

Metropolitan Parks and Open Space Committee Report

For the Community Development Committee meeting of September 21, 2020

For the Metropolitan Council meeting of October 14, 2020

Subject: Coon Creek Regional Trail Master Plan Amendment, Anoka County, Review File 50082-3

Proposed Action

That the Metropolitan Council:

1. Approve the Coon Creek Regional Trail Master Plan Amendment.
2. Encourage the County to implement the advisory comments in the "Consistency with Other Council Policies and Systems" section regarding solar, transit, and transportation planning.

Summary of Committee Discussion/Questions

Tracey Kinney of the Community Development Division presented the staff report to the Metropolitan Parks and Open Space Commission at its meeting on September 3, 2020.

Commissioner Anthony Taylor asked for confirmation of the visitor counts for the trail and where the counts were taken? Karen Blaska, Anoka County Planner, responded that the visitor counts in 2019 were indeed around 250,000. The location where the counts were conducted was throughout the trail alignment. Commissioner Taylor asked whether Anoka County had any concerns about needed land acquisitions for the trail. Blaska responded that the overpass will be in the road right-of-way that is already owned by the City of Coon Rapids. Commissioner Taylor asked if sidewalks will be added or updated. Blaska responded that sidewalk improvements are included in the City of Coon Rapids' development plan for the area.

Commissioner Richard Theisen asked about the solar and natural resources comments in the business report. Kinney responded that the Council has a number of plans with policies under *Thrive 2040*. The comments at the end of the business item ensure consistency with these plans.

Commissioner Todd Kemery asked how Metro Transit prioritizes snow clearing from the bus stops as compared with roads. Blaska responded that the City of Coon Rapids and Metro Transit are working on a plan to better address removing snow from the bus shelter and surrounding sidewalks.

Commissioner Jeremy Peichel asked if COVID-19 interfered with Anoka County's engagement efforts. Blaska responded that the engagement efforts were substantially complete prior to March 2020. Follow-up efforts with Transformative Circle, the local non-profit, are on hold until the group reconvenes.

The Metropolitan Parks and Open Space Commission voted unanimously to recommend the proposed actions.

Metropolitan Parks and Open Space Committee

Meeting date: September 3, 2020

For the Community Development Committee meeting of September 21, 2020

For the Metropolitan Council meeting of October 14, 2020

Subject: Coon Creek Regional Trail Master Plan Amendment, Anoka County, Review File 50082-3

MPOSC District, Member: District E, Jeremy Peichel

Council District, Member: 9 – Raymond Zeran

Policy/Legal Reference: Minn. Stat. § 473.313; *2040 Regional Parks Policy Plan*, Chapter 5, Planning Strategy 1

Staff Prepared/Presented: Tracey Kinney, Senior Planner, 651-602-1029

Division/Department: Community Development / Regional Planning

Proposed Action

That the Metropolitan Council:

1. Approve the Coon Creek Regional Trail Master Plan Amendment.
2. Encourage the County to implement the advisory comments in the "Consistency with Other Council Policies and Systems" section regarding solar, transit, and transportation planning.

Background

The Coon Creek Regional Trail is located in the north central part of the Regional Parks System in County (Figures 1 and 2). The proposed regional trail is a 7-mile paved trail that follows Sand Creek and Coon Creek connecting Bunker Hills Regional Park with Coon Rapids Dam Regional Park on the Mississippi River in the City of Coon Rapids (Figure 3). Approximately 6 of the 7 miles of trail have been constructed.

Anoka County's is amending the master plan to add a trail overpass over Coon Rapids Boulevard upon request of the City of Coon Rapids (Figure 5). The Coon Creek Regional Trail has a 2015 Council approved master plan. Additionally, the overpass is consistent with the City of Coon Rapids' Comprehensive Plan and area development master plan, named Port Riverwalk.

Rationale

The Coon Creek Regional Trail Master Plan Amendment is consistent with the requirements of the *2040 Regional Parks Policy Plan* (Policy Plan) including Chapter 5, Planning Strategy 1.

Thrive Lens Analysis

The Coon Creek Regional Trail Master Plan Amendment advances the Thrive outcome of livability by enhancing the quality of life in the region through increasing access to nature and outdoor recreation.

Funding

The development estimate for the bridge is approximately \$4,500,000 and annual maintenance costs are approximately \$10,000. The City of Coon Rapids is currently requesting state bonding and federal transportation funds for the development project. If awarded, construction of the pedestrian bridge could occur within the next 3-5 years.

No Council funding is associated with the approval of this master plan at this time. Upon approval of the master plan and subject to further system additions approval, the County may apply for or use available funding sources, subject to their applicable terms and processes, to implement the eligible projects identified in the master plan.

Known Support / Opposition

The Anoka County Board of Commissioners approved and adopted (county resolution 2020-71) the Coon Creek Regional Trail Master Plan Amendment at its June 9, 2020 meeting. The City of Coon Rapids City Council adopted (city resolution 20-41) at their April 21, 2020 meeting.

Figure 1: Location of Coon Creek Regional Trail within the Regional Parks System

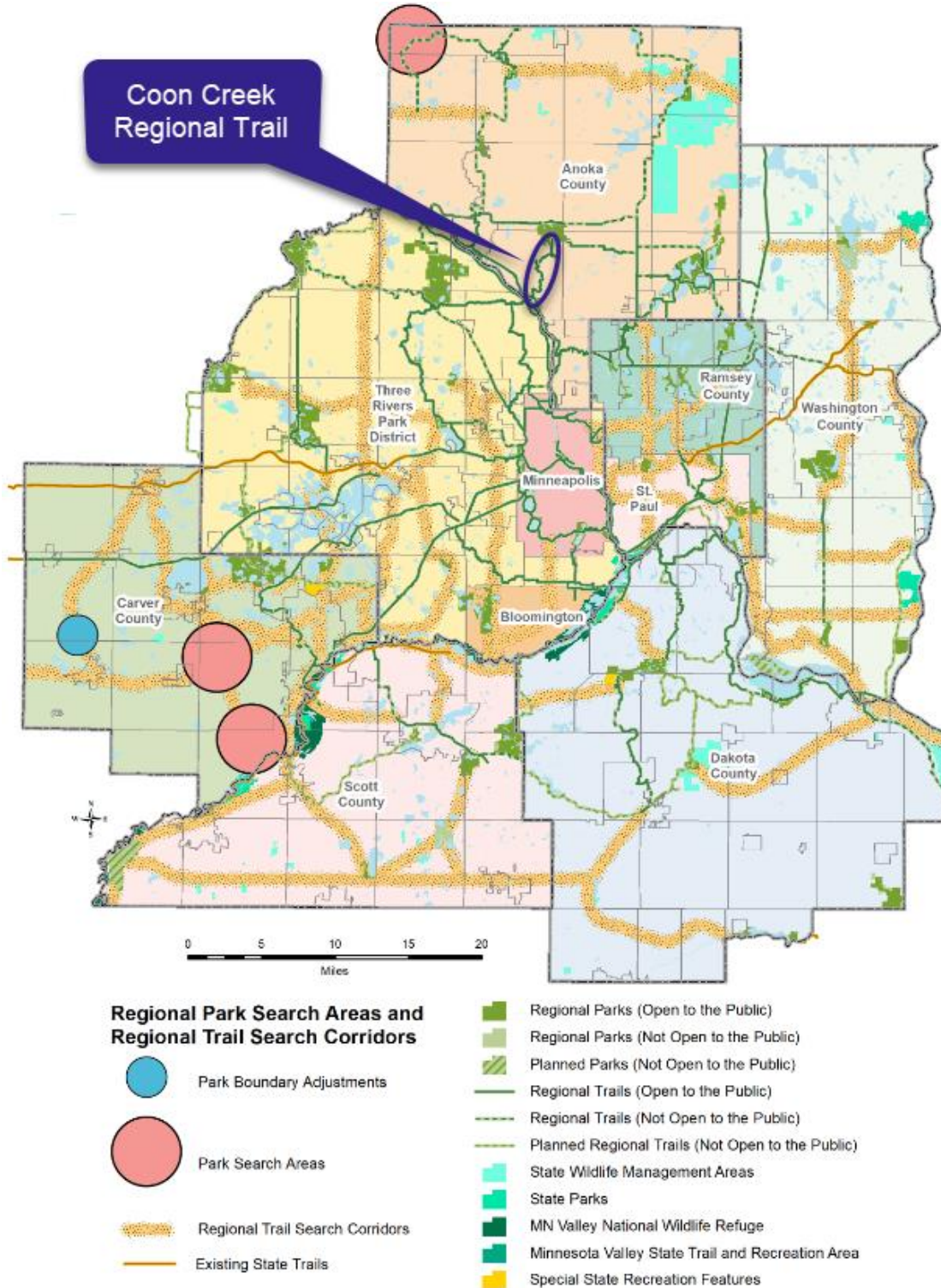
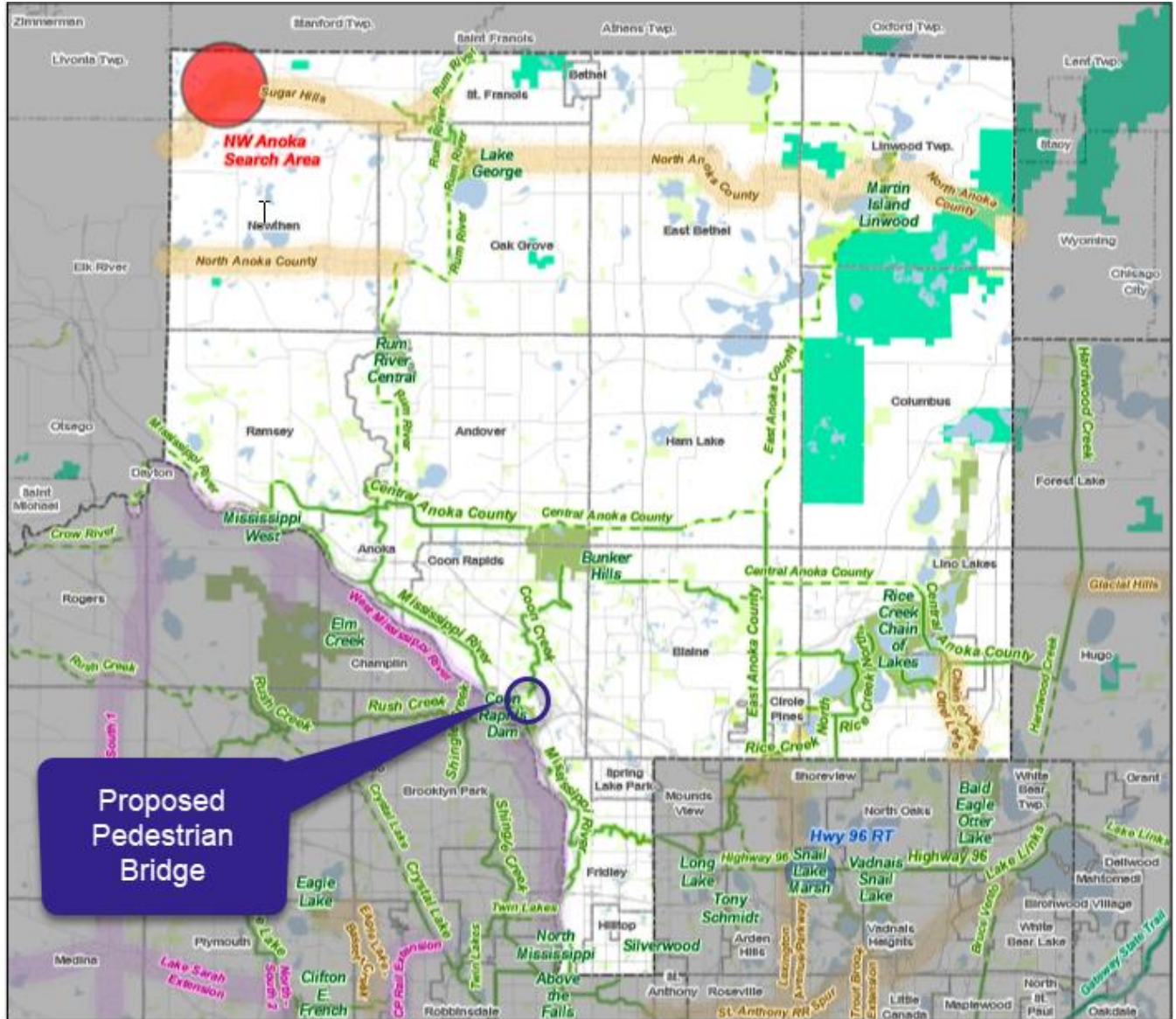


Figure 2: Location of Coon Creek Regional Trail within the Anoka County System



Proposed Pedestrian Bridge

Regional Parks

- Existing
- In Master Plan
- Planned Parks and Reserves

Regional Trails

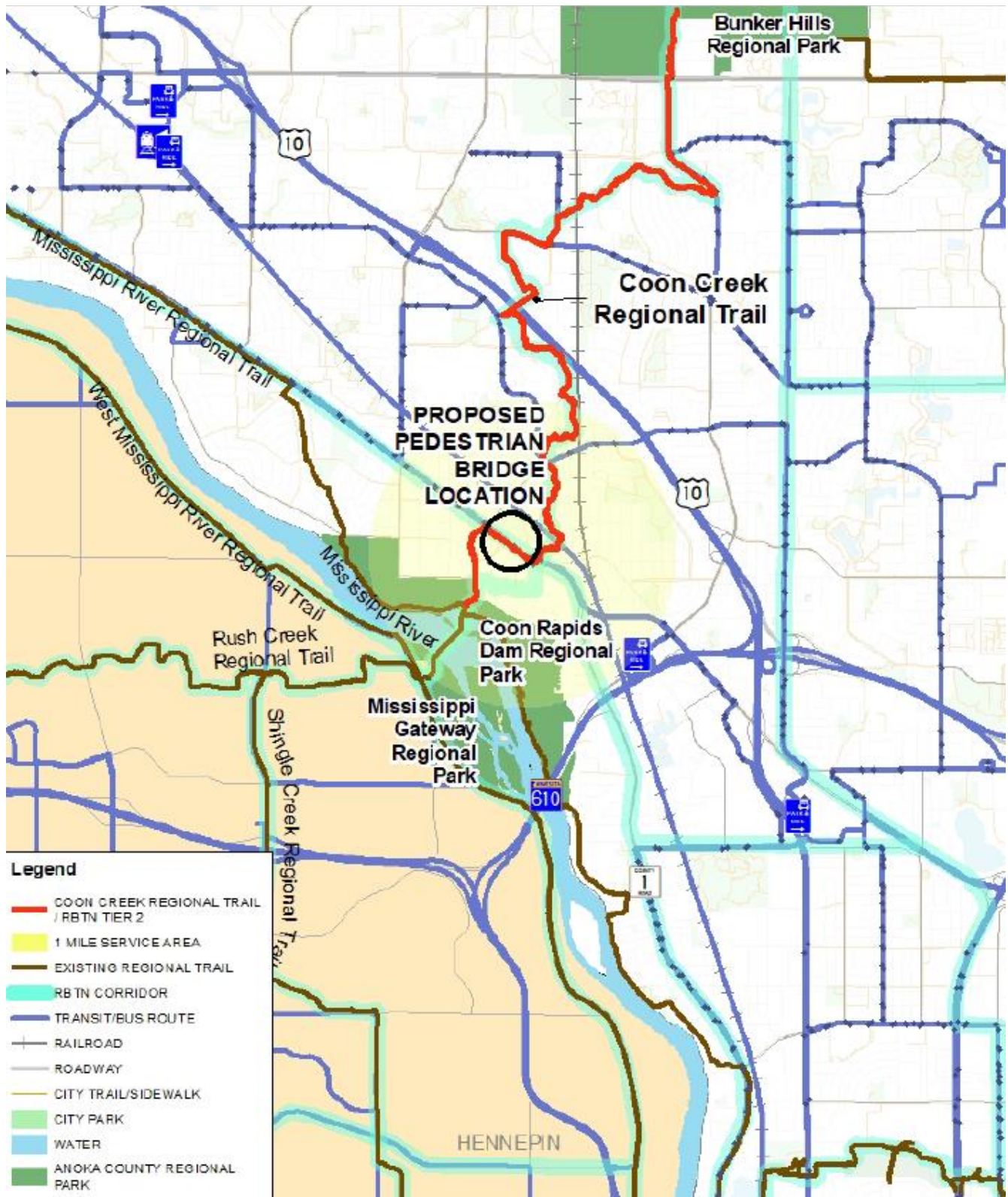
- Existing Regional Trails
- Planned Regional Trails
- Regional Trail Corridor Land

Regional Park Search Areas and Regional Trail Search Corridors

- Boundary Adjustments
- Search Areas
- Regional Trail Search Corridors
- Regional Trails - 2040 System Additions

- Minnesota Valley National Wildlife Refuge
- State Parks
- State Wildlife Management Areas (Publicly Accessible)
- Scientific and Natural Areas (SNA)
- Other Parks and Preserves
- Existing State Trails
- Street Centerlines (NCompass)
- Lakes and Major Rivers

Figure 3. Regional Park and Trail Connections



Analysis

Planning Strategy 1 of the *2040 Regional Parks Policy Plan* requires that master plans for regional linking trails address 12 items: boundaries and acquisition costs, demand forecast, development concept, conflicts, public services, operations, partner engagement, public engagement and participation, equity analysis, public awareness, accessibility, and Mississippi River Corridor Critical Area. The report that follows analyzes the master plan against those requirements.

Boundaries and Acquisition Costs

Anoka County is proposing to improve the existing regional trail at-grade crossing at Coon Rapids Boulevard and Avocet Street by adding a pedestrian bridge overpass west of Avocet Street (Figures 4 and 5). The pedestrian bridge is proposed to be located along part of the planned trail route addressed in the 2015 Metropolitan Council approved master plan. This planned route follows adjacent to Coon Rapids Boulevard from Avocet Street to Egret Boulevard. The pedestrian bridge is being planned in coordination with the Coon Rapids Boulevard reconstruction. The road reconstruction and the pedestrian bridge will complete the trail segment between Avocet Street and Egret Boulevard, leaving only 1/3 of a mile of trail left to be constructed. The remaining planned segment is located north a few miles along Northdale Boulevard.

Acquisitions

No acquisitions are needed for the trail improvements that are within the Coon Rapid Boulevard's road right-of-way. Any temporary construction or permanent easements that are in the public domain and are necessary will be provided to the County at no cost, similar to past practices.

Ownership and Management

The City of Coon Rapids is seeking funding from state and federal sources for the construction of the bridge. The City will own and operate the bridge and the city-owned trail segments connecting to the bridge on either side, as illustrated in Figure 5. Prior to the facility being built, the City and County will negotiate an easement over the bridge and connecting trail segments to clarify ownership and operation responsibilities.

Figure 4. Existing Trail Route

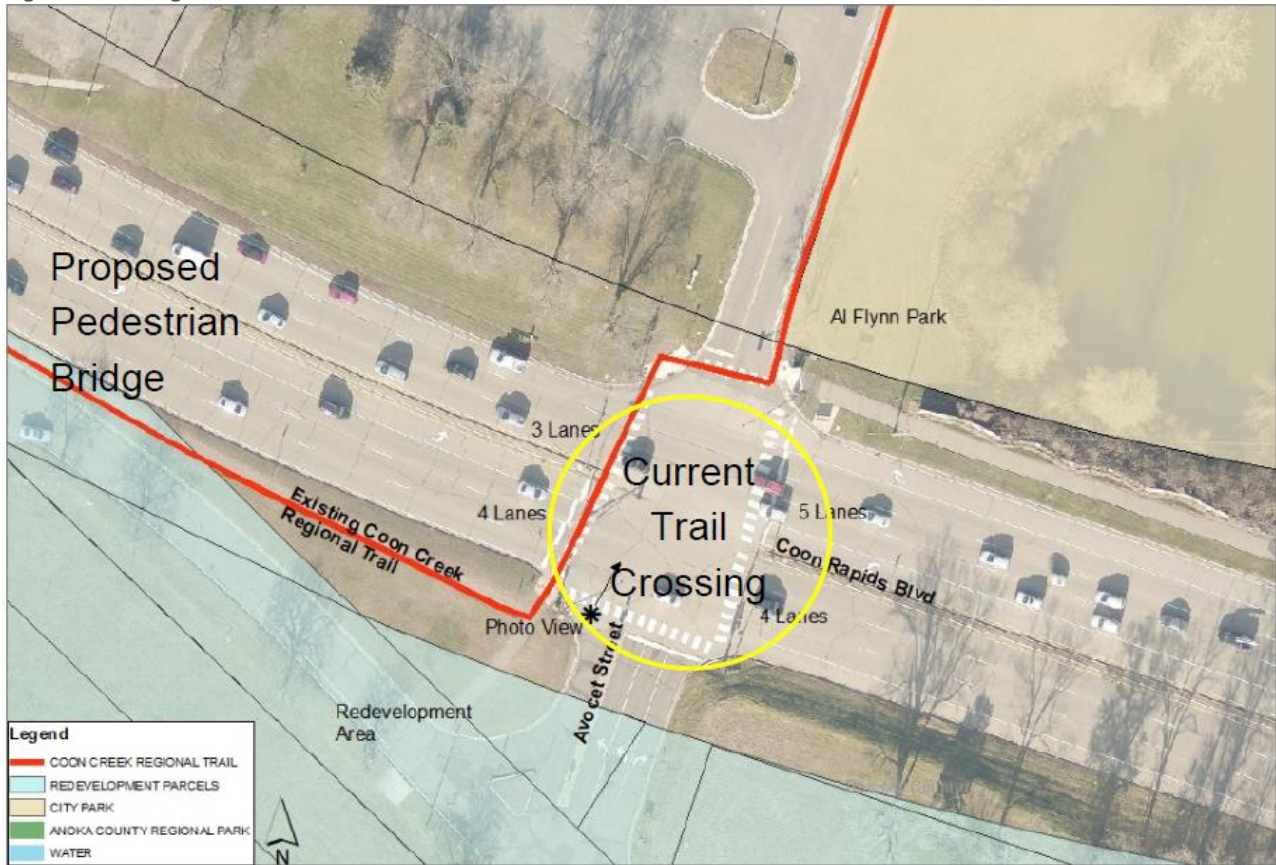


Figure 5: Proposed Overpass Plan



Demand Forecast

Demand for this project is high, mainly due to the safety concerns of crossing a 6-lane divided road that has a speed limit of 45 miles per hour. Future redevelopment in the area will also increase demand for a safe road crossing for the trail. Development plans include 136-new single-family townhomes on a 40-acre property immediately adjacent to the project site.

The Coon Creek Regional Trail was the fourth most visited trail in the Anoka County Parks System with 207,643 visitors in 2018 according to the Council’s 2018 Parks Use Estimates, as shown in Table 2 below.

Table 2: Estimated Annual Regional Visits, Metropolitan Council (2018)

Regional Trail Unit	Est. Visits, 2019
Rice Creek West Regional Trail	279,355
Rum River Regional Trail	263,135
Mississippi River Regional Trail	259,272
Coon Creek Regional Trail	250,889
Rice Creek North Regional Trail	248,416
Bunker Hills Regional Trail	224,613
East Anoka County Regional Trail	162,465
Central Anoka County Regional Trail	109,626

Development Concept

Anoka County proposes to add a pedestrian bridge for safe passage over Coon Rapids Boulevard. The regional trail currently crosses the 6-lane divided arterial roadway at-grade at Avocet Street (Figure 4). Public input has shown concern about this intersection being unsafe and that the timing of the signal does not allow slower moving pedestrians to cross safely. There are eight points of conflict for bicyclists and walkers and crash data shows that there have been numerous accidents at this intersection, including a pedestrian fatality in 2019.

The development concept for the trail locates the new bridge just west of the current trail crossing (Figure 5). The proposed bridge will be approximately 200-feet long and 14-feet wide. The proposed ramps will be 14' wide, well-lit and accessible (Figure 6). The paved regional trail connections to the ramps will be 10' wide. A through trail route will be paved between Egret and Avocet as part of the separate Coon Rapids Boulevard road reconstruction project. This will allow a regional trail connection to be in place until the pedestrian bridge is built.

Figure 5. Perspective image of the proposed pedestrian bridge



Wayfinding

The Coon Creek Regional Trail includes an existing wayfinding system including directional signs and map signs. The uniform signage system will be extended to the proposed bridge.

Conflicts

There are no anticipated conflicts related to this master plan amendment. The proposed pedestrian bridge was designed in relation to the existing land uses, nearby proposed development projects, as well as, the Coon Rapids Boulevard reconstruction project, which will occur within the road right-of-way. The proposed pedestrian bridge is meant to mitigate pedestrian and bicycle conflicts with traffic at-grade.

Public Services

No new public services are being proposed as part of the master plan.

Operations

The Anoka County Ordinance dated January 30, 2018, regulates parks and trails under the jurisdiction of Anoka County. The County will continue to encourage safe and enjoyable user experiences through

education, monitoring and collaboration between the Park Services Unit, local police departments, and the Anoka County Sheriff's Office.

Current practice recommends that Anoka County will work with local cities through either a Memorandum of Understanding (MOU) or a Joint Powers Agreement (JPA) to provide for the maintenance of regional trails. Typically, the MOU or JPA is executed prior to trail construction and outlines which agency is responsible for general routine maintenance and capital improvements for the trail.

The County is typically responsible for the routine maintenance of trails within regional or county park lands. This includes activities such as mowing, sweeping, plowing, clearing, debris removal, and patching. Outside of regional and county park facilities, the local cities are generally responsible for routine trail maintenance. Anoka County inspects trails annually and provides the capital improvements and long-term maintenance required, such as bituminous overlays, and trail reconstruction. Trail signage is provided and maintained by either the City or the County as determined in the MOU or JPA.

Annual maintenance costs for the existing and proposed bridge once completed are estimated to be approximately \$10,000. This includes funding for sign replacements, minor bituminous repair, and crack-sealing. Revenue for the operation and maintenance of the bridge and trail comes from the Anoka County Parks Department's annual operations and maintenance budget, which includes revenues from picnic shelter rentals, room rentals, programs, parks entrance fees and the County general fund. Supplementary funding is provided through the Regional Park Operations and Maintenance Grant Program.

Partner Engagement

The pedestrian bridge is shown in the City of Coon Rapids's overall comprehensive and redevelopment plans for the area. The redevelopment area, identified as Port Riverwalk, has been several years in the making and is just now coming to fruition. As a result, the City of Coon Rapids requested that Anoka County include this project in the Coon Creek Regional Trail Master Plan.

Anoka County Parks Department worked closely with the City of Coon Rapids to develop the master plan. Additional partners included other Anoka County Departments, such as Highway, Commute Solutions (TMO) and Transit, and the Coon Creek Watershed District.

The City of Coon Rapids and other partners did not have any comments on the amendment. Both the City and the County pass resolutions in support of this master plan amendment.

Public Engagement and Participation

Anoka County conducted a public engagement process to shape the master plan amendment. The engagement strategies employed sought to inform and consult the public on the safety concerns and proposed pedestrian bridge.

Strategies to Inform: Anoka County and the City of Coon Rapids increased awareness of the project through a City-wide newsletter, City meetings and open houses, and County webpage and social media.

- City-wide newsletter: The redevelopment project was featured in the City's quarterly newsletter. This article ran four times in 2018, three times in 2019 and in the latest 2020 Winter and Spring editions. The City sought to reach every household and business in the City of Coon Rapids, which has an estimated population of 26,385 in 2020.
- Summer in the City meetings and Open Houses: The City of Coon Rapids hosts Summer in the City meetings at various parks in Coon Rapids which provides the public a chance to learn

about what's happening in and around the city, as well as connect with City officials and City staff. The City included project information at four of these meetings, one of which had about 1,000 people in attendance. The City also held two open houses regarding the redevelopment projects, including information on the pedestrian bridge.

- County's Plan Your Parks webpage and Facebook: The County posted information specific to the proposed pedestrian bridge on the County's Plan Your Parks webpage and posted the site to social media and through an advertisement to all Facebook users within a 3-mile radius of the project. Through this method the County was able to reach more than 20,000 people.

Strategies to Consult: Anoka County and the City of Coon Rapids requested advice on the project through a survey, preference boards, open house, and listening sessions.

- Survey/Preference Boards: Online surveys and preference boards are an easy way to consult with the public and gain opinions and preferences about projects. It allows participants a quick and easy way to provide feedback. The County used this strategy at all engagement events and through social media and received input from more than 125 respondents.
- Open House/Listening Sessions: To consult with target populations, the County and City participated in listening sessions at some of the apartment complexes near the project vicinity and with Transformative Circle, a local non-profit that focuses on creating community through food and authentic conversations.

Summary of Input

Input from the public reaffirmed the issues that the pedestrian bridge will help to alleviate. Most of the input from the public could be categorized into two major themes: safety and access. Please refer to the master plan for Anoka County's response to the below feedback.

Safety: There were many concerns about the safety of bicyclists and pedestrians crossing Coon Rapids Boulevard in the project area. These concerns fell into a few different categories, which are listed below. The majority of the safety-related comments received were from Black/African Americans and residents within the apartment complexes, which included families with children, lower income residents, residents without vehicles, seniors, and people and disabilities.

- Coon Rapids Boulevard: In almost all one-on-one conversations, vehicle speed and enforcement were mentioned. There is a need for additional safe crossings for Coon Rapids Boulevard further west/north.
- Sidewalks: Comments received from a few Black/African Americans, seniors, and people with disabilities included concerns about the clearing of snow from sidewalks and bus stops in this area during in the winter.
- Crosswalk Improvements: A few adults with children and some seniors mentioned that existing crosswalks could be improved by programming additional time for pedestrians to cross; stopping all traffic (including right turn lanes) when crossing light is activated should be considered and making the crossing shorter by adding intersection bump-outs, etc.
- Lighting: Additional lighting for night use of the bridge and trail. A bright setting at night will allow people to feel more comfortable when using the bridge.
- Other pedestrian bridge needs: some comments received via social media include concerns about the pedestrian bridge location and many suggested other locations in the community to add pedestrian bridges.

Access: There were many public comments via social media that related to access at the project site and throughout the city.

- Sidewalks: There's a need for additional sidewalks in the project area, as well as additional sidewalks to fill gaps throughout the city and provide better access for pedestrians.

- Signage: Better wayfinding signage with maps are needed for trail users to orient themselves and find local and regional destinations in the area.
- Bike lanes: There is a need for additional bike lanes throughout the city for better access and transportation opportunities.
- Bus stops: There is a need to better maintain bus stops during winter months and to provide shelter from inclement weather. This will provide a safe and dry location for people to wait for their bus.
- Flow of traffic: There should be consideration for the flow of traffic from both directions for accessing the bridge.

While feedback received was overwhelmingly positive, a handful of negative comments were received primarily via social media that focused on cost, use, and other needs. There is no known organized opposition to the project. Please refer to the master plan for Anoka County's response to the below feedback.

- Cost: Several comments were received that are opposed to the project because of the estimated cost, that it's too much to spend with little benefit.
- Use: There were a few social media comments opposed because of the limited use they believe the bridge would receive.
- Other needs: Several social media commenters opposed the proposed project because they believe other projects should occur in its place. Most of the other projects suggested related to filling potholes, fixing roads, better maintenance of sidewalks during the winter months, addressing other issues/priorities first, or other pedestrian bridge locations.

Equity Analysis

Prior to the public engagement process, the County conducted an equity analysis to determine who would likely benefit the most from this project and to identify specific population groups to engage with during the planning process.

Project Data

Scope and Context: In the past, underserved populations have been systematically overlooked during the planning and construction processes for parks and trails. This has created multiple barriers that has restricted access. Many feel unwelcome and unsafe or have a lack of awareness about the regional parks and trails system; many have transportation issues and/or limited incomes.

To reduce these barriers and increase access, the County looked at the current demographic disparities for the project area. Because this amendment is for a localized project, the County considered race, age, disability and income levels of the population in the project vicinity, 1-mile radius (walking) and 3-mile radius (biking), and the overall county demographic information to analyze which population groups should be targeted for engagement. In looking at the current demographic disparities for the project, the underserved demographics for the area include Black/African American, Latinx, Asian (Non-Latinx), people with a disability, people over 65 years and those with a median income less than \$50,000.

Public Participation

Participants and Engagement Approaches: To consult with the target populations, the County and City participated in listening sessions at some of the apartment complexes near the project vicinity and with a local non-profit organization, Transformative Circle. Transformative Circle is a non-profit that focuses on creating community through food and authentic conversations. Their monthly gatherings bring 30-40 people of diverse backgrounds and cultures together for a meal and conversation on a variety of topics.

These listening sessions included project information, such as maps and drawings with staff talking one-on-one with participants. While turn-out wasn't substantial, the County was able to engage about 30 people from the targeted populations and get their input. Actual participants that were engaged included Black/African Americans, seniors, parents with children, people with disabilities and people with lower incomes.

Public Participation: The majority of the safety related comments received were from Black/African Americans and residents within the apartment complexes, which included families with children, lower income residents, residents without vehicles, seniors and people and disabilities. The comments are reflected in the public engagement and participation section of this report.

Evaluation Summary

Transparency: Feedback received from the engagement process reaffirms the need for the pedestrian bridge to eliminate the existing hazardous crossing conditions. The proposed lighting along the ramps and bridge should alleviate security issues day or night. The road construction proposed for Coon Rapids Boulevard will address many of the access issues related to sidewalks. Once complete, there will be sidewalks on both sides of the streets with easy connections to and from the pedestrian bridge. While many of the comments received were outside the scope of the proposed project, the information has been shared with the City and County Transportation Division for their review.

Accountability: The installation of a pedestrian bridge over Coon Rapids Boulevard will not only provide a safe crossing, it reinforces the regional trail connection between Bunker Hills Regional Park and Coon Rapids Dam Regional Park and other regional parks and trail systems in the area. In addition, it will create better local connections for transit, parks, shopping and entertainment. The County shared multiple posts with the results of the public engagement on social media through a thank you for participating post. The same information was reformatted for flyers that were posted at the apartment complexes. This method was advised by apartment complex managers as the best way to get this information back to their tenants at this time due to social distancing requirements. Since Transformative Circle has not been meeting because of social distancing requirements, the information will be brought back to the group once social distancing requirements have been reduced.

Public Awareness

Anoka County provides information maps, websites, social media postings, publications and brochures for advertising in cooperation with Commute Solutions, the County's Transportation Management Organization, the County's Public Information Department, and the County Libraries. The City of Coon Rapids will also promote the safe crossing and trail connections on their website, social media postings and newsletters. Anoka County also partners with the Metropolitan Council on their regional-wide awareness program and Parks Ambassador program.

Previous partnerships with the local cities and the County Transportation Management Organization resulted in a free bike/walk map for the entire County that is updated regularly. This map promotes the ease of access to the regional parks and trails system and it provides education regarding health, wellness and outdoor recreation. Additionally, Anoka County is continually updating and installing way-finding maps throughout the system.

Accessibility

The proposed pedestrian bridge will:

- Conform to or exceed the standards mandated by the Americans with Disabilities Act.

- Better connect the community to destinations and amenities like the Foley Park and Ride.
- Be free for use as compared to a nominal parking fee in some of the regional parks.
- Be accessible by transit through Anoka County's Traveler Transit Link and Metro Transit's Mobility Link for a minimal fee. Bus routes 850 and 852 serve the project area, as does the Anoka County Travelers Transit Line and Metro Mobility dial-a-ride services for a minimal fee. These vehicles are equipped with bike racks for multi-modal access to the area.

Mississippi River Corridor Critical Area

While other segments of this master plan are within the Mississippi River Corridor Critical Area (MRCCA), the project proposed in this master plan amendment is not located within the MRCCA. Therefore, additional review for MRCCA is not required.

Consistency with Other Council Policies and Systems

Housing Policy (Hilary Lovelace 651-602-1555) – The Metropolitan Council's [Housing Policy Plan](#) notes that one of the roles of the Council is to “identify opportunities to integrate housing effectively with the Council's work in regional parks.” (page 23) This project is directly adjacent to publicly subsidized affordable housing that serves households earning at or below 30% of the area median annual income (\$31,000 in 2020) reported in the [HousingLink streams](#) database. This project not only creates a trail connection, but also connects low-income residents of our region who have access to private vehicles at lower rates to more accessible pedestrian paths, recreation, and natural resource opportunities.

Demographics (Todd Graham 651-602-1322) - The Regional Trail Master Plan and this Amendment are informed by the Council socioeconomic forecast.

The Park District has identified that Anoka County's population will grow by more than 20 percent during 2020-40. The Coon Rapids area will grow by almost 20 percent (page 3 of the master plan amendment). Demographics of the vicinity are provided as well (page 11 of the master plan amendment). Council staff agree with the Park District's assessment that there are served and nearby populations that make use of this Trail and will benefit from the bridge connection and trail improvement.

Solar and Natural Resources (Cameran Bailey 651-602-1212) - There are no statutory requirements, nor Council policies, regarding planning for the protection and development of access to direct sunlight for solar energy systems in Regional Parks & Trails. However, Council staff recommends the consideration of stand-alone, solar PV + battery storage, lighting installations for the new bridge in relation to the section “Public Participation Themes, 1. Safety, D. Lighting in the area” of the master plan amendment. The installation of these systems is becoming more common in the Upper Midwest Region. They provide the opportunity to reduce short and long-term construction, operation, and maintenance costs, avoid greenhouse gas emissions, serve as a form of public education, and increase the operational resilience of Regional Parks & Trails infrastructure. The panels themselves may be used as coverage over the bridge itself. Please, feel free to follow up for any further technical assistance.

Regional Wastewater (Roger Janzig 651-602-1119) – There are no MCES facilities in the vicinity of this Regional Park; therefore, there is no impact to the regional wastewater system.

Transit (Victoria Dan 612-349-7648) – As this project moves along in planning, it will be advantageous to coordinate with Metro Transit staff in Engineering & Facilities and Street Operations, especially with regard to siting bus stop locations and ADA boarding pads.

Existing Fixed Route Transit Service:

As the document correctly points out, Express Routes 850 and 852 serve the immediate project area. Route 850 provides rush hour commuter service to Downtown Minneapolis (southbound trips in the AM peak and northbound trips in the PM peak). Route 852 provides hourly service in both directions between Downtown Minneapolis and Anoka; in this segment of Coon Rapids Blvd, northbound trips arrive hourly between 6am-3pm and 7pm-10pm, and southbound trips arrive hourly between 8am-10pm.

In Figure 7 “Local System Access,” all bus stops are shown, but only Local Routes 805 and 831 are depicted. Local Routes 10 and 25 provide service as far north as Northtown Mall. Express Route 860 and the Northstar Commuter Rail operate a more purely express/non-stop service through this area, but several commuter/express routes operate local tails or limited stop service within the map extent:

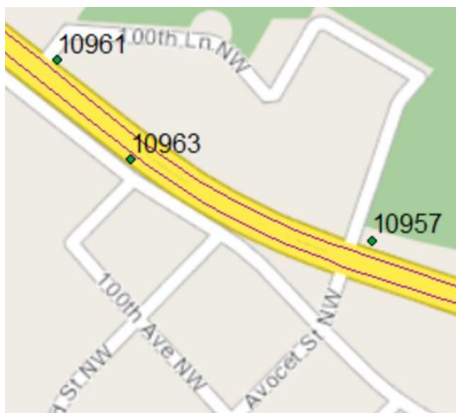
- Rt 59 - Limited Stop (currently suspended per the pandemic response)
- Rt 824 - Limited Stop
- Rt 825 - Limited Stop (currently suspended per the pandemic response)
- Rt 850 - Express - Local service north of Hwy 610
- Rt 852 - Express - Local service north of I-694
- Rt 854 - Express (currently suspended per the pandemic response) - local service north of Northtown, limited stop service on Hwy 47

If the intent is to only show local routes, the Figure 7 legend of the master plan amendment should clearly label transit lines in the map legend as “local fixed bus routes.” It may be worth noting commuter/express routes that serve local stops outside of transit centers and park-and-rides.

Bus Stops:

There are three bus stops of interest in this project area, as shown in Figure 6 below:

Figure 6. Location of three bus stops in the project area.



- Stop # 10957 – This location currently has an ADA boarding pad (which apparently is blocked by an ad bench according to Google Street View). This location is accurately represented in Figure 5. The stop is located in a right-turn lane, which is advantageous in that stopping buses are not in a lane of fast-moving traffic.
- Stop #10963 – Currently located approximately at the proposed pedestrian bridge, and it is shown in Figure 5 as further east nearside Avocet St. Considering the safety concerns around the existing crosswalk, more transit riders could be encouraged to use the pedestrian bridge if this stop is west of the bridge with an ADA boarding area connected to the sidewalk/trail.

- Stop #10961 – This stop is still “active;” however, as of early 2020 routes no longer stop here. Figure 5 shows this stop, but it is unlikely this stop will be reinstated without extending a sidewalk connection to this location.

Additional Comments

- Page 14 of the master plan amendment – The document states what actions will be taken to address public concerns about accessing bus stops. The following resources may be helpful:
 - Metro Transit Shelter Guidelines <https://www.metrotransit.org/shelter-guidelines>
 - Metro Transit Snow Removal Procedures <https://www.metrotransit.org/snow-removal-procedures#:~:text=Metro%20Transit%20removes%20snow%20and,%20Downed%20customer%20waiting%20shelters>.
- Page 3 of the master plan amendment references “a Park and Ride Facility.” This should be explicitly referred to as “Foley Blvd Park and Ride.”
- “The County does provide the Anoka County Traveler Transit Link and Metro Transit’s Mobility Link for a minimal fee.” (Page 17 of the master plan amendment)
 - Suggested correction: The Metropolitan Council provides Transit Link general public dial-a-ride as well as Metro Mobility ADA paratransit service.
- “Currently, all the vehicles are equipped with bike racks so passengers wishing to bike on the trail could use Transit Link to preschedule a drop-off and return trip.” (Page 17 of the master plan amendment)
 - While Metro Transit and Transit Link buses are equipped with bike racks, it would be worthwhile to confirm with MTS regarding whether Metro Mobility vehicles have bike racks.

Transportation Planning (Steve Elmer 651-602-1756) – In the Introduction (p. 1 of the master plan amendment), the description of the regional trail as it relates to the Regional Bicycle Transportation Network is partially inaccurate. The Coon Creek Regional Trail north of Coon Creek Boulevard and the segment along Egret Blvd south of 99th Ave NW, are designated as RBTN Tier 2 alignments; however, immediately south of Coon Rapids Boulevard, the RBTN Tier 2 alignment takes a more direct route via E. River Rd., Zilla Street NW, 98th Lane NW, and 99th Ave NW before connecting with Egret Blvd NW to reach the River crossing at Coon Rapids Dam. In addition, the segment of the proposed regional trail alignment that follows along Coon Rapids Blvd between Avocet Blvd and Egret Blvd matches the centerline of an RBTN Tier 1 corridor, and thus, could be designated as a segment of the Tier 1 alignment for that corridor. We recommend revising the text in this section to reflect these distinctions.

Additionally, the map showing Regional System Access (Fig. 2, p. 4 of the master plan amendment) does not distinguish RBTN alignments and thus, incorrectly shows existing designated Tier 2 alignments as corridors. We recommend revising Figure 2 of the master plan amendment to show a more accurate representation of RBTN elements.

Land Use (Eric Wojchik 651-602-1330) – The Anoka County Parks Coon Creek Regional Trail Master Plan amendment it is consistent with the City of Coon Rapids 2040 Plan, which has been authorized by the Metropolitan Council and adopted by the City of Coon Rapids.