



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02124 - Rum River Regional Trail Expansion Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 11/26/2014 9:37 AM

Primary Contact

Name:* Ms. Karen L Blaska
Salutation First Name Middle Name Last Name

Title: Park Planner

Department: Anoka County Parks and Recreation

Email: karen.blaska@co.anoka.mn.us

Address: 550 Bunker Lake Blvd. NW

***:** Andover Minnesota 55304
City State/Province Postal Code/Zip

Phone:* 763-767-2865
Phone Ext.

Fax: 763-755-0320

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

Organization Information

Name: ANOKA COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government
Organization Website:
Address: PARKS & RECREATION
550 BUNKER LAKE BLVD

* ANOKA Minnesota 55304
City State/Province Postal Code/Zip
County: Anoka
Phone:* 612-767-2866
Ext.
Fax:
PeopleSoft Vendor Number 0000026714A14

Project Information

Project Name Rum River Regional Trail in Anoka County
Primary County where the Project is Located Anoka
Jurisdictional Agency (If Different than the Applicant): NA

The Rum River Regional Trail project is located in the City of Oak Grove and is primarily contained within Lake George Regional Park. The intent of the project is to eliminate a gap in the Rum River Regional Trail between the Rum River North County Park and the St. Francis High School in the City of St. Francis and the Lake George Regional Park in Oak Grove. The proposed project includes constructing a multiuse trail across Lake George Regional Park and across 221st Avenue in Oak Grove. From there the trail will link into the existing section of the Rum River Regional Trail which connects to the City of St. Francis.

The project includes both new construction and reconstruction of a multiuse trail. The existing trail is located at the end of a parking lot on the north side of Lake George Drive (park road) and completes a half loop around the southern end of the park. The existing trail is primarily bituminous with a boardwalk segment through a wetland at the beginning of the trail. The trail is in poor condition and does not meet design standards (inadequate width and horizontal curves). The proposed reconstruction will widen the trail to 10 feet, bring the trail in compliance with current design requirements and provide a smooth surface for users.

The new construction will extend the trail to the north towards 221st Avenue(CSAH 74) from the northwestern edge of the existing half loop. The trail extension includes construction of a bituminous trail on upland approximately 300 feet long, construction of a boardwalk trail over a large wetland for approximately 900 feet, and construction of a bituminous trail from the end of the boardwalk to a new crossing at 221st Avenue (approximately 500 feet). From the new crossing at

Brief Project Description (Limit 2,800 characters; approximately 400 words)

221st the proposed trail will tie into the existing Rum River Regional Trail. See Figure 1: Project Layout.

Construction of this trail segment will eliminate the last gap between Lake George Regional Park in Oak Grove and the Rum River North County Park in St. Francis. Existing gaps in the Rum River Regional Trail in Oak Grove and St. Francis will be eliminated through the reconstruction of CSAH 24 in St. Francis next year. See Figure 2: Existing and Planned Trails.

The project includes an improved crossing of 221st Avenue for pedestrians and bicyclists, including crosswalk markings and crossing enhancement such as a Rapid Rectangular Flashing Beacon or pedestrian signal.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles)

0.6

Connection to Local Planning:

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 MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Rum River Regional Trail Master Plan. Approved by the Metropolitan Council in July 2013.

Key Pages: 3-4

Appendix Maps: Rum River Regional Trail Overall Trail Corridor; Rum River Regional Trail Segment 3 - Oak Grove (See Attachment: Relevant Pages from Rum River Regional Trail Master Plan)

Connection to Local Planning

The project is also consistent with policies and strategies in the Metropolitan Council Regional 2030 Transportation Policy Plan: Strategies 18a (Bicycle and Pedestrian Regional Investment Priorities), 18c (Local Planning for Bicycling and Walking), 18d (Interjurisdictional Coordination), 18e (Complete Streets), and 18f (Education and Promotion).

Project Funding

Are you applying for funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	NA
Federal Amount	\$964,000.00
Match Amount	\$241,000.00
<i>Minimum of 20% of project total</i>	
Project Total	\$1,205,000.00
Match Percentage	20.0%
<i>Minimum of 20%</i> <i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	County and Legacy dollars
Preferred Program Year	
Select one:	2018

Project Information

County, City, or Lead Agency	Anoka County Parks
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Zip Code where Majority of Work is Being Performed 55011
(Approximate) Begin Construction Date 05/01/2018
(Approximate) End Construction Date 11/01/2018

LOCATION

From: Lake George Drive NW
(Intersection or Address)

*Do not include legal description;
 Include name of roadway if majority of facility
 runs adjacent to a single corridor.*

To: 221st Avenue (Anoka County State Aid Highway 74)
(Intersection or Address)

Type of Work bicycle path, boardwalk, grading, aggregate base, bituminous surface

*Examples: grading, aggregate base, bituminous base, bituminous surface,
 sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
 Park & Ride, etc.)*

BRIDGE/CULVERT PROJECTS

(If Applicable)

Old Bridge/Culvert? No

New Bridge/Culvert? No

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

Specific Roadway Elements

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

Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,140,000.00
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)	\$15,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$50,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,205,000.00

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

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$1,205,000.00
Construction Cost Total	\$1,205,000.00
Transit Operating Cost Total	\$0.00

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 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. Applicants that are not 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

3. 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

4. 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. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

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

5. The project must comply with the Americans with Disabilities Act.

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

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

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

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

8. 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

9. 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

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and 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

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

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

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

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

4. Seventy percent of the project cost must fall under one of the following eligible activities:

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

For Safe Routes to School Projects Only

5. 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.

6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student 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 project meets this requirement.

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Other Attachments

File Name	Description	File Size
Figure 1 Project Layout.pdf	Figure 1: Project layout of Rum River Regional Trail	612 KB
Figure 2 Existing and Planned Trails.pdf	Figure 2: Existing and Planned Trails in the Rum River Regional Trail project area.	587 KB
Funding Commitment Signed.pdf	Anoka County Parks Funding Commitment Letter to the Met Council	430 KB
Letter to City of Oak Grove Signed.pdf	Anoka County Parks Letter to the City of Oak Grove Informing Them of the Project	501 KB
Rum River Regional Trail Master Plan - relevant pages.pdf	Relevant pages from Rum River Regional Trail Master Plan	6.0 MB
Transit Market Area Information.pdf	Transit Market Area Map and Area Description	476 KB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 2, RBTN Corridor

(Tier 1 or Tier 2)

Direct connection to the RBTN

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 or city plan Yes

Upload Map Bike Corridors.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 5889

Existing Employment Within One Mile (Integer Only) 667

Completed by Metropolitan Council Staff

Total Project Cost \$1,205,000.00

Cost Effectiveness for Population \$204.62

Cost Effectiveness for Employment

\$1,806.60

Upload Map

Population - Employment.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.

Yes

Elderly, children and people with disabilities benefits: The improved crossing will assist children, the elderly and those with disabilities to cross the roadway when using the trail.

Low-Income and populations of color benefits: While the proposed trail is not located in an area of concentrated poverty it does serve diverse populations from the region including children and people of color. For example, young people are bussed to Lake George Regional Park from Minneapolis for YMCA day camps. For these day campers, a new trail in Lake George Regional Park provides an environmental education resource for youth that would otherwise not be exposed to these rural natural areas. The proposed trail, with boardwalks over the lowland areas, will enable visitors to traverse the wetlands and view them up close. The Twin Cities YMCA day camp program brings approximately 1,700 students per year to the park. The trail will also serve as an important connection for students from St. Francis High School to destinations in Lake George Regional Park.

Negative Impacts: The project does not result in negative impacts for low income populations, people of color, children, people with disabilities or the elderly. The project is primarily located in a park with the exception of the crossing of 221st Avenue.

Socio Economic.pdf

Response (Limit 1,400 characters; approximately 200 words)

Upload Map

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Oak Grove	0.6
	1

Total Project Length

Total Project Length 0.6

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.6
Total Housing Score	0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)

Closes a Gap Yes

Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway

Provides a Facility That Crosses or Circumvents a Physical Barrier Yes

Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

Gap: There is a gap in the Rum River Regional Trail from the north side of 221st Ave to where the Master Plan has identified a new link through Lake George Regional Park. The project eliminates that gap and links the trail through the regional park where it has access to many park amenities. This is the last gap between Rum River North County Park in St. Francis and Lake George Regional Park in Oak Grove.

Barriers: The proposed boardwalk goes through a significant wetland complex, almost a half mile long, that users would not be able to cross without a trail. This is a major barrier to circumvent the proposed boardwalk will minimize potential impacts to the resource. In addition the project includes a pedestrian crossing of 221st Avenue a two-lane roadway with narrow shoulders and posted speed of 55 miles per hour. The pedestrian crossing HAWK or RRFB will provide a safe crossing for users.

Continuity: The project completes the last trail segment between St. Francis and Oak Grove. These cities and the county are eliminating gaps as the trail enters St. Francis as part of a roadway and trail project in 2015. Completing this gap would enable people in St. Francis to get to Lake George Regional Park on an off road facility and vice versa. The link serves the urbanized area of St. Francis, including the high school, as well as residential areas in Oak Grove. See Figure 2.

Response (Limit 1,400 characters; approximately 200 words)

Measure B: Project Improvements

Deficiency: Users on the trail north of 221st Avenue must walk along 221st Ave for approximately a third of a mile to get into the park. 221st is a narrow, 55 mph roadway with limited shoulders and in poor condition. Non-motorized users have little room to navigate along the corridor. 10-year crash data indicate 29 crashes occurred in the area where peds/bicyclists use the corridor.

Site Problem: The problem is the 1/3 of a mile that peds/cyclists have to travel with vehicles, including crossing driveways. Peds and bicyclists also lack a safe crossing to get from the north side of 221st to the south side by the park entrance. There are no traffic control devices or pavement markings.

Response (Limit 1,400 characters; approximately 200 words)

Deficiency Reduction: The proposed project eliminates travel along 221st Ave by crossing users at the end of the existing trail on the north side of 221st. It will also provide a RRFB or HAWK system to assist users in crossing the corridor. Both are effective in improving safety (83 percent yield). The project completes an off-road system that will be easy for users of all abilities to get between St. Francis and Lake George Regional Park and points between.

The project also offers an alternative to CSAH 9 (north-south roadway between St. Francis and Lake George Park). CSAH 9 is a narrow roadway with limited shoulders, high speeds, numerous access points and traffic volumes exceeding 7,000.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	N/A
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Existing Routes Indirectly Connected Within One Mile of the Project	N/A

Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)

N/A

Upload Map

Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	0
Transitway Ridership Indirectly Connected	0

Measure B: Pedestrian Connections

See Figure 2 and Rum River Regional Trail Overview Map

Ped Connections: Project eliminates a gap between downtown St. Francis and Lake George. It links a number of neighborhoods in both St. Francis and Oak Grove, as well as several parks (Rum River North, the Ponds, Dellwood River, Lake George and Highland Woods), St. Francis Schools and a golf course. Connections include paved trails and sidewalks. Trails are 8 to 10 feet wide. Sidewalks are 5 to 6 feet.

Future connections include the Rum River Trail to the south. The trail will eventually tie into the City of Anoka, approximately 20 miles. Some segments to the south are in place - including a four-mile trail through Anoka (including access to the Northstar Transit Line and downtown Anoka). Other connections to the south include Rum River Central Regional Park and Cedar Creek Conservation area. Timing for the gap between northern Anoka and Lake George has not been determined (Rum River Trail Master Plan).

Connection to high-traffic areas: The trail completes a gap to downtown St. Francis, including the high school, middle and elementary schools, restaurants, bars, a small grocery store, library and other service businesses. Access to the police and fire department is also provided. This is in addition to parks mentioned above.

Connections to be constructed: The county and cities are completing gaps in St. Francis in 2015.

Response (Limit 1,400 characters; approximately 200 words)

Measure C: Multimodal Facilities

Ped/Transit Elements: No transit elements included. Project in Transit Market Area 5 - Met Council TPP. No transit in this market other than Dial-a-Ride (see attachment).

Pedestrian and bicycle elements incorporated: The trail is designed for both user groups 10 feet wide. Natural amenities and nature observation abound - trail includes a boardwalk through a major wetland complex and regional park. The trail will meet ADA guidelines, making it easier for pedestrians. Other benefits include being a separated facility from motorized vehicles (eliminate walking along 221st Ave) and improving the at-grade crossing of 221st Ave (RRFB, signal or HAWK).

Existing Ped Elements: Existing pedestrian elements are limited. Pedestrians are required to walk 221st with traffic (limited shoulders, high speed). The current park access does not include amenities such as the wetland complex. At the southern end of the corridor, the existing trail does not meet design standards and is in poor condition posing a safety problem.

Integrates modes: The project provides a separate facility safe for bicyclists and pedestrians (width, ADA & bike standards). It limits interactions with motorized vehicles (thereby improving safety) to a single roadway crossing that will be enhanced with a traffic control device. The county will provide year-round maintenance so it can be used safely all year.

Response (Limit 1,400 characters; approximately 200 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

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

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes
100%

Stakeholders have been identified
40%

Stakeholders have not been identified or contacted
0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes
100%

Layout or Preliminary Plan started
50%

Layout or Preliminary Plan has not been started
0%

Anticipated date or date of completion

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified
50%

Document not started Yes
0%

Anticipated date or date of completion/approval 11/01/2016

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge Yes
100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated
80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received Yes

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required Yes

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

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

40%

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

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

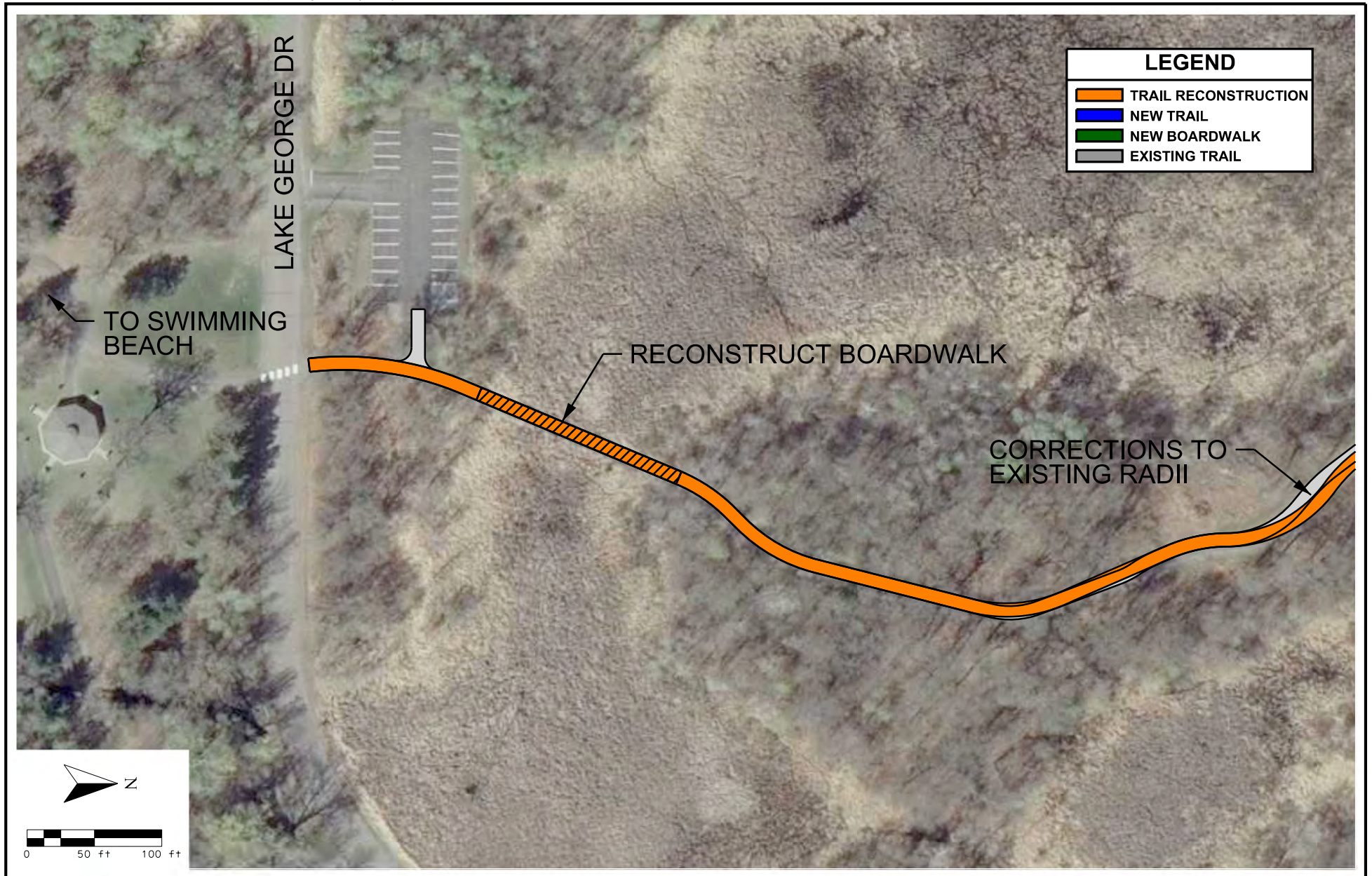
Construction plans have not been started Yes

0%

Anticipated date or date of completion 02/01/2017

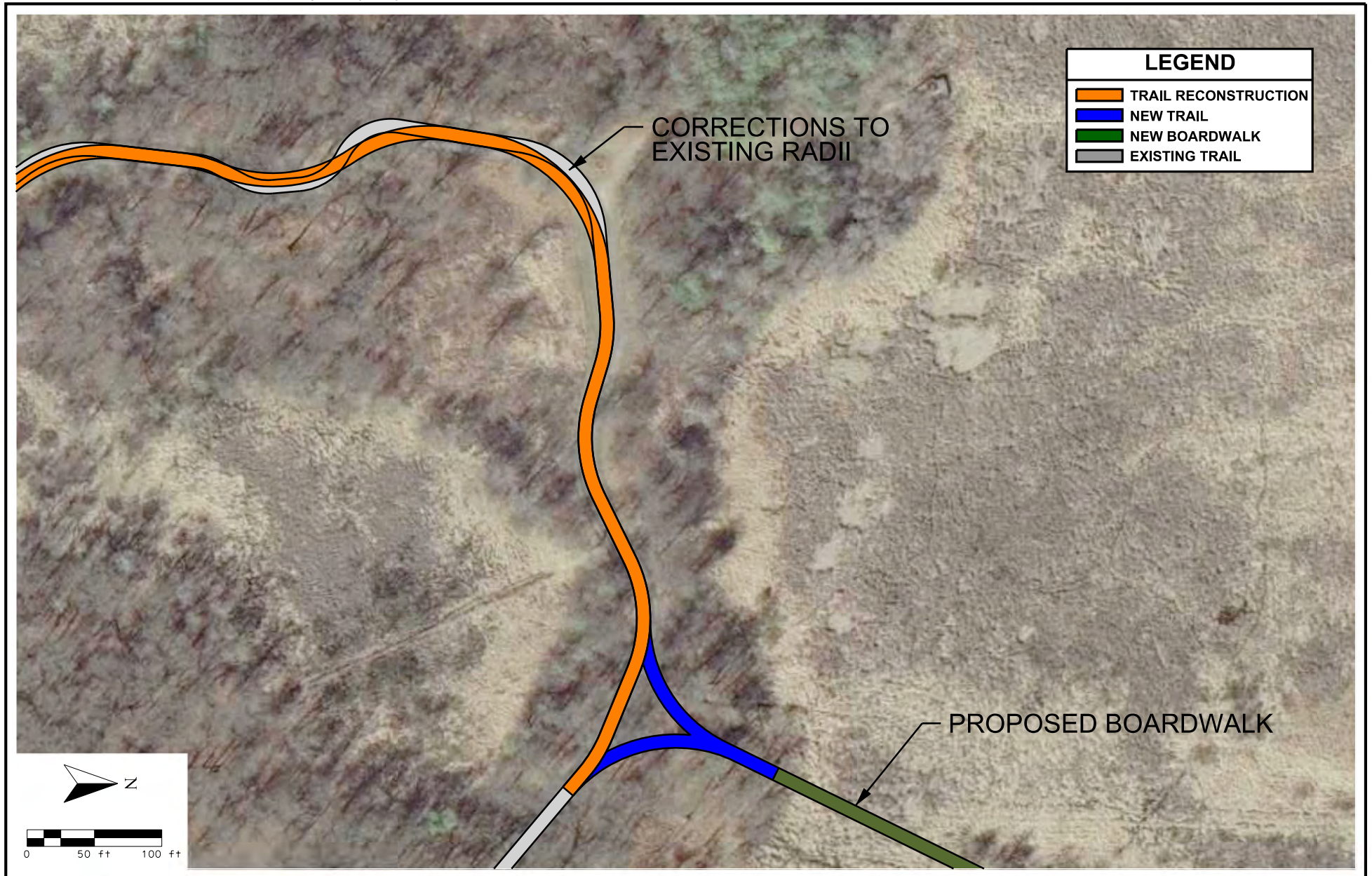
9)Letting

Anticipated Letting Date 02/01/2018



Rum River Regional Trail
Anoka County Application
2014 Transportation Alternatives Program

Figure 1a:Project Layout
Page 1 of 3



Rum River Regional Trail
Anoka County Application
2014 Transportation Alternatives Program



Rum River Regional Trail
Anoka County Application
2014 Transportation Alternatives Program

Figure 1c: Project Layout
Page 3 of 3

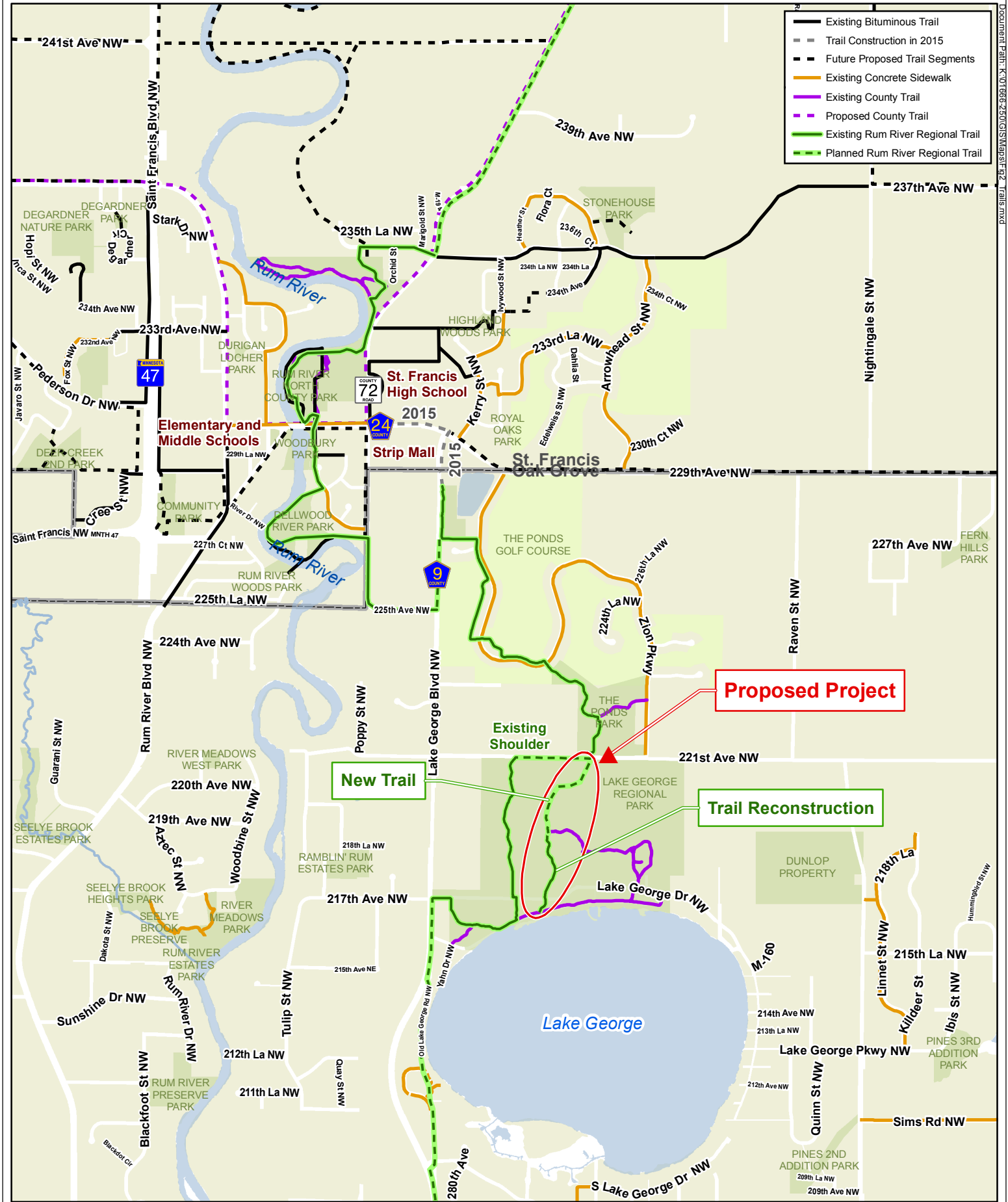
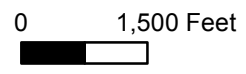
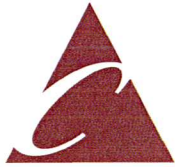


Figure 2: Existing and Planned Trails
Rum River Regional Trail
Anoka County
2014 Transportation Alternatives Program Grant Application





Anoka County

PARKS & COMMUNITY SERVICES DIVISION

Parks and Recreation

November 19, 2014

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

Re: Rum River Regional Trail – Transportation Alternatives Program Grant Application
Anoka County Parks

Dear Ms. Koutsoukos:

Anoka County is pleased to submit the enclosed grant application for development of the Rum River Regional Trail in Lake George Regional Park and connecting to the Cities of Oak Grove and St. Francis. As the agency applying for the Transportation Alternatives Program grant, and as the owner of the trail facility, Anoka County commits to funding the required local match. Anoka County Parks also agrees to own, operate and maintain the trail for its useful life.

Anoka County has been working to complete this and other missing links in the Rum River Regional Trail between the Cities of St. Francis and Oak Grove, and connecting to Lake George Regional Park. Thanks to the coordination of the agencies involved in developing the Rum River Regional Trail, the segment of trail included in this application is the last remaining link between Rum River North County Park in St. Francis and the popular Lake George Regional Park in Oak Grove.

Anoka County looks forward to working with the Metropolitan Council and the Minnesota Department of Transportation, if this project is selected. If you should have any questions, please feel free to contact me at 763-767-2860 or at john.vondelinde@co.anoka.mn.us.

Sincerely,

John VonDeLinde
Parks and Community Services Division Manager

Attachment: grant application

Open Spaces in Nearby Places

Activity Center, Bunker Hills Regional Park ▲ 550 Bunker Lake Blvd NW ▲ Andover, MN 55304
Office: 763-757-3920 ▲ www.anokacounty.us ▲ www.anokacountyparks.com

Affirmative Action / Equal Opportunity Employer



Anoka County

PARKS & COMMUNITY SERVICES DIVISION

Parks and Recreation

November 19, 2014

Mr. Rick Juba
City Administrator
19900 Nightingale Street NW
Oak Grove, MN 55011-9204

Subject: Rum River Regional Trail – Lake George Regional Park Connection

Dear Mr. Juba:

The Anoka County Parks and Recreation Department will be submitting a Regional Solicitation Transportation Alternatives Program grant application to the Metropolitan Council for the planned link in the Rum River Regional trail within Lake George Regional Park and crossing 221st Avenue in the City of Oak Grove. This connection is the last gap in the Rum River Regional Trail between Rum River North County Park in St. Francis and Lake George Regional Park in Oak Grove. The trail will link to the urbanized area of St. Francis, including access to the St. Francis High School, and the more rural areas of the City of Oak Grove (see enclosed map).

The proposed trail will include a paved bituminous section in upland areas and a boardwalk through the wetland in Lake George Regional Park. At the City's roadway, 221st Avenue, the County is proposing to provide an enhanced pedestrian crossing – either a pedestrian signal, HAWK (high-intensity activated crosswalk beacon) or RRFB (rectangular rapid flashing beacon) – to access the existing trail on the north side of the corridor.

The county is not asking for a financial contribution for constructing the project. The county will continue to work with the City on the proposed plans should the project be selected. The proposed trail link is consistent with the project the County and City will be constructing in 2015 that eliminates the existing gap at the more northern end of the trail – linking Oak Grove and St. Francis.

The intent of this letter is to let the City know that the County will be pursuing the grant. If you have any questions, or would like more information about the application, please feel free to contact me at 763-767-2860 or at john.vondelinde@co.anoka.mn.us.

Sincerely,


John VonDeLinde
Parks and Community Services Division Manager

Cc: Jeff Perry, Planning and Resources Manager
Karen Blaska, Park Planner

Open Spaces in Nearby Places

Activity Center, Bunker Hills Regional Park ▲ 550 Bunker Lake Blvd NW ▲ Andover, MN 55304
Office: 763-757-3920 ▲ www.anokacounty.us ▲ www.anokacountyparks.com

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Rum River Regional Trail Master Plan



March 2013

Anoka County Parks and Recreation
550 Bunker Lake Blvd
Andover, MN 55304
www.anokacountyparks.com

Approved by Met Council July 2013

MASTER PLAN REPORT

Boundaries and Acquisition Costs
 Rum River Regional Trail as proposed in this master plan is an 8 to 10 foot wide bituminous trail approximately 20 miles long that follows the Rum River corridor from the City of Anoka to the Anoka/Isanti County border, as shown in Figure 1.

The trail corridor starts at the City of Anoka’s Akin Riverside Park, near the confluence of the Rum and Mississippi Rivers. From there the trail follows the river through the city to the Rum River Nature Area. From the nature area it follows County Road 7 through the cities of Andover, Ramsey, and Oak Grove to County Road 22. From there it turns east and follows County Road 22 until it connects with County Road 9/Lake George Boulevard and the City of Oak Grove’s Hickey Lake Park.

From Hickey Lake Park, the trail corridor follows County Road 9/Lake George Blvd. north to Lake George Regional Park. At the regional park, the trail corridor traverses through upland and wetland areas north to the City of Oak Grove’s The Ponds Park. From there, the

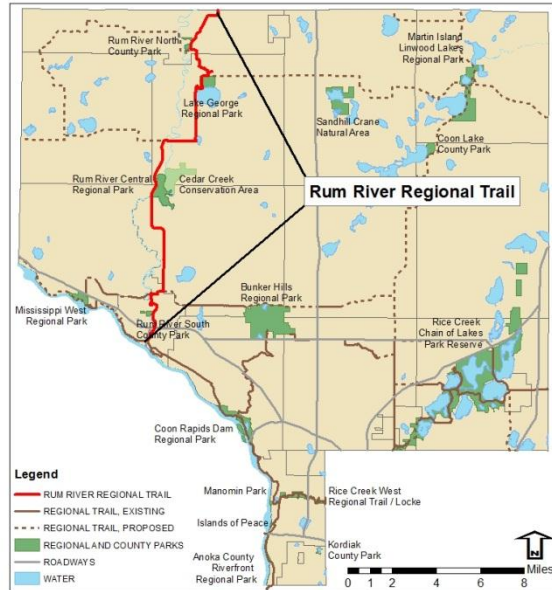


FIGURE 1



IMAGE 1

corridor travels through a residential golf community west back to County Road 9/Lake George Blvd. The trail then crosses County Road 9/Lake George Blvd. and follows the residential street of 225th Avenue and Poppy Street to Dellwood River Park. From there it follows the river north to Rum River North County Park. On the north side of the park, the trail travels east on 235th Avenue to County Road 72/Rum River Boulevard.

From there the trail follows the County Road 72/Rum River Boulevard road corridor east and then north to the Isanti County line.

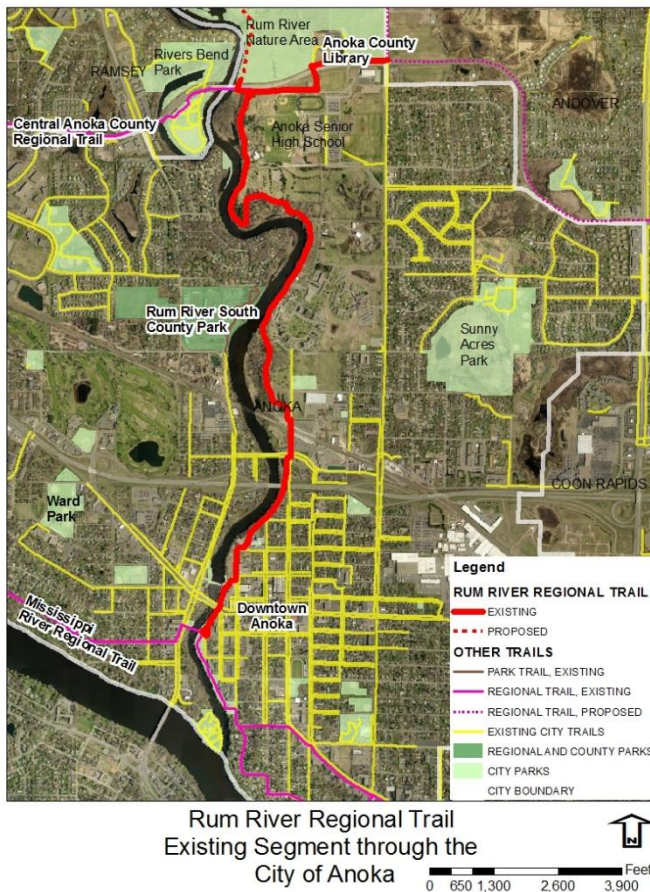


FIGURE 2

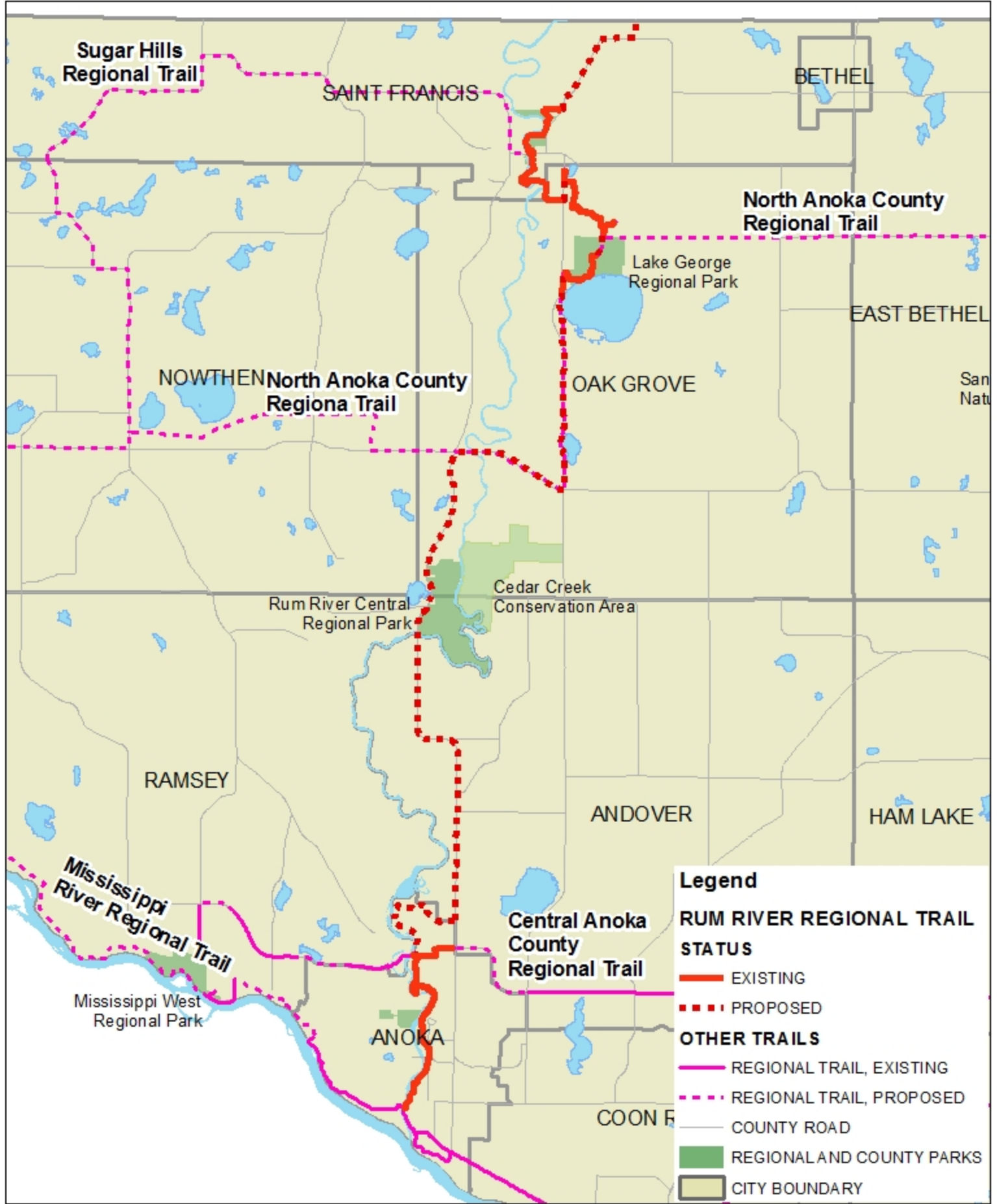
segment traverses through the Ponds Park and a residential golf community; both in the City of Oak Grove.

The County anticipates the remaining trail segments to be constructed in conjunction with county road reconstruction to minimize right of way acquisition and construction costs. The majority of the current right of way width is wide enough to accommodate future road expansion with inclusion of the regional trail. If the trail were to be constructed separately from road reconstruction, the County anticipates that there would be about 2.4 miles where the existing right of way would need to be increased through acquisition or the purchase of a trail easement. Right of way needs were calculated based on a typical right of way width

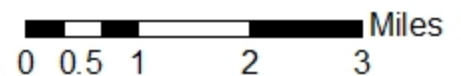
A few segments of the trail currently exist. One such segment, as shown in Figure 2 is a 10 foot wide 4 mile long stretch that starts at the City of Anoka's Akin Riverside Park. It follows the river through downtown Anoka, connects to the Anoka Northstar Station and continues along the river. A pedestrian underpass allows safe passage under CSAH 116/Bunker Lake Boulevard to the Rum River Nature Area. Image 1 provides an example of existing trail conditions.

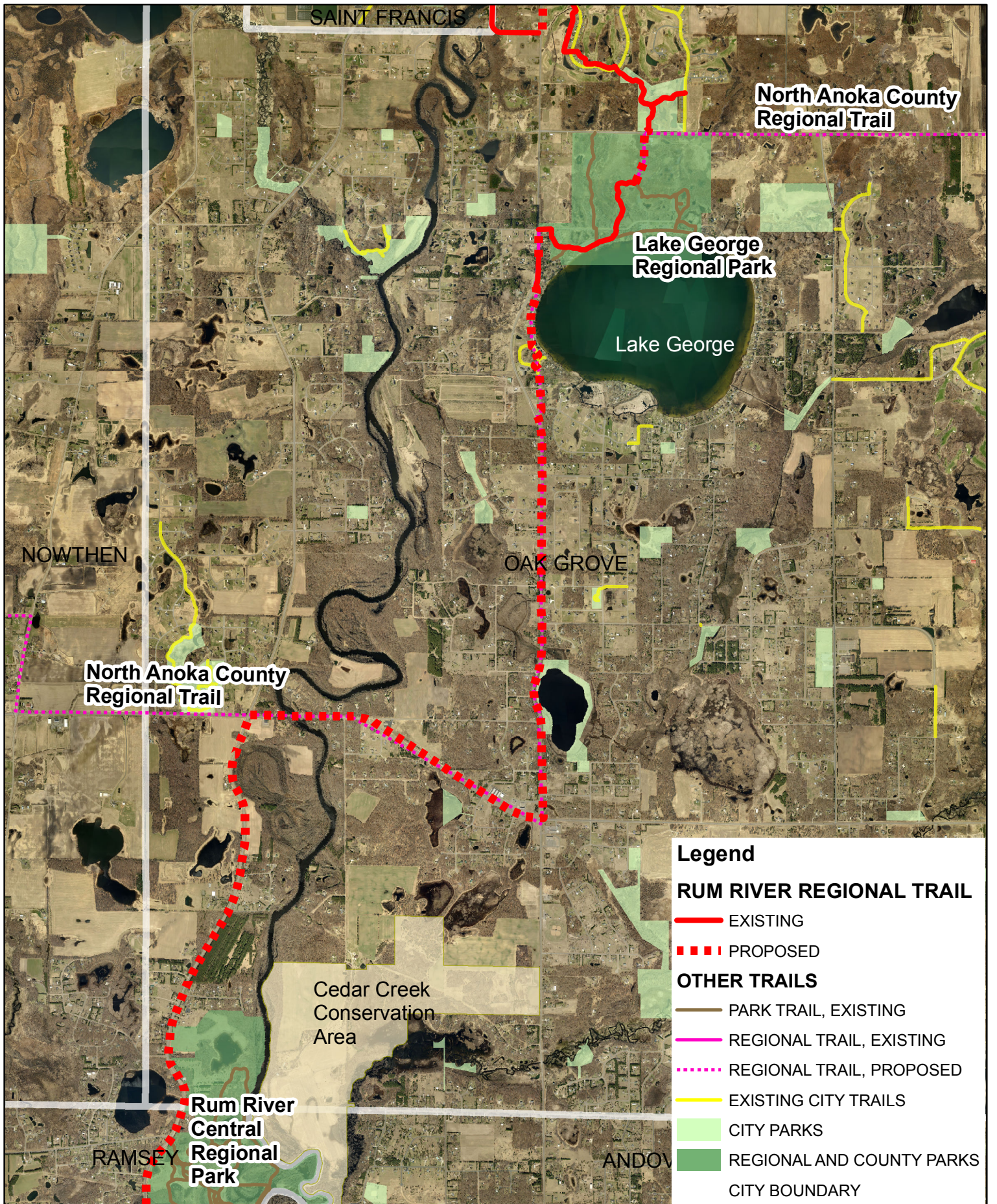
A second 10 foot wide trail segment traverses Lake George Regional Park. It is approximately 1.2 miles long and connects to the existing beach and picnic area as well as providing scenic views through the wetland habitats.

A third existing segment is 10 feet wide and just over one mile. This



Rum River Regional Trail Overall Trail Corridor





Rum River Regional Trail Segment 3 - Oak Grove

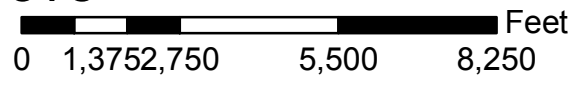
Legend

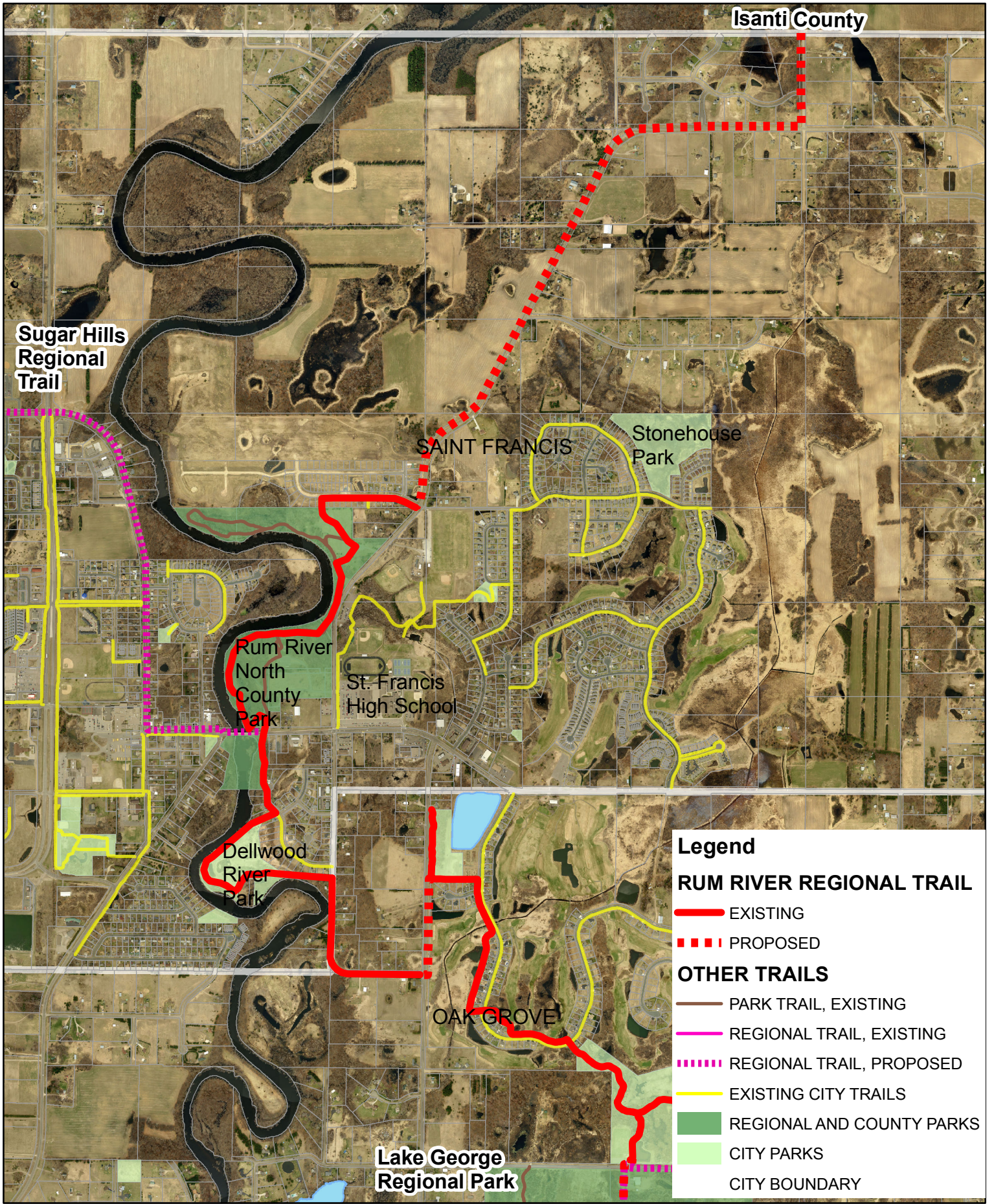
RUM RIVER REGIONAL TRAIL

- EXISTING
- - - PROPOSED

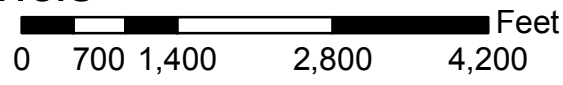
OTHER TRAILS

- PARK TRAIL, EXISTING
- REGIONAL TRAIL, EXISTING
- - - REGIONAL TRAIL, PROPOSED
- EXISTING CITY TRAILS
- CITY PARKS
- REGIONAL AND COUNTY PARKS
- CITY BOUNDARY





Rum River Regional Trail Segment 4 - St. Francis



2040 REGIONAL TRANSPORTATION POLICY PLAN

DRAFT PLAN

Public Comment Period: August 14 – October 1, 2014

390 Robert Street North | St. Paul, MN 55101-1805
Phone 651.602.1000 | Fax 651.602.1550 | TTY 651.291.0904 | metro council.org
An Equal Opportunity Employer



Commuter and Express Route Design

The factors that guide the design of express routes are somewhat different from those covered in the above section for local routes. Express routes are focused on providing fast, reliable trips into major regional centers. The most important factors for express service success are high-density origins and destinations at both ends of the route (such as at a park-and-ride and downtown) and demand management that balances parking supply and cost with the demand for parking and access for transit. The level and location of congestion can also be a substantial factor in the success of express bus services.

Transit Market Areas

An important underlying element to the transit investment plan is the definition of Transit Market Areas. Transit Market Areas are defined by the demographic and urban design factors that are associated with successful transit service. There are five Transit Market Areas as well as some unique Market Area features. The Transit Market Areas are generally associated with community designations in *Thrive MSP 2040* as follows:

- Transit Market Areas I and II are mostly Urban Center communities where urban form and density are most supportive of transit and have the largest concentrations of transit-dependent residents in the region. Transit service in these areas focuses on providing a dense network of local routes with high levels of service to accommodate a wide variety of trip purposes. Market Area II will typically have a similar route structure to Market Area I, but lower levels of service as demand warrants.
- Transit Market Area III is primarily Urban along with portions of the Suburban and Suburban Edge, and is generally characterized by overall lower density and less transit-supportive urban form along with some pockets of denser development. The primary emphasis of transit service in this area is express and commuter service with some suburban local routes providing basic coverage.
- Transit Market Area IV is primarily Suburban Edge and Emerging Suburban Edge along with portions of Suburban, and is generally characterized by consistently low-density development and an urban form that does not support frequent local transit service. Transit service in Market Area IV is primarily peak-period express and commuter service oriented to park-and-ride facilities that can effectively capture the lower density transit demand. Local trips are provided by general public dial-a-ride services.
- Transit Market Area V is generally all forms of Rural and Agricultural but does include the unique freestanding town centers of Stillwater, Waconia, Forest Lake, and Hastings; Market Area V is generally characterized by low-density development or undeveloped land not well suited for regular-route transit service.

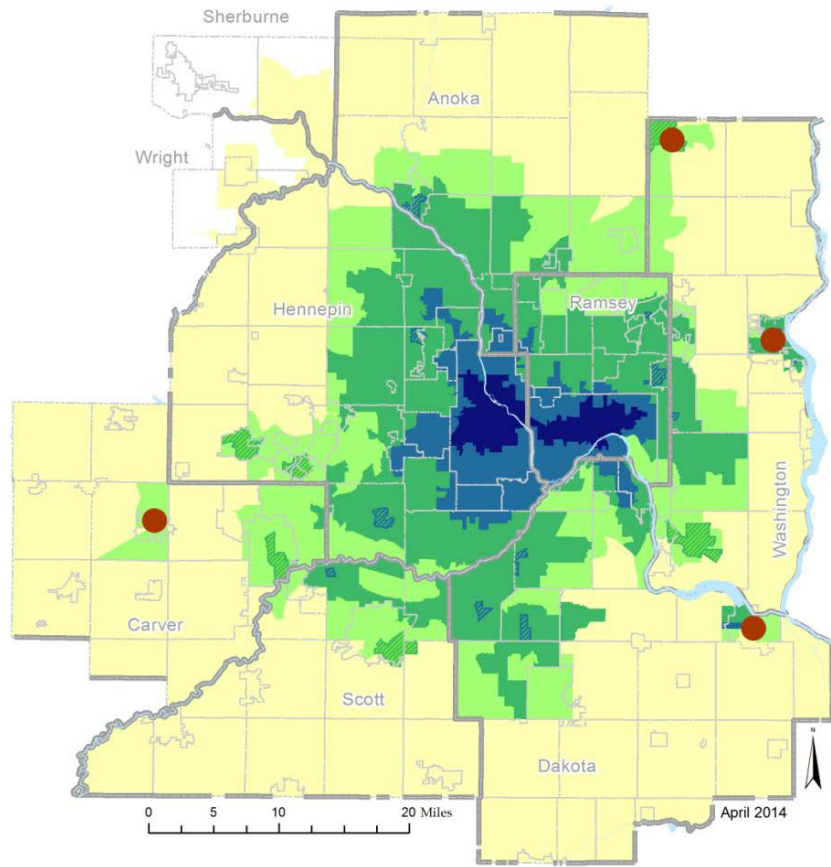
The Emerging Market overlays are unique areas of Transit Market Areas II and III where significant pockets of higher density exist but surrounding conditions still limit the success of local transit. These areas should be a focus for future development that will connect them with

Figure F-1: Transit Market Areas

Transit Market Areas

- Market Area I
- Market Area II
- Emerging Market Area II
- Market Area III
- Emerging Market Area III
- Market Area IV
- Market Area V
- Freestanding Town Center

DRAFT



Reference Items

- Lakes and Rivers
- City Boundary
- County Boundary

Regular-Route System Design

For the regular-route bus system, the guidelines on transit service design in Appendix G: Regional Transit Design Guidelines and Performance Standards cover a number of topics including:

- Transit Market Areas and Service Options – the service types that are appropriate for the different Transit Market Areas
- Network Design and Access
- Route Spacing – the distance between bus routes
- Stop Spacing – the distance between bus stops on a route
- Route Structure
- Route Deviations – diversion of some or all service on a route to serve nearby land uses
- Service Levels
- Service Span – the number of hours/day and days/week a transit service operates

Appendix G: Regional Transit Design Guidelines and Performance Standards

Transit Market Areas

Demand for transit service varies across the region. This applies to the time of day that transit is used, the number of trips taken, and the purpose of trips taken on transit. While this variation in transit demand is driven by a number of factors, it is primarily due to differences in development density, urban form, and demographics. To account for these differences in the planning and evaluation of transit service, the region is divided into five distinct Transit Market Areas representing different levels of potential transit demand.

Transit Market Areas are a tool used to guide transit planning decisions. They help ensure that the types and levels of transit service provided, in particular fixed-route bus service, match the expected demand in a given area. For example, transit service in a suburban community where the automobile is the most convenient mode for the majority of trips might focus on the work commute, providing express bus service to downtown. Transit service in a dense urban core neighborhood might need to accommodate a broader variety of transit service needs that can be met by providing frequent, all-day service to a variety of destinations.

Transit Market Index

Transit Market Areas are determined using a Transit Market Index which in turn is based on a combination of measures of density, urban form, and automobile availability.

Population and Employment Density

Population and employment density are strong indicators of transit demand. Higher density areas generate more transit demand for the simple reason that they have more people living and working within the fixed area within walking distance of any transit stop. Additionally, people living and working in high density areas are more likely to take transit than those living in low density areas. This is because automobile use is often inconvenient because of congestion and parking costs and because residents typically have less need for a car since there are more destinations within walking distance.

In the Transit Market Index, population and employment densities are calculated separately by dividing the total population and total jobs in a census block group by the developed land area of the block group.

Intersection Density

Block size and urban form are important factors in transit demand. Areas with smaller blocks tend to have more traditional street-grids and provide a more walkable environment for pedestrians. The Transit Market Index measures urban form using intersection density; it is the total number of three-, four-, and five-way intersections in a block group divided by the total

service. Focusing growth in and around these areas to connect to other areas of higher potential transit use will present good opportunities for future transit improvement.

Freestanding Town Centers

Freestanding Town Centers are areas that historically grew independently of Minneapolis and St. Paul and are still separated from the urban and suburban areas of the metro by rural land. Because of their concentrated downtowns laid out in a traditional urban form, these areas have a Transit Market Index value that would indicate Market Area III or higher. However, their relatively small population and land area, as well as their distance from other transit-supportive land uses, limits the potential for local fixed-route transit.

Typical Transit Service Types

Table G-2 shows the typical transit service types and levels that are most appropriate for the different transit market areas. The service types listed here are general descriptions for each market area; specific implementation of transit service will depend on available resources, specific analysis of local transit demand and existing ridership, complementary and competing services, and other factors. Detailed analysis of specific communities and locations may determine that other types and levels of service are more appropriate.

Table G-2: Transit Market Area Transit Demand and Typical Services

<i>Transit Market Area</i>	<i>Transit Market Index Range</i>	<i>Propensity to Use Transit</i>	<i>Typical Transit Service</i>
Market Area I	TMI greater than 256.0	Highest potential for transit ridership	Dense network of local routes with highest levels of service accommodating a wide variety of trip purposes. Limited stop service supplements local routes where appropriate.
Market Area II	TMI between 128.0 and 256.0	Approximately 1/2 ridership potential of Market Area I	Similar network structure to Market Area I with reduced level of service as demand warrants. Limited stop services are appropriate to connect major destinations.
Market Area III	TMI between 64.0 and 128	Approximately 1/2 ridership potential of Market Area II	Primary emphasis is on commuter express bus service. Suburban local routes providing basic coverage. General public dial-a-ride complements fixed route in some cases.

Market Area IV	TMI between 32.0 and 64.0	Approximately 1/2 ridership potential of Market Area III	Peak period express service is appropriate as local demand warrants. General public dial-a-ride services are appropriate.
Market Area V	TMI less than 32.0	Lowest potential for transit ridership	Not well-suited for fixed-route service. Primary emphasis is on general public dial-a-ride services.
Emerging Market Overlay	Varies.	Varies. Typically matches surrounding Market Area.	Varies. Typically matches surrounding Market Area.
Freestanding Town Center	TMI at least 64.0	Varies. Typically matches surrounding Market Area.	Varies. Potential for local community circulator as demand warrants. Some peak period commuter express service may be appropriate

Transitways

Transitways are unique transportation corridors with specific, detailed planning processes that result in appropriate levels of service for specific corridors. The detailed planning work on transitway corridors leads to unique applications of transit service design standards and specific types of service unique to each corridor. See the Regional Transitway Guidelines for more information about planning Arterial Bus Rapid Transit (BRT), Highway BRT, Light Rail Transit (LRT) and Commuter Rail

General Public Dial-a-Ride

General public dial-a-ride service is provided by the Metropolitan Council through Transit Link. Transit Link service is open to the general public and operates where regular-route transit service is not available. It is intended to augment the regular-route network and is only available for trips that cannot be accomplished on regular routes alone. Transit Link trips may drop-off passengers at major transfer points to complete their trip on the regular-route network.

ADA Paratransit Services

ADA paratransit service is public transportation for certified riders who are unable to use the regular fixed-route bus due to a disability or health condition. In the Twin Cities region, the Metropolitan Council oversees all ADA paratransit services. Metro Mobility contracts with ADA paratransit service providers, who provide customers with “first-door-through-first-door” transportation.

RBTN Evaluation and Major Barriers

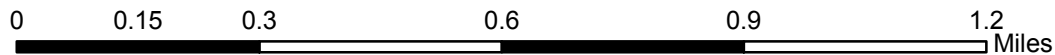
Multiuse Trails and Bicycle Facilities Project: Rum River Regional Trail Segment | Map ID: 1415304744880

Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



- Project
- Principal Arterials
- RBTN Tier 1
- Minor Arterials
- RBTN Tier 2



Created: 11/6/2014
LandscapeRSA1



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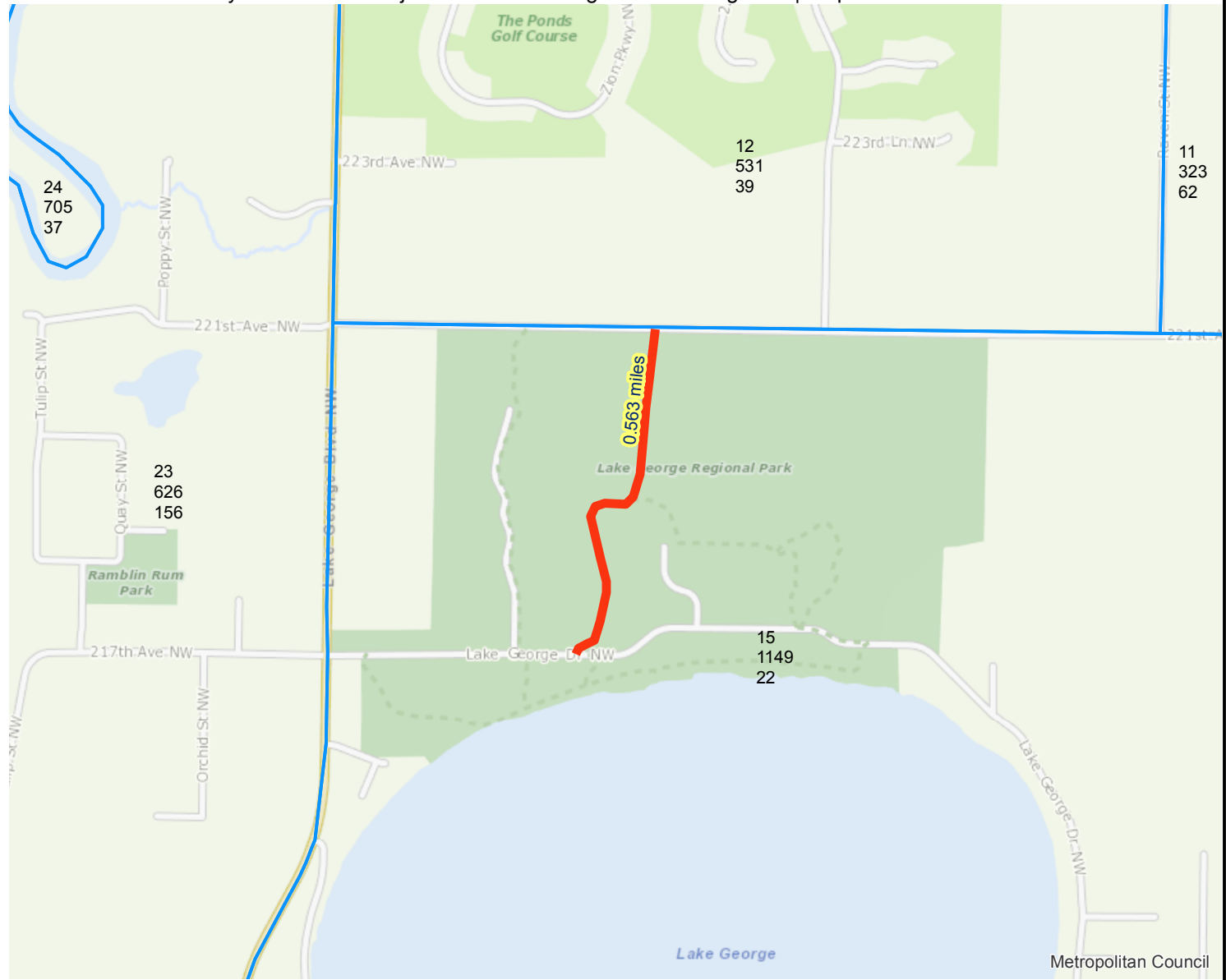


Population Summary

Multiuse Trails and Bicycle Facilities Project: Rum River Regional Trail Segment | Map ID: 1415304744880

Results

Within ONE Mile of project:
Total Population: 5889
Total Employment: 667



— Project
□ 2010 TAZ



Created: 11/6/2014
LandscapeRSA4

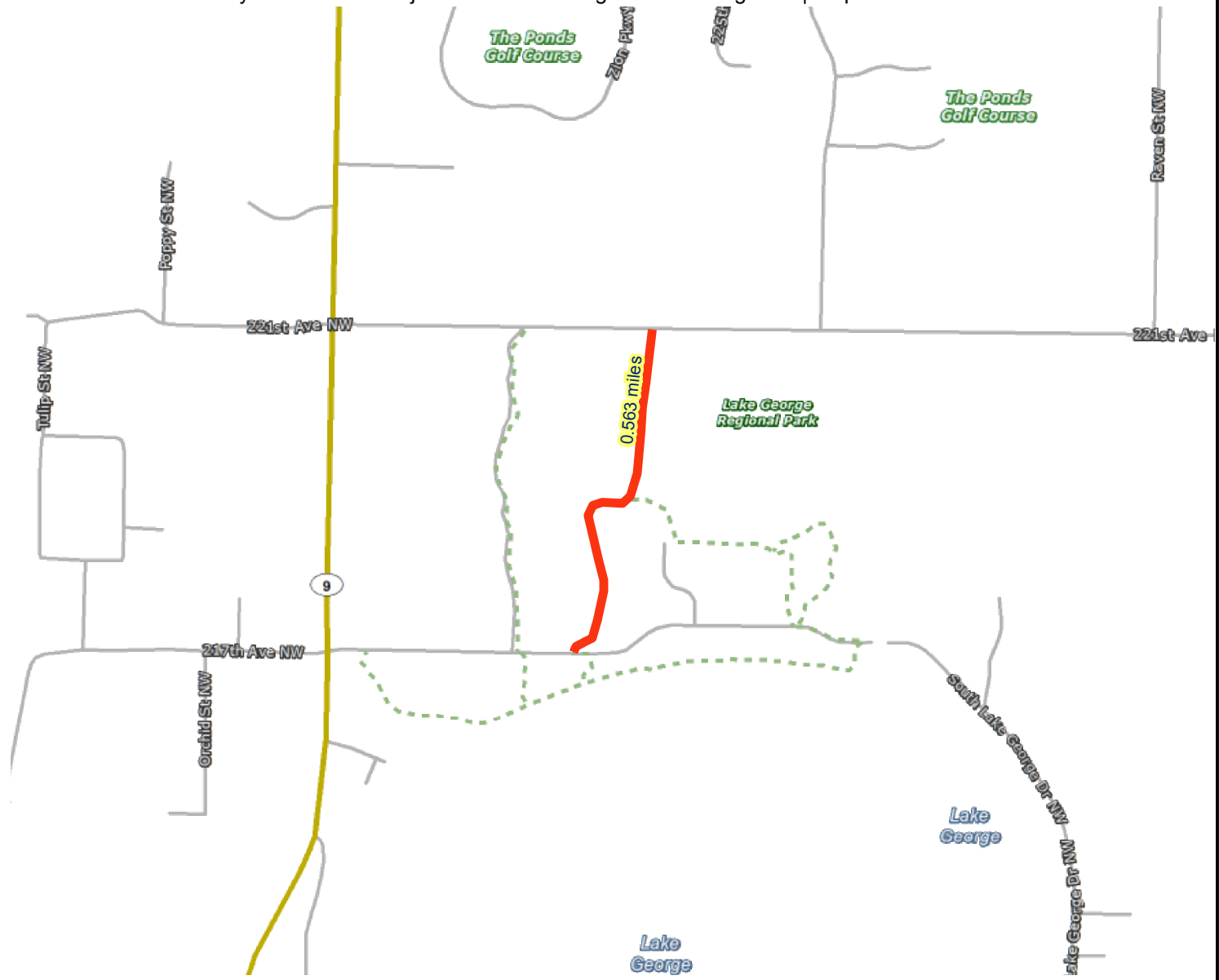


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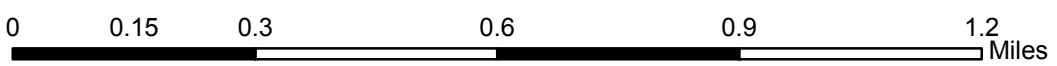


Results

Project **NOT IN** any area of concentrated poverty.



- Project
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty



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LandscapeRSA2



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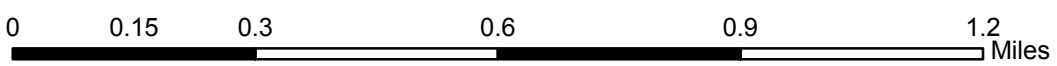
Results

- Transit with a Direct Connection to project:
-- NONE --
- Transit within QTR mile of project:
-- NONE --
- Transit within HALF mile of project:
-- NONE --
- Transit within ONE mile of project:
-- NONE --

*indicates Planned Alignments



- Project
- Active Stop



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LandscapeRSA3



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