



Rice Creek West Regional Trail Long-Range Plan, Anoka County

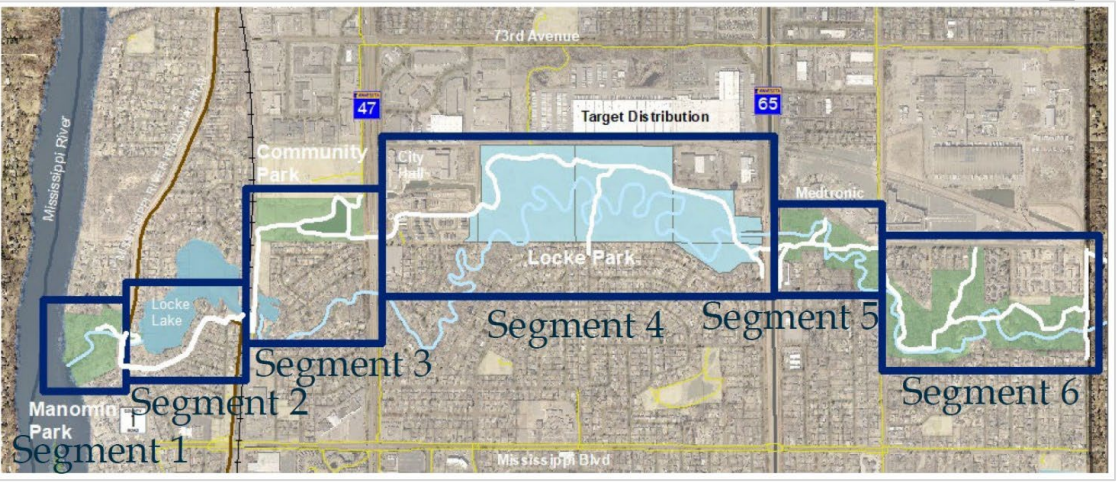
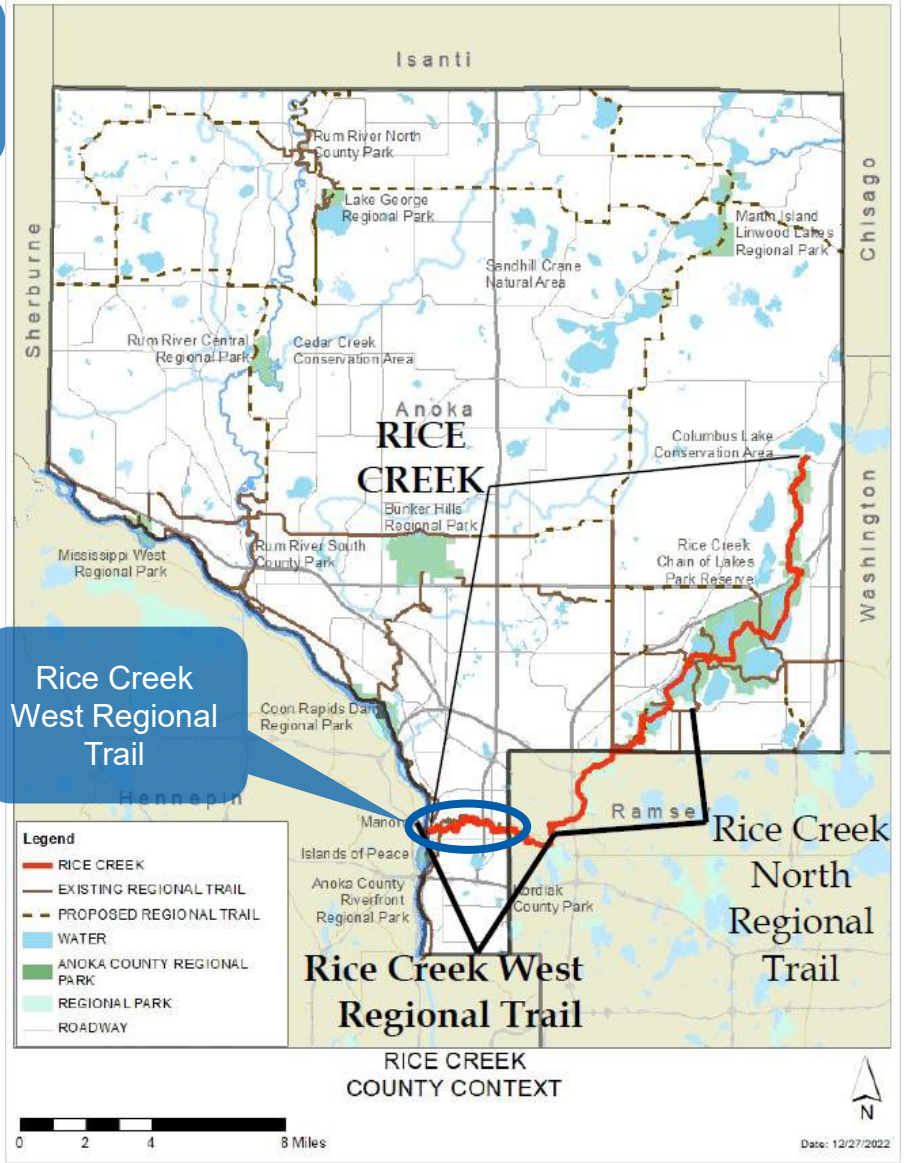
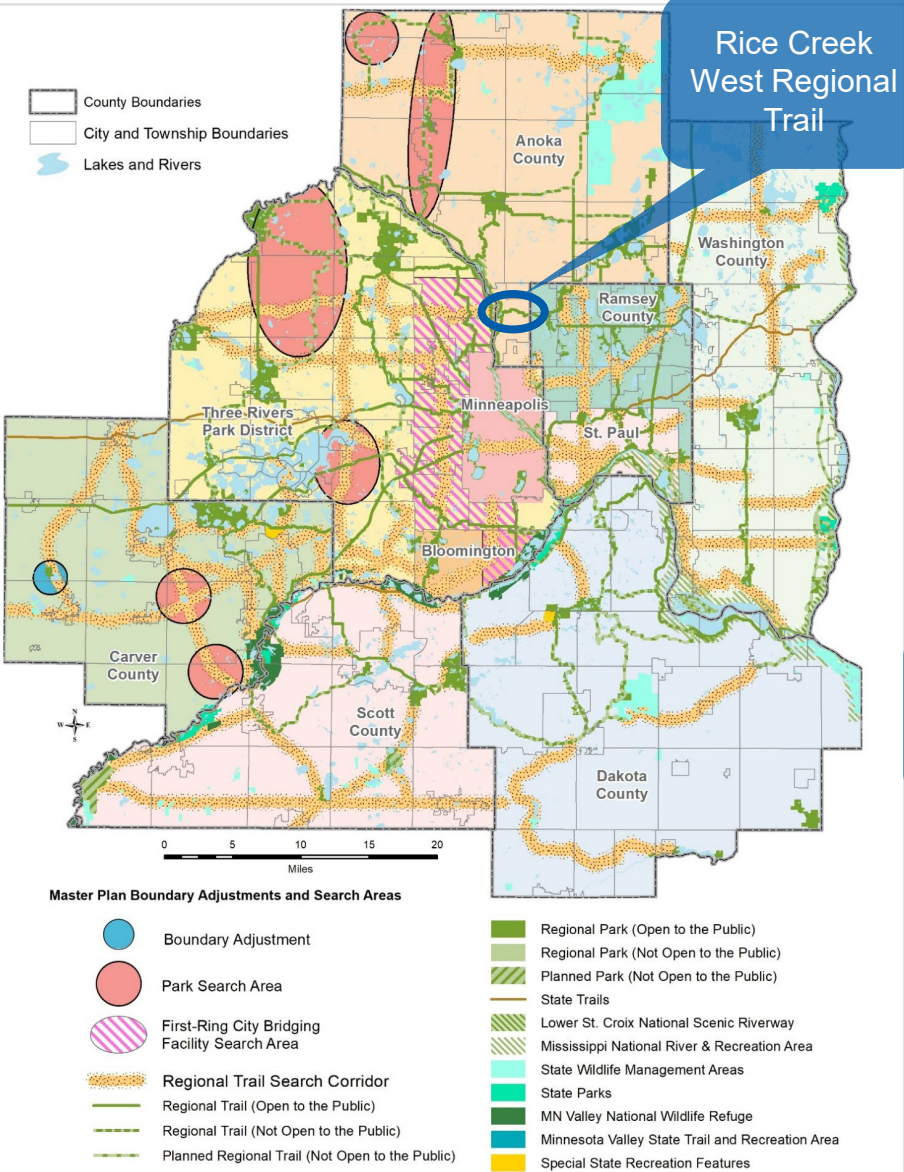
Business Item 2024-222

Metropolitan Parks and Open Space Commission

September 5, 2024



Rice Creek West Regional Trail



Equity Analysis

Project Data

- Several target audiences:
 - Under the age of 25
 - Over the age of 65
 - People of color
 - People with disabilities
- The City of Fridley is more racially diverse than other parts of Anoka County.
- Important to provide memorable experiences for younger generations and more welcoming and inclusive spaces for all.

Public Engagement

- Intentional engagement with Outdoor Latino, Outdoor Afro, Disability and Aging Network
- Steep trail grades and vehicle conflicts were primary concerns for all groups, but especially Disability and Aging Network

Evaluation Summary

- Most proposed improvements are a direct result of engagement
- Provide park and trail information in Spanish
- County will continue to work with those engaged as implementation occurs



PUBLIC ENGAGEMENT/INPUT



DRAFT LONG-RANGE PLAN



ENGAGE WITH THE COMMUNITY

Public and Partner Engagement



Public Engagement

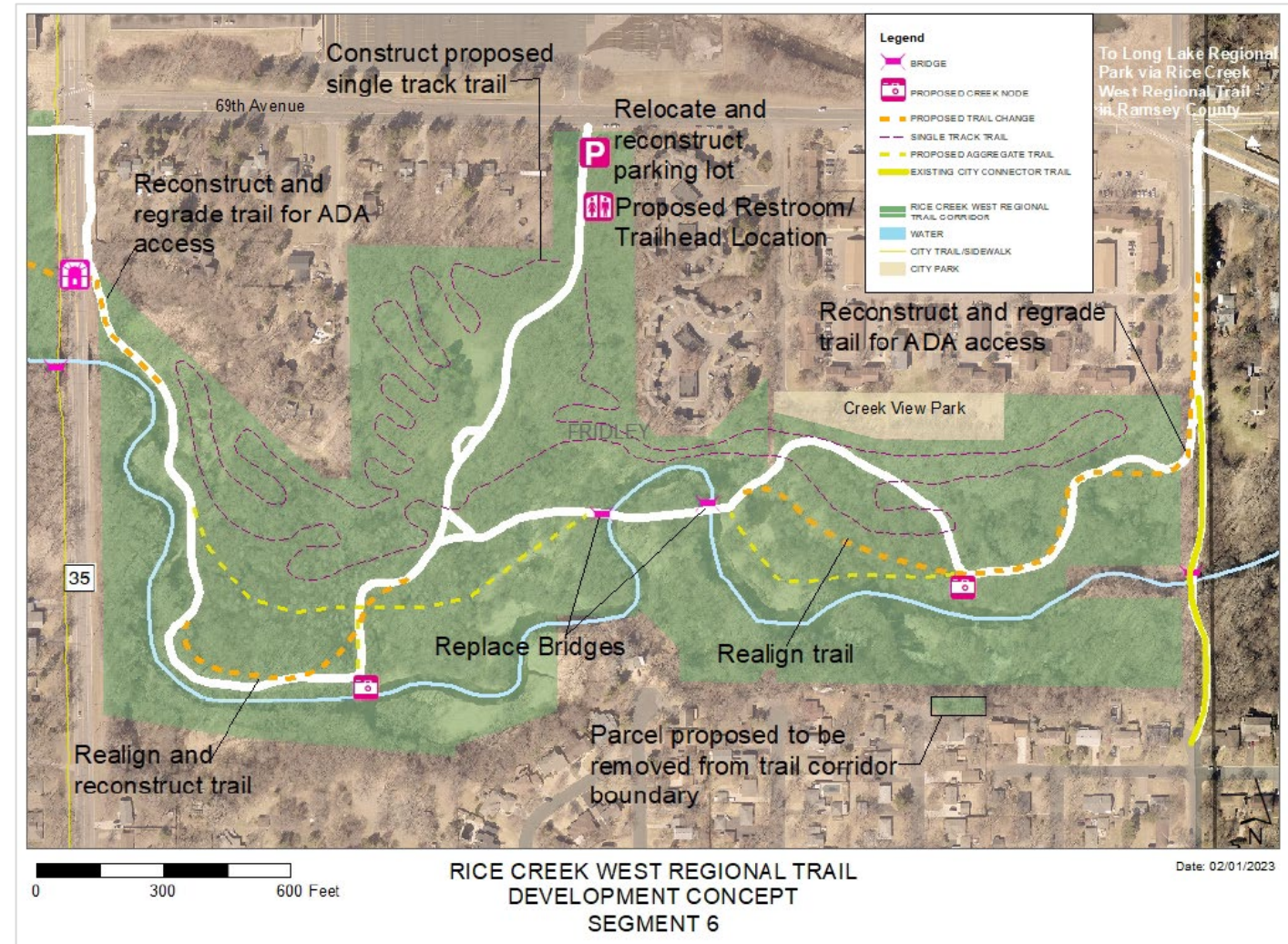
- Public engaged on multiple occasions using a variety of methods. Anoka Co. reached more than 15,000 people.
- Number one issue was trail safety
 - Bicyclists: Sharp curves and sight lines
 - Pedestrians: Personal safety, trash, graffiti, homelessness, and loitering
- Plan: Add lighting, remove buckthorn, increase safety patrols

Partner Engagement

- Fridley, Rice Creek Watershed District, County Highway Dept, MnDOT, Target Distribution Center, and Medtronic
- Watershed District: Sediment accumulation in Locke Lake
- Anoka Co. Board of Commissioners and City of Fridley City Council both provided resolutions of support.

Boundaries

- Regional trail boundaries are already established.
- Anoka County and the City of Fridley own different parts of the regional trail corridor. Anoka Co. operates and maintains the entire trail.
- Trail easements have been provided by the City of Fridley, where appropriate.
- A 0.1-acre, non-contiguous parcel is proposed for removal from the trail corridor boundary in Segment 6.
- Anoka County proposes an equally valuable facility exchange.



Development Concept

All

- Portions of trail to be reconstructed, improved for access

Segment 1

- Banfill Locke House to serve as a staffed visitor center and trailhead
- Two parking lots to be reconstructed

Segment 2

- Wayfinding and signage to be improved

Segment 3

- Grade separated crossing of State Highway 47/University Avenue proposed



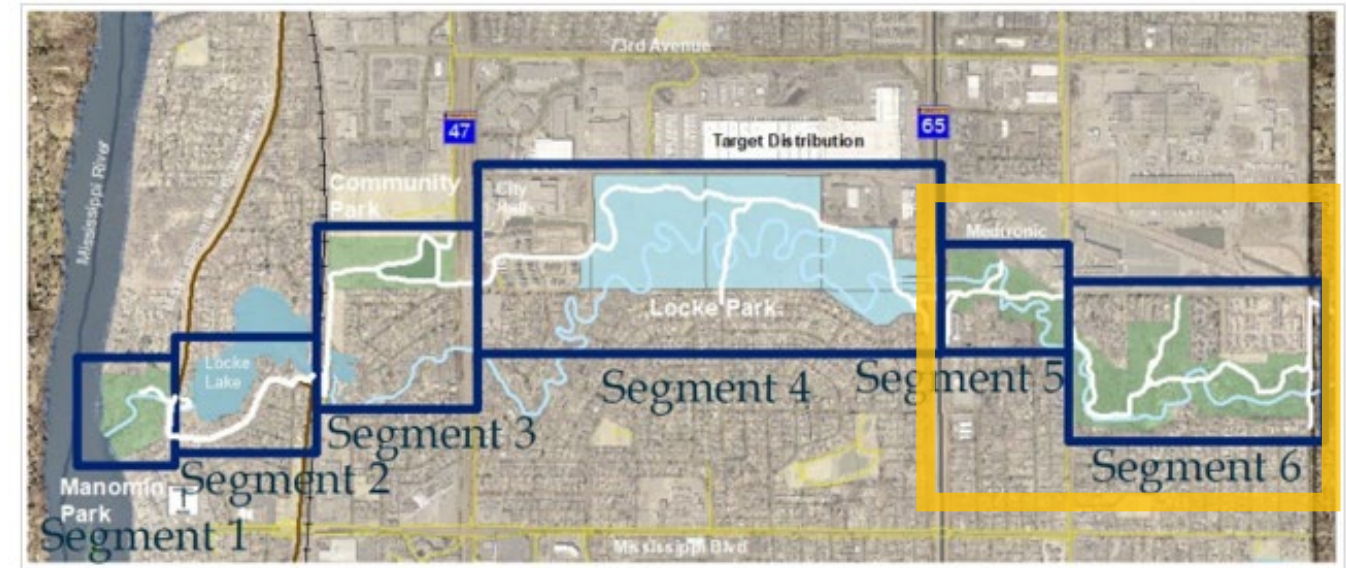
Segment 4

- Pedestrian bridge to be replaced
- Wayfinding and signage to be improved

Development Concept *continued*

Segment 5

- Existing bike/ped tunnel to be improved
- Existing bike/ped bridge to be replaced
- Natural surface trail to be constructed to offer another experience (hiking)
- Tunnel or bridge underpass under CSAH 35 proposed



Segment 6

- Parking lot to be relocated and reconstructed, new restroom and trail facility to be constructed
- Parking lot access gate, security cameras, lighting, and emergency phone to be installed
- Four miles of easy, family-friendly singletrack mountain bike trail to be constructed

Estimated Costs



- The total estimated development and improvement cost associated with the Rice Creek West Regional Trail Long-Range Plan is \$27,130,000.
- No acquisition of additional parcels is proposed.
- The estimated annual operating cost is approximately \$40,000.

Rationale for Proposed Action

The Rice Creek West Regional Trail Long-Range Plan is consistent with the requirements of the:

- *2040 Regional Parks Policy Plan*
 - Chapter 5, Strategy 1
 - Chapter 6, Strategy 2
- Other Council policies



Proposed Actions

That the Metropolitan Council:

1. Approve Anoka County's Rice Creek West Regional Trail Long-Range Plan.
2. Approve the removal of a 0.1-acre, non-contiguous parcel of land within Rice Creek West Regional Trail corridor in exchange for a trail reconstruction project of greater value that will meet or exceed Americans with Disabilities Act standards within the regional trail corridor.
3. Require Anoka County, prior to initiating any construction, to send preliminary plans to the Metropolitan Council Environmental Services Interceptor Engineering Assistant Manager.
4. Advise Anoka County to coordinate planning and work with Metro Transit and the Minnesota Department of Transportation to improve crossing safety at the 69th Street intersection before committing to a tunnel at this location.
5. Advise Anoka County to consider implementing the recommendations for solar and transportation in the Advisory Comments section of the business item.

Thank you

Colin Kelly

Planning Analyst, Community Development

