing commercial nodes, parks and open spaces, and other destinations. Because the Ravine Trail is entirely off-street and multiuse, travel experience and safety on the route closely aligns with public preferences recorded in engagements for the Carver County Southwest Regional Trail Masterplan, City of Chaska Pedestrian and Bike Master Plan, and targeted engagements for the proposed project. There are also no current or planned pedestrian or bicycle amenities on Trunk Highway 41 for the majority of the proposed trail corridor, so this will create an important multimodal connection compared to traveling on-road of a major state highway.

As part of the TH 41 Regional Search Corridor, the Ravine Trail will be an important connection for Southwest Transit users. East Creek Station, which serves routes 600, 695, 698, and 699 to Downtown Minneapolis and the West Metro is just 1.5 miles south or less than a 10-minute ride from the project's southern terminus. Transit users might walk or park their bike at East Creek Station to access bus service or load their bike onto the integrated bus bike rack, allowing them to access job opportunities and other destinations further from other stations. Each additional safe, convenient, and enjoyable multimodal opportunity encourages active lifestyles and eases vehicular congestion on

roadways.

The Ravine Trail will be paved with a continuous 8 to 10-foot accessible bituminous surface, which will be accessible to all users, including those using wheelchairs, mobility devices, and pushing strollers. The proposed trail width will be appropriately sized for safe use by multiple non-motorized modes, which will reduce chances for pedestrian, bicycle, and other modal conflicts.

(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.

Carver County and the City of Chaska engaged broad and specific communities and populations to identify the transportation problem and solution of the Ravine Trail project. Engagements for the Ravine Trail project were included in the Carver County 2040 Plan, Carver County Southwest Regional Trail Master Plan, City of Chaska Pedestrian and Bike Master Plan, and in targeted engagements with neighboring communities, including nearby low-income housing developments, senior housing developments, schools, neighborhood organizations, and the Minnesota Landscape Arboretum.

Response:

Transportation problems identified in public engagements include low public awareness of trail networks, safety concerns with respect to trail conditions, and safety concerns with respect to the existing informal railroad crossing. Solutions identified in public engagements include improved connectivity, improved winter maintenance, added signage and wayfinding, safer intersections and crossings, and a strong preference for separated and off-street pedestrian and bike facilities.

Targeted engagements include:

- 3/23/2022 - 4/9/2022: Project-specific survey

o Distributed in print and digital formats to residents living in adjacent affordable housing developments; students and teachers at Jonathan Elementary School, Family Learning Center, and Chaska Early Childhood Center; Jonathan Neighborhood Association; 'Active Older Adults' social media groups and residents living in adjacent senior and assisted living housing; Minnesota Landscape Arboretum; and to the general public

o 489 total responses

Engagements for the City of Chaska Pedestrian and Bike Master Plan include:

- 4/22/2021 - 6/4/2021: Interactive Wikimap and survey

Engagements for the Carver County Southwest Regional Trail Master Plan include:

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

- o ADA-friendly, language interpreter

- o Family-friendly programming

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

- o ADA-friendly, language interpreter

- o Family-friendly programming

- 9/29/2021: Downtown Chaska Block Party

- o ADA-friendly

- o Family-friendly programming

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

- o ADA-friendly

- o Family-friendly programming, food

- o Targeted low-income residents

Engagements for the Carver County 2040 Plan include:

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

libraries

- 2017-18: Online 'social pinpoint' engagement tool and questionnaire active on 2040 Plan website

- 2017-18: Open Houses

o East African and Latino/Hispanic stakeholders

o General public

o Township Supervisors

- 2019: Final Open House

o General public

(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.

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.

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.

Yes

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

1649623773420_RavineTrail_Map.pdf

Please upload attachment in PDF form.

Additional Attachments

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

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 Yes

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

Total Project Cost (entered in Project Cost Form):	\$5,717,300.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$5,717,300.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

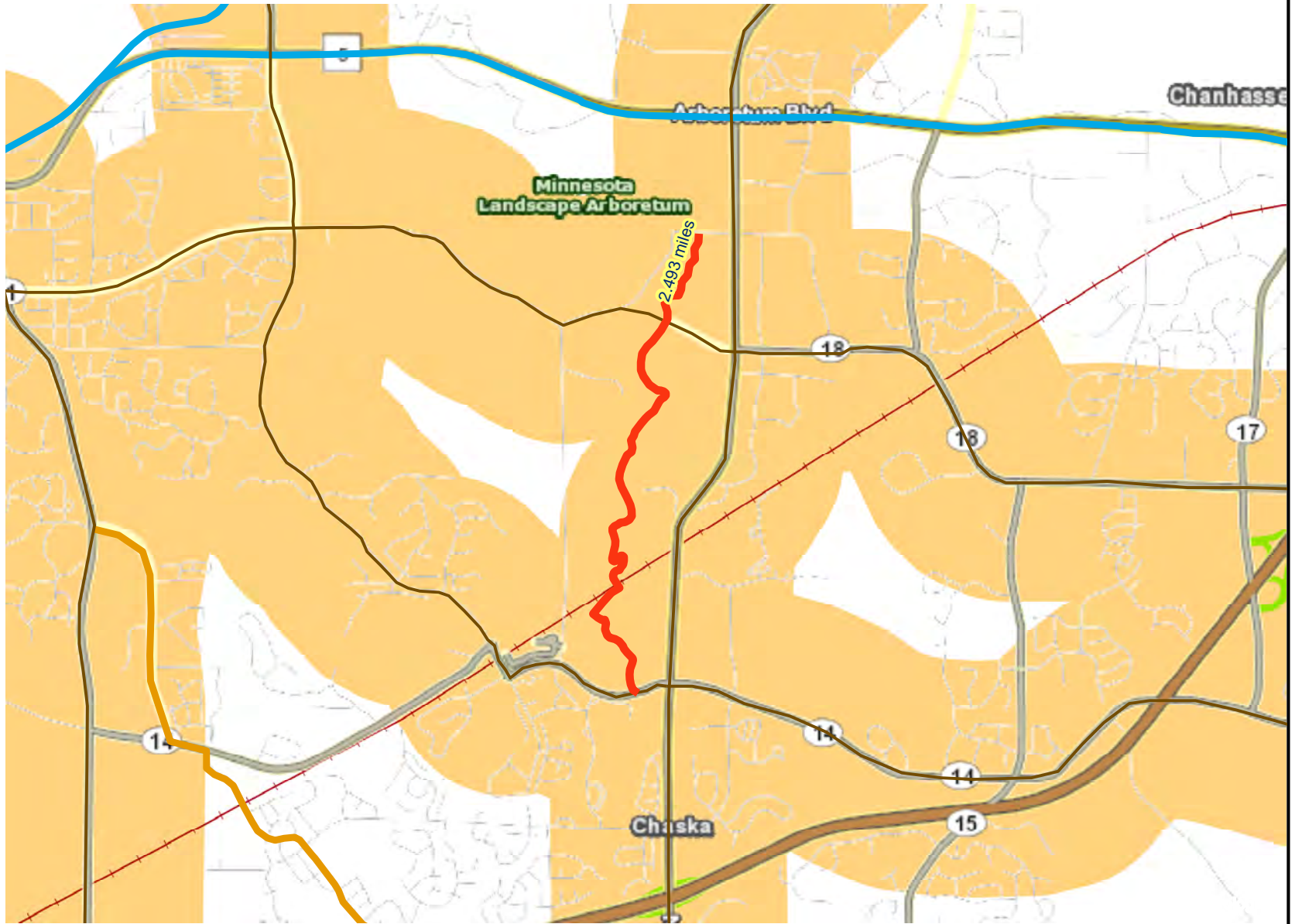
File Name	Description	File Size
20220411_ARB_Support Letter_Ravine Trail_to Carver Co.pdf	University of Minnesota Letter of Support - Ravine Trail	222 KB
Carver County Resolution 23-22 - signed.pdf	Carver County Resolution - Ravine Trail	368 KB
Chaska LOS-Ravine Trail_20220405111124068.pdf	Chaska Letter of Support - Ravine Trail	434 KB
Chaska Snow-Ice Maint-20220413073012041.pdf	Snow-Ice Maintenance - Ravine Trail	20 KB
Ravine Trail Bike-Ped Crashes (2011-2022).pdf	Crash Data Bike-Ped 2011-2022	71 KB
RavineTrail_ExistingConditions.pdf	Existing Conditions - Ravine Trail	523 KB
RavineTrail_Map.pdf	Project Map - Ravine Trail	310 KB
RavineTrail_Summary_.pdf	Project Summary - Ravine Trail	318 KB
Ravine_Map_Transit.pdf	Met Council generated transit map - Ravine Trail	116 KB
TCWR-Agreement letter.pdf	TC&W RR Agreement for use of active rail line and support of project - Ravine Trail	364 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Ravine Trail | Map ID: 1647447136772

Results

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



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



Created: 3/16/2022
LandscapeRSA6

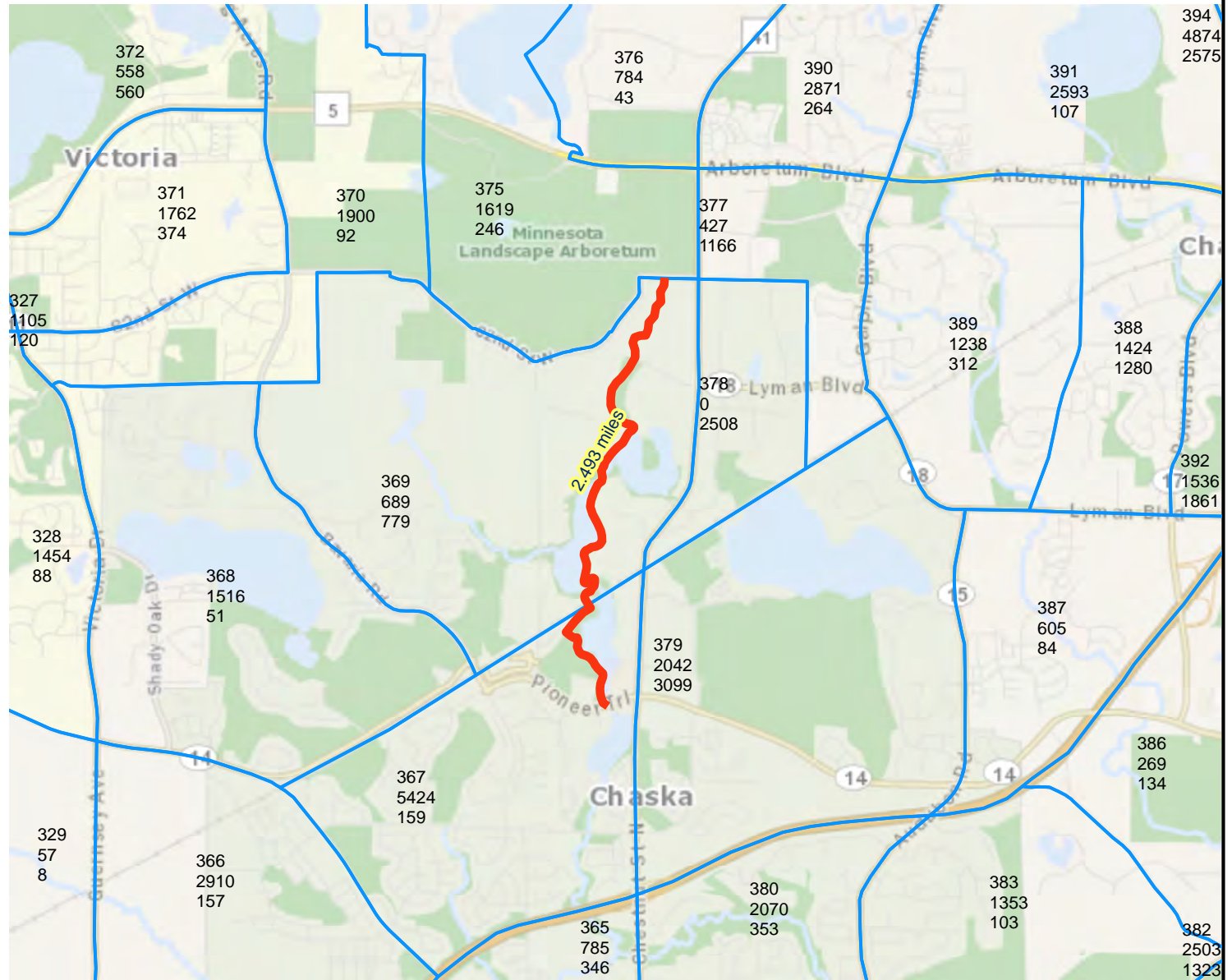


For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Ravine Trail | Map ID: 1647447136772



Results

Within ONE Mile of project:
 Total Population: 21365
 Total Employment: 9418

-  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>



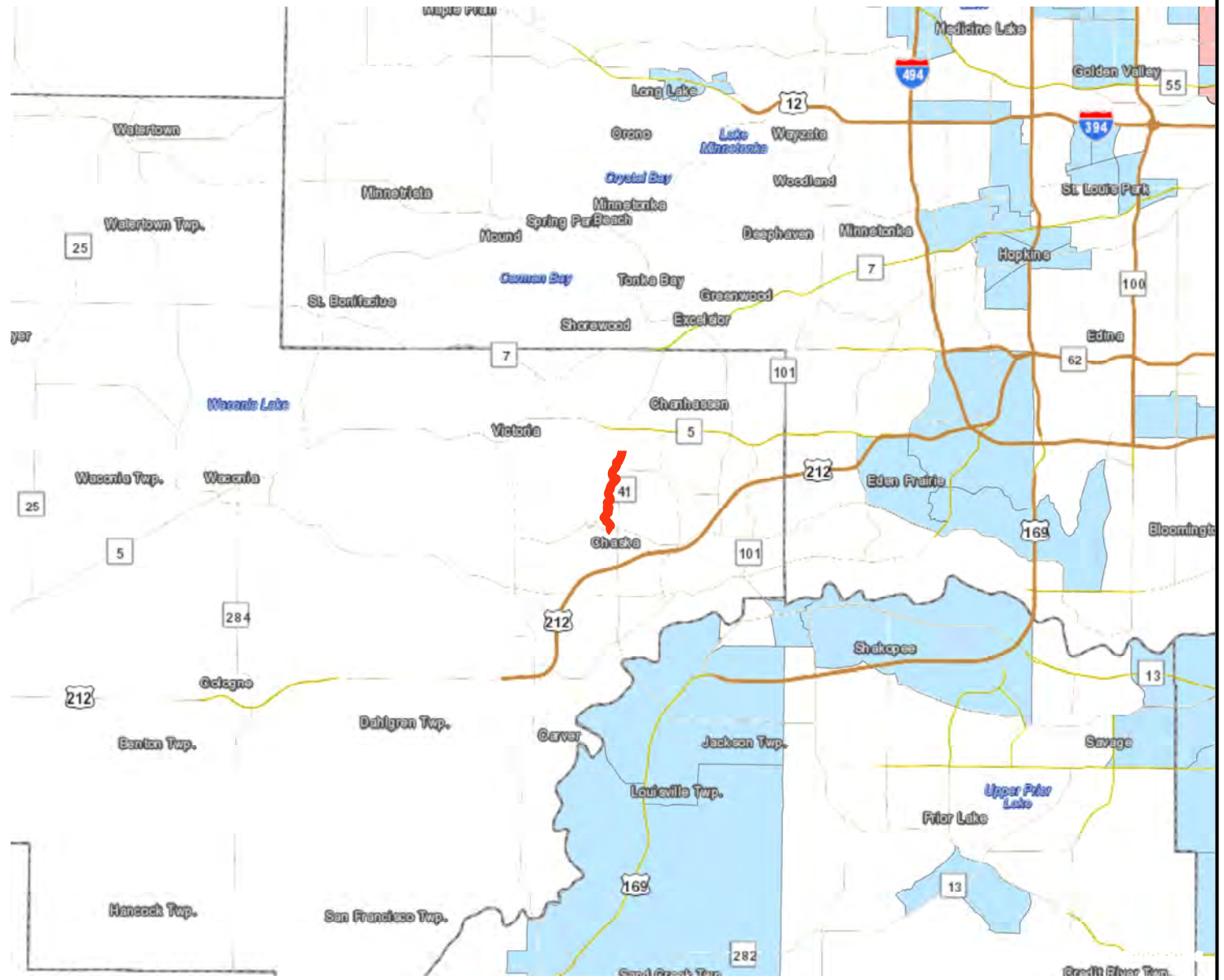
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Ravine Trail | Map ID: 1647447136772

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 251

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

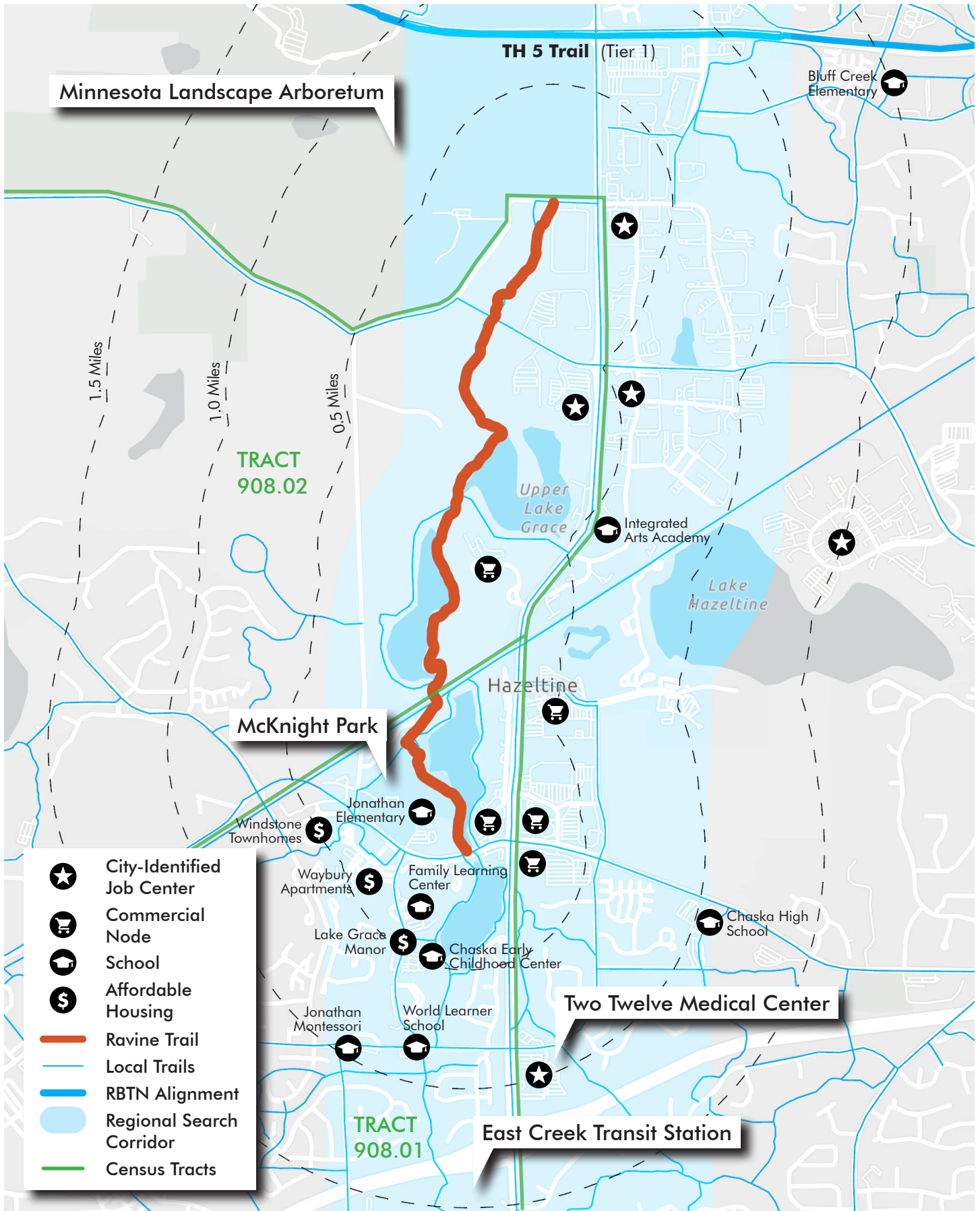


Created: 3/16/2022
LandscapeRSA2



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Minnesota Landscape Arboretum

TH 5 Trail (Tier 1)

Bluff Creek Elementary

TRACT 908.02

Upper Lake Grace
Integrated Arts Academy

Lake Hazeltine

Hazeltine

McKnight Park

Windstone Townhomes

Jonathan Elementary

Waybury Apartments

Family Learning Center

Lake Grace Manor

Chaska Early Childhood Center

Chaska High School

Jonathan Montessori

World Learner School

Two Twelve Medical Center

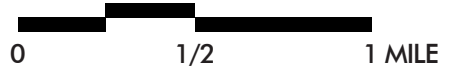
TRACT 908.01

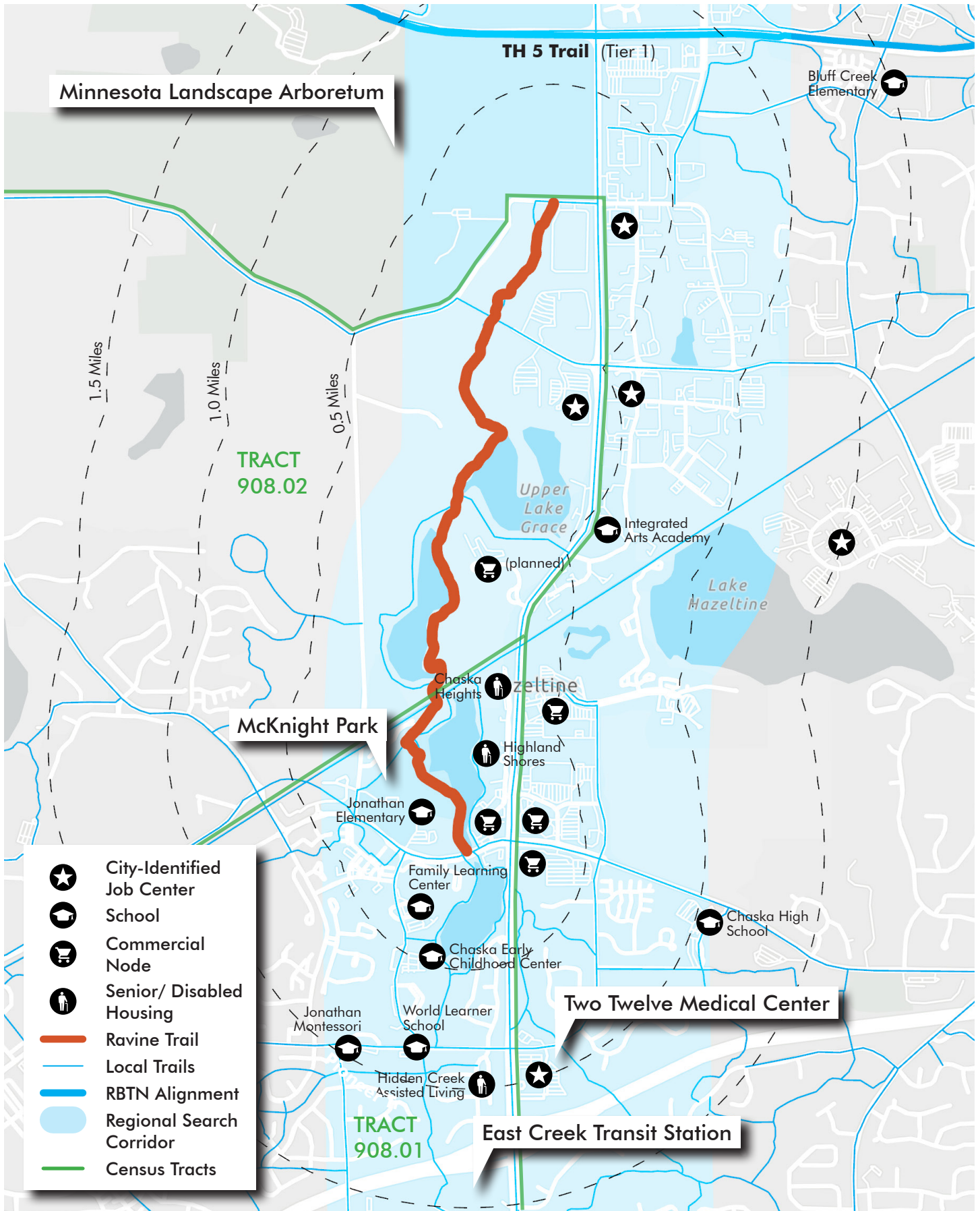
East Creek Transit Station

- ★ City-Identified Job Center
- 🛒 Commercial Node
- 🎓 School
- 💰 Affordable Housing
- 👉 Ravine Trail
- 🚶 Local Trails
- 🚆 RBTN Alignment
- 🌊 Regional Search Corridor
- 🟢 Census Tracts

Ravine Trail

Affordable Housing and Destinations



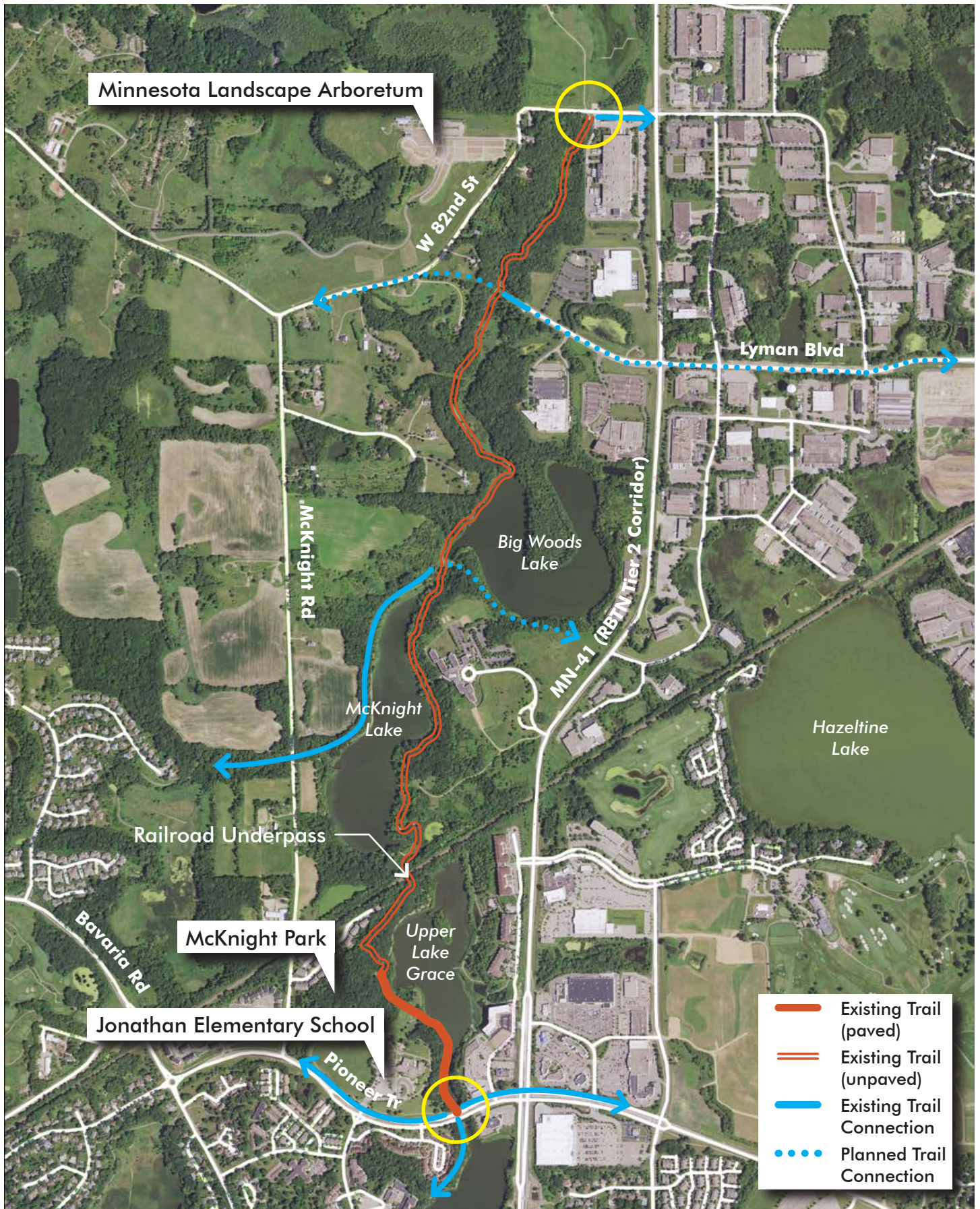


- City-Identified Job Center
- School
- Commercial Node
- Senior/ Disabled Housing
- Ravine Trail
- Local Trails
- RBTN Alignment
- Regional Search Corridor
- Census Tracts

Ravine Trail

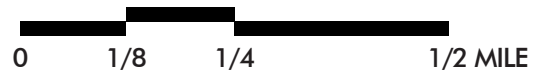
Equity Populations and Destinations





Ravine Trail

Project Extents



UNIVERSITY OF MINNESOTA

Crookston • Duluth • Morris • Rochester • Twin Cities

*Planning, Space, and Real Estate
University Services*

451 Donhowe Building
319 15th Avenue SE
Minneapolis, MN 55455
Office: 612-625-5345

April 11, 2022

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

Delivered via email mwalsh@co.carver.mn.us

Re: Carver County Ravine Trail Letter of Support
Metropolitan Council's 2022 Regional Solicitation

The University of Minnesota and the Minnesota Landscape Arboretum are pleased to support Carver County's application for the Ravine Trail in the City of Chaska from Pioneer Trail (County Highway 14) to 82nd St. W under the Multiuse Trails and Bicycle Facilities category of Metropolitan Council's 2022 Regional Solicitation for federal transportation funding.

The proposed trail will fill a significant gap in the multimodal transportation system as well as directly connect to the MN Landscape Arboretum. Currently, 75% (1.5 miles) of the TH 41 corridor that the proposed regional trail would serve has no sidewalk or trail for bicycle and pedestrian travel in this developed area. Without this regional trail project, there will be no connecting bicycle or pedestrian infrastructure travel option within this gap area for the foreseeable future.

The University of Minnesota and the Minnesota Landscape Arboretum support the County's application for the Ravine Trail to the Metropolitan Council's 2022 Regional Solicitation funding program.

Sincerely,



Monique MacKenzie
Director of Planning, University of Minnesota



Peter Moe
Director, University of Minnesota Landscape Arboretum

Cc: Myron Frans, Senior Vice President for Finance and Operations
Brian Buhr, Dean, CFANS
Mike Berthelsen, Vice President for University Services
Leslie Krueger, Assistant Vice President for Planning, Space, and Real Estate
JD Burton, Director, Government Relations



CITY OF CHASKA
ONE CITY HALL PLAZA / CHASKA MN 55318-1962

April 5, 2022

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

Dear Ms. Koutsoukos,

The City of Chaska supports Carver County's 2022 Regional Solicitation federal transportation request for the northern Ravine Trail. We understand the project will provide a multiuse regional trail between 82nd Street and Pioneer Trail (Carver County CSAH 60), a Twin Cities and Western Railroad underpass, new culverts, and directional signage.


The project is consistent with the Chaska's goal of having a paved trail connecting the Minnesota Valley National Wildlife Refuge at the city's south edge to the University of Minnesota's Landscape Arboretum on its northern edge.

This project will significantly improve multimodal access to and from employment areas, single and multi-family housing, places of commerce and assembly, and educational and cultural places, as well as improve access to both existing and future transit opportunities.

Lastly, from a safety perspective, there exists a missing section of trail between McKnight Lake and Lake Jonathan where it crosses the Twin Cities and Western Railroad. At times, this missing section of trail causes people to make unsafe choices and cross the Twin Cities & Western railroad tracks at an uncontrolled location. The railroad underpass proposed in this application will solve this unsafe crossing of the Twin Cities and Western Railroad.

The City of Chaska supports Carver County's 2022 Regional Solicitation federal transportation request for the northern Ravine Trail and the city acknowledges a potential City cost-share in the project.

Sincerely,


Mark Windschitl, Mayor
City of Chaska

April 6, 2022

Matt Clark
City Engineer
City of Chaska
One City Hall Plaza
Chaska, MN 55318

RE: Commitment to year-round maintenance for the North Ravine Trail Improvements

Dear Matt Clark,

This is written confirmation that the City of Chaska Public Works Department is committed to maintaining the pedestrian facilities proposed by the North Ravine Trail Improvements project year-round per the City's Snow and Ice Control Policy. The Public Works Department recognizes the local and regional importance of the proposed trail and is dedicated to keeping them accessible year-round throughout their lifespan.

The application and proposed project layout have been approved by city staff and are supported by the Public Works Department. We are cohesively dedicated to improving the region's transportation system and look forward to doing our part to maintain it.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brian Jung', with a long horizontal flourish extending to the right.

Brian Jung
Public Works Director
City of Chaska

Carver County Ravine Trail Regional Solicitation Application Bike/Ped Crashes 2011-2022

INCIDENTID	RTESYS	COLRTENUM	BEI	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_D	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_CRASH_MC	CRASH_DA	CRASH_YE	CRASH_DA	CRASH_HO	DIVIDED	DRD	CRASHSEV
944223	3	41	4.783	10	Chaska		M	25	21509145	2.13E+08	9	24	2021	Fri	20	N			4
10780465	3	41	6.512	10	Chaska		M	25	12029410	1.23E+08	9	30	2012	Sun	17				3
621171	3	41	6.745	10	Chanhassen		M	25	18022147	1.82E+08	7	16	2018	Mon	11		98		4
621528	4	14	2.446	10	Chaska		M	25	18007458	1.82E+08	7	17	2018	Tue	18	W			3
10781343	4	14	2.449	10	Chaska		M	25	12007504	1.23E+08	11	8	2012	Thu	16	E			3
488224	4	14	2.695	10	Chaska		M	25	17007206	1.72E+08	7	20	2017	Thu	14	W			4
10778198	4	14	2.788	10	Chaska		M	25	12002297	1.22E+08	6	12	2012	Tue	20				4
968107	4	14	2.817	10	Chaska		M	25	2.02E+11	2.13E+08	10	20	2021	Wed	16		98		4
375246	5	126	0.002	10	Chaska		M	25	16008372	1.62E+08	8	30	2016	Tue	8	W			3
784085	5	126	0.006	10	Chaska		M	25	20501244	2E+08	1	28	2020	Tue	19		98		3

NUMBERKI	NUMBERO	MANNERO	FIRSTHARN	RELATIONT	LIGHTCONI	WEATHERF	WEATHERS	RDWYSURF	WORKZON	ROADWAY	INTERSECT	ROUTE_ID	BASIC_TYP	UNITTYP	VEHICLETY	DIRECTION	PRECRASHI	AGEU1
0	1		9	3	4	1		1	98 MNTH 41	PIONEER TR	03000000C	1	2	3	1	24	46	
0	1	10	9	2	3	1		1	98 Hwy. 41	Co. Rd. 18	03000000C	2	6	62	1	21	18	
0	1		9	3	1	1		1	98 MNTH 41	82ND ST W	03000000C	2	2	2	2	21	51	
0	1		9	3	1	1		1	98 PIONEER TR	VILLAGE RD	040000659	2	2	2	4	21	28	
0	1	90	9	4	1	1	2	1	98 Pioneer Trl	Village Rd	040000659	2	2	2	4	24	20	
0	1		9	16	1	1		1	98 PIONEER TR		040000659	2	2	4	4	24	75	
0	1	6	9	3	3	1		1	98 MNTH 41	Pioneer Tr	040000659	2	2	3	1	23	51	
0	1		8	3	1	1		1	98 PIONEER TR	MNTH 41	040000659	1	5				16	
0	1		8	3	1	1		1	98 HAZELTINE BLVD		050002393	1	2	2	4	21	24	
0	1		8	4	4	2		1	98 HAZELTINE BLVD		050002393	1	2	2	3	24	19	

SEXU1	PHYSICALC	CONTRIBF/	CONTRIBF/	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU1	UNITTYPEL	VEHICLETY	DIRECTION	PRECRASHI	AGEU2	SEXU2	PHYSICALC	CONTRIBF/
M	5	2					12	20	50	11	21	5				65 M	5	22
M	5	1					7	98	50	11	21							
M	5	1					12	20	50	11	21	6				14 M	5	5
M	5	1					14	20	45	13	21	6				13 M	5	5
F	5	2	15				4	20	40	11	21	6	62	3	21	55 M	5	1
M	5	1					15	9	40	11	21	6				68 M	5	27
M	5	2					3	20	50	11	20	6	62			10 M	5	1
F	5	99		30	1							1		4	21			
M	5	2					13	20		11	21	5				86 M	5	99
M	5	1					14	20	40	11	21	5				45 M	5	26

RDWYDESI TRAFFICCO SPEEDLIMI ALIGNMEN GRADEU3 UNITTYPEL VEHICLETY DIRECTION PRECRASHI AGEU4 SEXU4 PHYSICALC CONTRIBF/ CONTRIBF/ NONMOTC NONMOTC RDWYDESI TRAFFICCO SPEEDLIMI

ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE	LONGITUD	CRASH_DA	STATUS	STATUS_N	AGENCY_O	AGENCY_O	NARRATIVE
		452387.1	4964106	44.82878	-93.6023	#####	Accepted	Reportable	MNMHP04	State Patro	U1
		452819.9	4966767	44.85277	-93.5971	#####	Accepted	Reportable	Unknown	Unknown	Bicyclist
		452815.6	4967142	44.85614	-93.5972	#####	Accepted	Reportable	MN010000	Sheriff	Unit 1 was stopped at a red light on southbound Highway 41 at the intersection of West 82
		451871.6	4964049	44.82824	-93.6088	#####	Accepted	Reportable	MN010020	Police	V1 was traveling WB on Pioneer Trl at the intersection with Village Rd. The semaphore turn
		451868.3	4964024	44.82801	-93.6089	#####	Accepted	Reportable	Unknown	Unknown	Unit 1 was
		452247	4964050	44.82827	-93.6041	#####	Accepted	Reportable	MN010020	Police	Driver of vehicle #1 was heading west on Pioneer Trail when he made a left hand turn into 1
		452393.3	4964073	44.82848	-93.6022	#####	Accepted	Reportable	Unknown	Unknown	Driver of Vehicle #1 was traveling west on Pioneer Trail and attempting to make a right han
		452444.4	4964093	44.82867	-93.6016	#####	Accepted	Reportable	MN010020	Police	A light blue pickup truck was stopped at a stoplight facing WB Pioneer Trl. attempting to m
		452414.5	4964809	44.83511	-93.602	#####	Accepted	Reportable	MN010020	Police	Vehicle
		452421.6	4964809	44.83511	-93.602	#####	Accepted	Reportable	MNMHP04	State Patro	The crash occurred at the intersection of MNTH 41 and Hazeltine Boulevard. The vehicle st

nd Street. Unit 1 had a large truck to the left of him in the left turn lane. Unit 1 driver stated his light turned green and he began to proceed through the intersection. Unit 1 stated at that time a bicyclist (Unit 2) came forward green, V1 proceeded forward and struck a bicyclist in the crosswalk. Driver of V1 did not see the bicyclist. Witness said that there was no way that the driver could have seen the bicyclist because a metro transit bus

the Lakeview clinic. Driver of the bicycle was heading west in the eastbound lane of traffic. When the driver of the vehicle made the left hand turn the bicyclist ran into the vehicle.

d turn on a green light to go north on MNTH 41. Vehicle #1 struck Aaron Maxa who was riding bicycle with his father and brother. The bicycles were traveling east on Pioneer Trail on a green light. The crosswalk light was red. Vehicle #1 made a right hand turn onto MNTH 41. Driver of the truck moved into the crosswalk slowly and was watching cross traffic. Once the truck was in the crosswalk the truck bumped into the hip of a 16 Y/O female. The 16 Y/O

opped at the stop light, on MNTH 41 southbound. The vehicle was in the left turn lane, waiting to turn left onto Hazeltine Boulevard. The vehicle received the green arrow and proceeded to make the left turn. At the :

om the east and was traveling westbound through the crosswalk. Unit 1 stated he struck the bicyclist and then pulled over to see if they were okay. Bicyclist stated he saw a red light and nobody was moving so he thou was in the turn lane and would have obscured his vision. Bicyclist said the semaphore changed as he was crossing the intersection. Bicyclist suffered minor scrapes/road rash and was not transported to a hospital. V1 si

as illuminated and the bicyclists had the right of way. Aaron was transported to the hospital by his father and grandfather.

3 hit her hand on the hood of the truck getting the attention of the driver who clearly did not see the pedestrian. The pedestrian did have a sore hip but did not want any medical attention. The pedestrian was not able

same time the vehicle made the left turn, the pedestrian started into the intersection to cross Hazeltine Boulevard. The pedestrian was traveling northbound through the intersection. There was no cross walk to cross

ght it was safe to cross. Bicyclist has scrapes on skin but refused transport. Bicyclist was a juvenile and his father arrived on scene to take him home. ustained very minor damage.

to collect a license plate for the truck.

Hazeltine and no pedestrian control lights. The pedestrian was dressed in all black clothing. The driver and passenger of the vehicle saw the pedestrian at the last minute and the driver quickly hit his brakes. The vehic

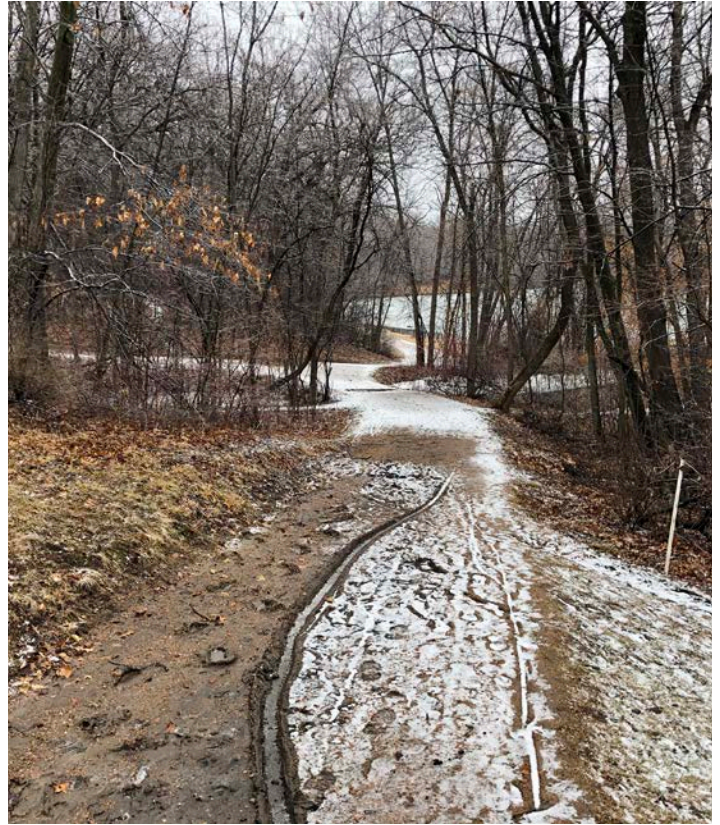
le hit the pedestrian on his left side. The pedestrian hit the right front of the vehicle, rolled over the hood, and hit the ground. The pedestrian sustained minor injuries. He was checked on scene by medics, but he refu

sed transport. There were no other reported injurie

Ravine Trail
Existing Conditions



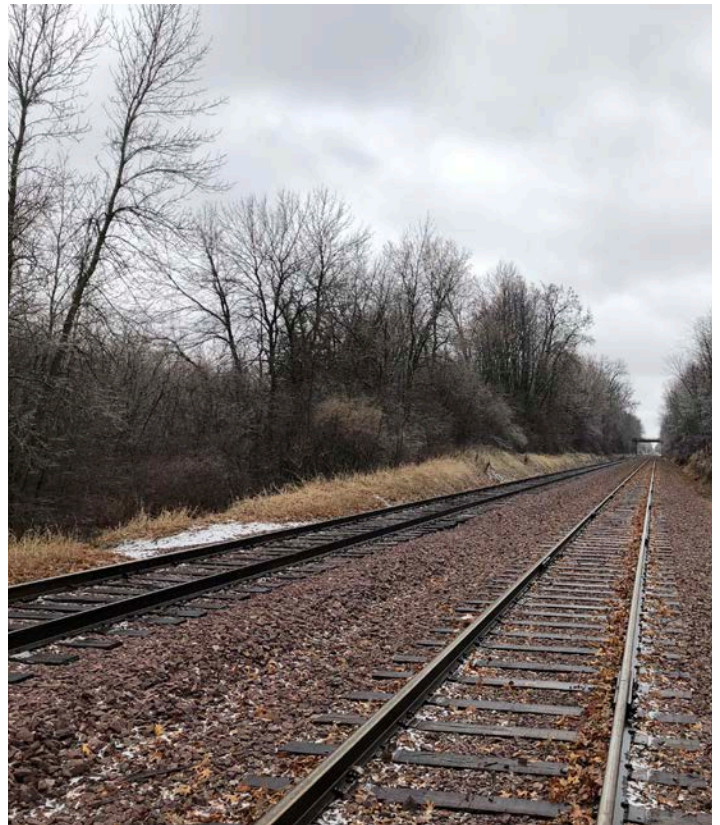
Paved trail segment, showing erosion at right



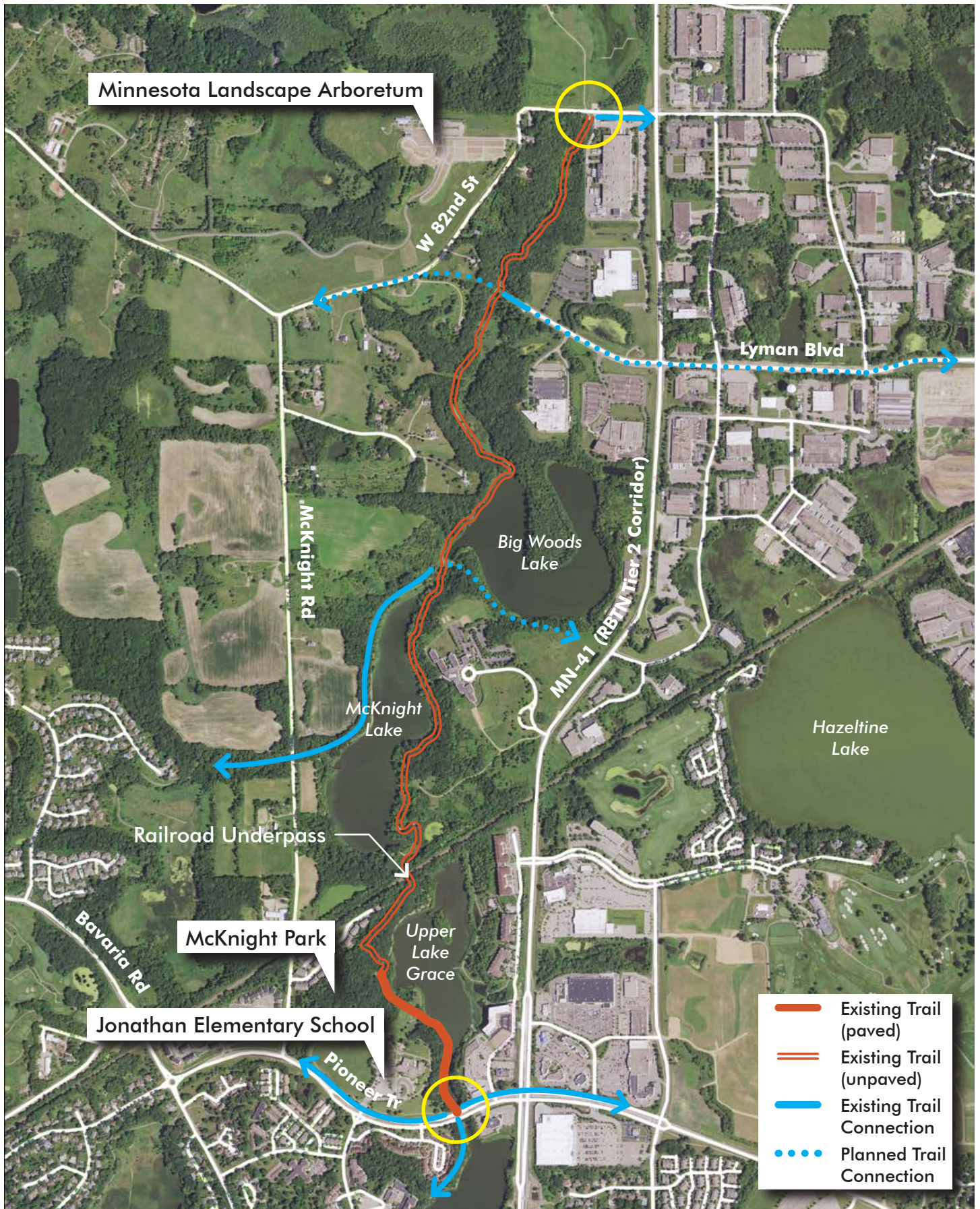
Unpaved trail segment, showing existing use and inaccessibility



Informal existing railroad crossing, showing existing use

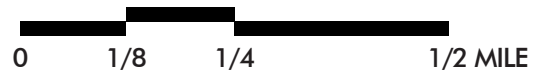


Railroad tracks, showing existing crossing at left



Ravine Trail

Project Extents



Ravine Trail Project Summary



Applicant: Carver County
Project Location: Ravine Trail between West 82nd Street and Pioneer Trail
Total Project Cost: \$5,717,300
Requested Federal Dollars: \$4,573,840

Project description:

The Ravine Trail project will construct a new paved bituminous trail, providing a continuous two-mile multiuse facility between West 82nd Street and Pioneer Trail (CSAH 14) to better serve bicyclists and pedestrians of all ages and abilities. The improved trail will significantly expand Carver County and the City of Chaska's alternative transportation network by filling a gap in the TH 41 Regional Trail Search Corridor, which will eventually connect to TH 5 (Tier 1 RBTN Alignment) in Chanhassen and Minnesota River Bluffs Regional Trail (Tier 1 RBTN Alignment) in Chaska. The existing railroad condition is a significant barrier to safe travel by bicyclists and pedestrians. Users currently pass over the tracks via an informal crossing that requires a steep and unstable 20-foot climb on either side of the embankment and traversing two sets of railroad tracks. The Ravine Trail is in poor condition and inadequate for year-round use. South of the railroad tracks, most of the trail is paved (0.3 miles paved, 0.2 miles unpaved) but not striped and in deteriorating conditions. North of the tracks, the 1.5-mile segment is entirely unpaved. The unpaved segments include uneven and loose gravel and dirt surfaces that create unsafe conditions in wet weather and make winter maintenance difficult. The existing trail conditions limit safe trail access and create safety issues for all users.

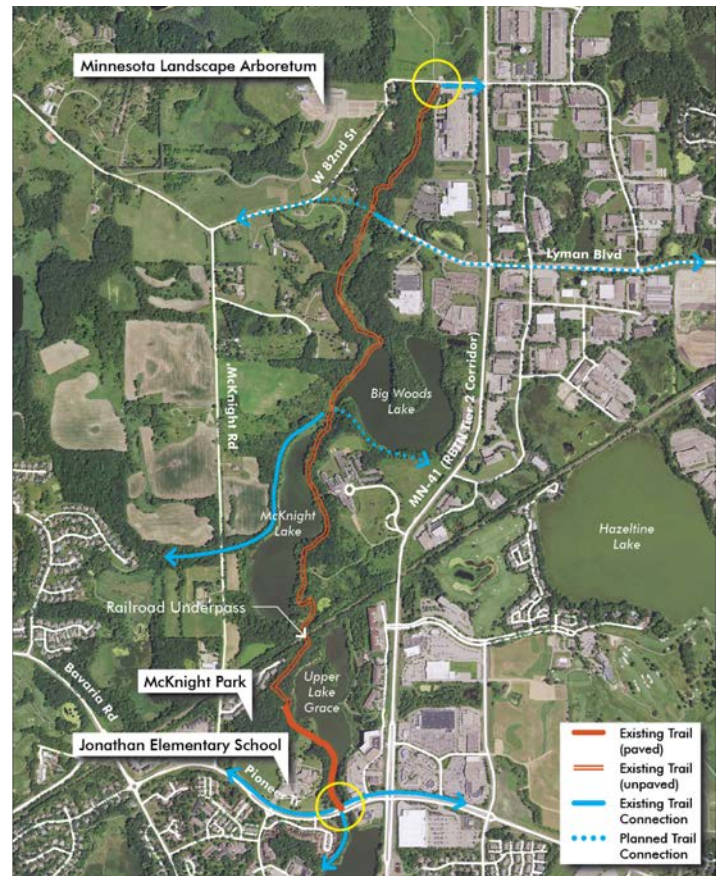
Proposed project elements include:

- Two miles of 8 to 10-foot wide, off-street, bituminous multiuse trail meeting all ADA requirements
- Separated railroad underpass with retaining walls, culvert reconstruction, and associated work
- Wayfinding and signage, rest area, and associated amenities

Project benefits include:

- Connect a series of disconnected existing trails, creating a continuous two-mile multiuse trail along a planned Tier 2 RBTN Corridor
- Link City-identified job centers, commercial areas, neighborhoods, schools, open spaces, cultural and institutional places, and other destinations via alternative transportation
- Improve County and City livability for low-income residents without access to a vehicle by providing a convenient and viable alternative transportation option
- Provide residents living in affordable housing adjacent to the project's southern terminus access to job centers
- Expand trail access to others users, including children and families, senior citizens, and users with disabilities via accessible surfacing and appropriate widths for multiple uses

Project location:



Ravine Trail

Project Extents



Existing conditions:



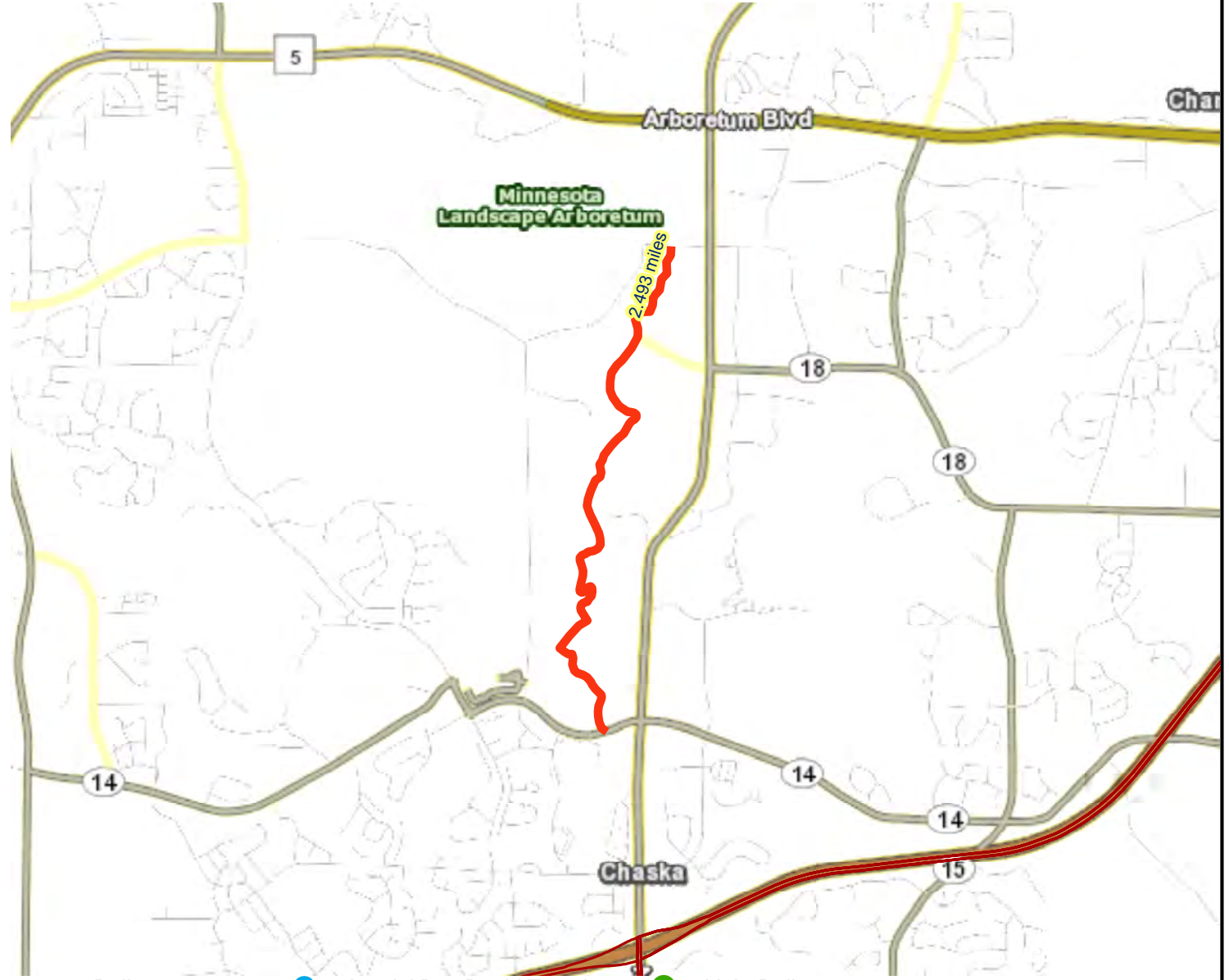
Unpaved trail segment



Informal existing railroad crossing

Transit Connections

Multiuse Trails and Bicycle Facilities Project: Ravine Trail | Map ID: 1647447136772



Results

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

**indicates Planned Alignments*

Transit Market areas: 4, 9

- | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|----------------|
| | 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 | | |



Created: 3/16/2022
LandscapeRSA3



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





TWIN CITIES & WESTERN RAILROAD COMPANY

April 11, 2022

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

Dear Ms. Koutsoukos,

Twin Cities & Western Railroad Company (TC&W) is pleased to support Carver County's application for the Ravine Trail in the City of Chaska from Pioneer Trail (County Highway 14) to 82nd St. W under the Multiuse Trails and Bicycle Facilities category of Metropolitan Council's 2022 Regional Solicitation for federal transportation funding.

The proposed project is for construction of a paved multiuse regional trail between Pioneer Trail and 82nd St. W, creating a connected north-south bicycle and pedestrian route serving the Trunk Highway (TH) 41 Regional Bicycle Transportation Network (RBTN) Tier 2 Corridor. The project includes construction of an underpass of the Twin Cities & Western Railroad to address a Tier 2 Rail Bicycle Barrier Crossing in the community and will also incorporate new culverts and directional signage.

The proposed trail will fill a significant gap in the multimodal transportation system and provide a direct connection for multi-family housing to a regional employment center as well as directly connect to the MN Landscape Arboretum. The proposed underpass will create this connection by addressing an existing unsafe, uncontrolled crossing of the TC&W active rail.

The Twin Cities & Western Railroad Company acknowledges use of TC&W owned and active rail right of way for the proposed project. TC&W supports the County's application for the Ravine Trail to the Metropolitan Council's 2022 Regional Solicitation funding program.

Sincerely,

Mark Wegner
President & CEO
Twin Cities & Western Railroad Company
Glencoe, Minnesota