Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02184 - Coon Rapids Boulevard Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
Submitted Date:	12/01/2014 9:34 AM

Primary Contact

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	Salutation	First Name	Middle Name	Last Name
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*	Coon Rapids	Minnesota	55433	
	City	State/Province	Postal Code/Zip	
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What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name:	COON RAPIDS,CITY OF
Jurisdictional Agency (if different):	

Organization Type:	City
Organization Website:	
Address:	11155 NW ROBINSON RD

*	COON RAPIDS	Minnesota	55433
	City	State/Province	Postal Code/Zip

County:	Anoka
Phone:*	763-755-2800 Ext.
Fax:	
PeopleSoft Vendor Number	0000020934A1

Project Information

Project Name	Coon Rapids Boulevard Trail Project
Primary County where the Project is Located	Anoka
Jurisdictional Agency (If Different than the Applicant):	NA

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

The Coon Rapids Boulevard (CSAH 1) Trail project is located in Coon Rapids. The project will reconstruct an existing multiuse trail/sidewalk to meet current standards and construct new trail to eliminate a gap in the local and regional trail system. Portions of the trail (Eldorado to Direct River Drive) are designated as the Mississippi River Regional Trail (MRRT). The MRRT serves over 116,300 users a year. The proposed project includes reconstructing the existing multiuse trail along CSAH 1 from Eldorado Street to Egret Boulevard (and filling in gaps) and constructing new trail along Egret Boulevard from CSAH 1 to the Coon Rapids Dam Regional Park. The project includes approximately 4.3 miles of 10-foot wide paved multiuse trail.

The existing trail is located along CSAH 1 from Eldorado Street to Egret Boulevard (with some gaps). The trail follows the south side of CSAH 1 and is primarily bituminous. The trail is in poor condition and does not meet bicycle and ADA design standards due to inadequate width, poor surface condition, slopes and inadequate pedestrian ramps. The project will widen the trail to 10 feet and bring this segment of the MRRT and local trail into compliance with design standards. The new construction will extend the trail south along Egret Boulevard to provide a connection to Coon Rapids Dam Regional Park. The trail will be 10 feet wide and will replace the existing sidewalk on the west side of Egret Boulevard. This segment will tie into an existing segment of the MRRT in Coon Rapids Dam Regional Park.
This project provides key connections to transit (several routes) and several important destinations in the community, including: Mercy Hospital, Anoka Ramsey Community College, River Trail Learning Center (special education school), Coon Rapids Dam Regional Park, local trails, and other portions of the MRRT.

Additionally, connections to Coon Creek Regional Trail (123,400 users a year) are made at Egret Boulevard that allow users to get between Coon Rapids Dam and Bunker Hills Regional Parks. Together these parks serve over 1,062,000 visitors a year.

Reconstructing the trail and extending it are important for pedestrian and bicycle safety. CSAH 1 is a four- to six-lane divided roadway with 17,000 28,000 cars a day and speeds of 45 to 50 miles per hour.

Figure 1 shows the proposed project and destinations on the trail. Figure 2 includes the broader trail network. Figure 3 contains the layout. Attachment Visitation Estimate.

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

Project Length (Miles) 4.37

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.

Connection to Local Planning	The proposed trail is included in the Anoka County Coon Rapids Boulevard/East River Road Corridor Study (executive summary and appendix) and the Coon Rapids 2012 Parks, Trails and Open Space System Update (5.06 - 5.08 and 8.05) (attached). The Anoka County Park System Plan includes the Mississippi River and Coon Creek Regional Trails (12-9 and 12-9attached). The proposed project follows the Mississippi River Regional Trail from Eldorado to Direct River Drive and links to Coon Creek Regional Trail at Egret Blvd. The project is consistent with policies and strategies in the Metropolitan Council Regional 2030 Transportation Policy Plan and the draft 2040 TPP. Additionally, the project is in a Tier 1 Bicycle Transportation Corridor in the Regional Bicycle Transportation Network.

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	$1,100,000.00
Match Amount *Minimum of 20% of project total*	$1,102,475.00
Project Total	$2,202,475.00
Match Percentage *Minimum of 20%* *Compute the match percentage by dividing the match amount by the project total*	50.06%
Source of Match Funds	City dollars - the city is willing to receive less funding if the project scores well. The city has bond money for the remaining fund balance that it can use.
Preferred Program Year	
Select one:	2018

Project Information

County, City, or Lead Agency	City of Coon Rapids
Zip Code where Majority of Work is Being Performed	55433
(Approximate) Begin Construction Date	05/04/2018
(Approximate) End Construction Date	11/02/2018

LOCATION

From: **(Intersection or Address)** *Do not include legal description;* *Include name of roadway if majority of facility runs adjacent to a single corridor.*	Coon Rapids Dam Regional Park (Egret Blvd)
To: **(Intersection or Address)**	Coon Rapids Blvd. and Eldorado St.
Type of Work *Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)*	Aggregate base, bituminous surface, bicycle path, pedestrian ramps

BRIDGE/CULVERT PROJECTS
(If Applicable)

Old Bridge/Culvert?	No
New Bridge/Culvert?	No
Structure is Over/Under **(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	$1,893,500.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$68,750.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$25,000.00
Pedestrian-scale Lighting	$15,000.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$200,225.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$2,202,475.00**

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	$2,202,475.00
Construction Cost Total	$2,202,475.00
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 projected 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
2013 Visitation Estimate.pdf	2013 Park and Trail Visitor Estimates	23 KB
Anoka County Hwy Dept Letter of Support.pdf	Anoka County Hwy Support Letter	460 KB
Connections to Planning - CRB Study - 2012 Park System Update - Anoka County System.pdf	Connections to Planning Relevant Study Pages	8.1 MB
Coon Rapids Blvd - Crash information for Regional Solicitation.pdf	Coon Rapids Blvd crash data and diagrams consulted for grant application	2.7 MB
Coon Rapids Blvd Trail - Letter from City to Anoka HwyDept.pdf	Coon Rapids Letter to Anoka County Highway Department Informing them of the Project	77 KB
Coon Rapids Funding Commitment Letter.pdf	Coon Rapids Funding Commitment Letter to Met Council	73 KB
Figure 3 Layout.pdf	Figure 3 - Layout/Concept	1.1 MB
Figures 1 and 2 Project Location and Trail Connections.pdf	Figures 1 and 2 - Project Location and Trail Connections	3.5 MB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

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

Upload Map Bike Corridors.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only)	54244
Existing Employment Within One Mile (Integer Only)	22748

Completed by Metropolitan Council Staff

Total Project Cost	$2,202,475.00
Cost Effectiveness for Population	$40.60
Cost Effectiveness for Employment	$96.82
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	Yes
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.	

Response (Limit 1,400 characters; approximately 200 words)	The project is in a census tract above the regional average for population in poverty or of color. Positive impacts: The project links many destinations in the community. Children, the elderly, low-income populations, people with disabilities, and people who rely on walking/bicycling will benefit from improved access to these destinations. The trail will meet ADA requirements to be accessible for people with disabilities. The trail provides access to regular transit service along CSAH 1, enabling disadvantaged populations the opportunity to get to broader destinations without the use of a vehicle. Mercy Hospital will be connected to surrounding high-density multiple family and single family neighborhoods. Anoka Ramsey Community College, River Trail Learning Center, and Coon Rapids Dam Regional Park are adjacent to the corridor. A large concentration of shopping destinations (including groceries, hardware, and pharmacies) and services are along the corridor. These areas will be connected via a safe pathway in contrast to current conditions where users must navigate narrow, deteriorating trails located very close to traffic. Residents will be able to safely reach these destinations without a car. Negative impacts/mitigation: Most construction will take place within existing right of way and is not anticipated to result in negative impacts.
Upload Map	Socio-Economic.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Coon Rapids	4.3
	4

Total Project Length

Total Project Length	4.37

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
Coon Rapids	4.37	4.3	89.0	1.016	90.449
		4	**89**	**1**	**90**

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	4.3
Total Housing Score	90.449

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

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

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

Gap Improvements: The project is located in a Tier 1 bicycle corridor identified on the RBTN. The proposed project will be a 10 ft wide paved multiuse trail in place of a deteriorating, substandard path (with gaps) along CSAH 1, a high traffic 4- to 6-lane roadway with 13,000-28,000 ADT and a 50 mph speed limit. The project will fill a trail gap between the existing path and Coon Rapids Dam Regional Park by constructing 10 ft wide trail in place of sidewalk along Egret Blvd, providing a connection for both bicyclists and pedestrians.

Barriers: The poor condition of the existing path is a barrier for bicyclists; however, riding on the roadway is not comfortable for bicyclists due to high speeds and traffic volumes on CSAH 1.

Continuity: The project will bring a segment of the Mississippi River Regional Trail (MRRT) and local trail up to current bicycle/ADA standards, providing a continuous local and regional connection for bicyclists and people with disabilities. The project will also provide a continuous trail connection to Coon Rapids Dam Regional Park, other segments of the MRRT and Metro Transit bus stops.

Connections: The project will connect to segments of the MRRT that provide regional connections to Anoka, Ramsey, Fridley, Columbia Heights, and Minneapolis, as well as other regional trails (Rum River, Coon Creek and Rush Creek).

Measure B: Project Improvements

Response (Limit 1,400 characters; approximately 200 words)	Deficiencies: The existing path along CSAH 1 is deteriorating, has gaps and is not designed to current bicycle or ADA standards. The current path is too narrow for both pedestrians and bicyclists to share. The condition of the path is a barrier for bicyclists and people with disabilities. The path also lacks adequate separation from Coon Rapids Blvd, a 50 mph roadway with 13,000-28,000 ADT. The existing paths deficiencies lead some bicyclists to use the roadway. Five-year crash data indicate that there were 8 crashes involving bicyclists riding in vehicular travel lanes. One crash involved a pedestrian. Site Problem: The problem is that the existing path is in poor condition and is not adequate for bicyclists or people with disabilities. The condition of the path discourages walking/bicycling along CSAH 1 and has resulted in safety problems and problems with getting to transit stops along the corridor. Deficiency Reduction: The proposed project will provide a trail along CSAH 1 that will be safe and comfortable for pedestrians, bicyclists, and people with disabilities. The trail will be wide enough for all users to share and will be a safe alternative to bicycling in the travel lanes on CSAH 1 or using inconsistent facilities on the north side of the corridor. The trail will also meet design standards for horizontal separation from the roadway.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	850, 852
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	766, 805, 850, 852, 860, 887, 888-Northstar Commuter Rail
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	921833.0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	1607620.0
Transitway Ridership Indirectly Connected	0

Measure B: Pedestrian Connections

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

Pedestrian Connections: There are 5-6 ft wide sidewalks on many intersecting streets, connecting to commercial areas, schools, parks, and employment centers. The project connects to existing Mississippi River Regional Trail (MRRT) segments, providing regional connections to Anoka, Ramsey, Fridley, Columbia Heights, and Minneapolis, as well as other regional trails (Rum River and Rush Creek Regional Trail). A short sidewalk connection on Egret Boulevard connects to the Coon Creek Regional Trail. Figure 2.

Connections to High Traffic Areas: The proposed project will directly connect to the following:

-Mercy Hospital

-Anoka-Ramsey Community College

-Coon Rapids Dam Regional Park

-Commercial areas (including groceries, hardware, and pharmacies)

-Several high/medium density neighborhoods

-K-12 School

-Transit stops

Connections constructed before the completion of this project: Figure 2 also shows planned 2015 and 2017 segments of the MRRT. Those segments will complete the MRRT in Anoka County. 2015 construction of portions of the Sand Creek Linkage Trail will provide a trail connection between the proposed project and Bunker Hills Regional Park in Andover.

Future connections: The Middle Linkage Trail will connect to Coon Rapids Blvd at Yukon Street and

will connect to parks, schools, and the Coon Creek Regional Trail. Attached 2012 Parks, Trail, and Open Space Plan map.

Measure C: Multimodal Facilities

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

Ped/Transit Elements: CSAH 1 is a transit route. While the project does not include specific transit stop improvements, the improved trail will improve ped/bike access to transit stops. People with disabilities will have improved access to stops because the project will be ADA compliant and will not have gaps.

Ped/Bike elements incorporated: Trail is designed for both user groups 10 feet wide. The trail will meet ADA and bike standards and not have gaps. The improved trail provides an alternative to bicycling in travel lanes on CSAH 1. The project will provide increased separation between the trail and travel lanes. The trail connection along Egret Blvd will improve bike/ped access to Coon Rapids Dam Regional Park and trails within the park.
Existing ped elements: There is an existing path along Coon Rapids Blvd; however, it is deteriorating and is not up to current bike/ADA standards. It is too narrow for peds/bikes to share and poor surface/curb ramp conditions are challenging for people with disabilities, plus there are gaps. There is an existing sidewalk on Egret Blvd.

Integrates: The project provides a separate facility safe for bicyclists and pedestrians with access to transit and distance from cars. The city will provide year-round maintenance so it can be used safely.

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 12/01/2017

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

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 Yes

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 01/05/2018

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 01/05/2018

9)Letting

Anticipated Letting Date 03/02/2018

Table 1: 2013 Visitation Estimate

	Summer	Winter		Spring/Fall		Other[1]			
Agency/Park	visits (1,000's)	use multiplier	visits (1,000's)	use multiplier	visits (1,000's)	Camping (1,000's)	Special Events (1,000's)	Total Visits (1,000's)	O & M[2] Grant Adjustments
ANOKA COUNTY:									
Anoka Co. Riverfront RP [3]	89.8	0.245	22.0	1.054	94.6	0.0	0.0	206.4	
Bunker Hills RP	169.0	0.178	30.1	0.957	161.8	43.7	208.2	612.7	
Bunker Hills-Chain of Lakes RT [4]	32.8	0.306	10.0	1.317	43.2	0.0	0.0	86.1	
Central Anoka RT	25.4	0.306	7.8	1.317	33.4	0.0	0.0	66.6	
Coon Creek RT [4]	47.0	0.306	14.4	1.317	61.9	0.0	0.0	123.4	
Coon Rapids Dam RP	203.1	0.178	36.1	0.957	194.3	0.0	15.7	449.3	
East Anoka County RT [4]	31.0	0.306	9.5	1.317	40.9	0.0	0.0	81.4	
Lake George RP	96.6	0.178	17.2	0.957	92.4	0.0	5.3	211.5	
Martin-Island-Linwood Lakes RP	55.0	0.178	9.8	0.957	52.6	0.0	6.5	124.0	
Mississippi River RT	44.4	0.306	13.6	1.317	58.4	0.0	0.0	116.3	
Mississippi West RP [5]	92.1	0.178	16.4	0.957	88.2	0.0	0.0	196.7	
Rice Creek Chain of Lakes PR	132.9	0.178	23.7	0.957	127.2	24.2	43.2	351.1	
Rice Creek North RT	47.2	0.306	14.4	1.317	62.2	0.0	0.0	123.9	
Rice Creek West RT	114.2	0.306	34.9	1.317	150.4	0.0	1.2	300.8	
Rum River RT [4]	23.0	0.306	7.1	1.317	30.3	0.0	0.0	60.4	
Rum River Central RP	31.7	0.178	5.6	0.957	30.3	0.0	0.0	67.7	
RP/PR/SRF subtotals	870.2		160.9		841.4	67.9	278.9	2,219.3	
RT subtotals	365.1		111.7		480.8	0.0	1.2	958.9	
Subtotal:	1,235.3		272.6		1,322.3	67.9	280.1	3,178.2	3,178.225

		Winter		Spring/Fall		Other[1]			
Agency/Park	visits (1,000's)	use multiplier	visits (1,000's)	use multiplier	visits (1,000's)	Camping (1,000's)	Special Events (1,000's)	Total Visits (1,000's)	O & M[2] Grant Adjustments
BLOOMINGTON:									
Bush and Normandale Lakes RP	319.8	0.178	56.9	0.957	306.1	0.0	59.4	742.2	
Subtotal:	319.8		56.9		306.1	0.0	59.4	742.2	742.180

	Summer	Winter		Spring/Fall		Other[1]			
Agency/Park	visits (1,000's)	use multiplier	visits (1,000's)	use multiplier	visits (1,000's)	Camping (1,000's)	Special Events (1,000's)	Total Visits (1,000's)	O & M[2] Grant Adjustments
CARVER COUNTY:									
Baylor RP	28.4	0.178	5.1	0.957	27.2	19.5	13.6	93.7	
Dakota Rail RT [4]	46.4	0.000	0.0	1.317	61.2	0.0	0.0	107.6	
Lake Minnewashta RP	73.7	0.178	13.1	0.957	70.5	0.0	7.4	164.8	
Lake Waconia RP	48.2	0.178	8.6	0.957	46.1	0.0	14.3	117.2	
Minnesota River Bluffs RT [5]	56.7	0.000	0.0	1.317	74.7	0.0	0.0	131.4	
RP/PR/SRF subtotals	150.3		26.8		143.8	19.5	35.3	375.7	
RT subtotals	103.2		0.0		135.9	0.0	0.0	239.0	
Subtotal:	253.5		26.8		279.7	19.5	35.3	614.7	614.696

Notes:

All visits are listed in units of 1,000 (for example, "50.5" is equivalent to 50,500 visits). Subtotals are rounded.

RP = Regional Park; PR = Park Reserve; RT = Regional Trail; SRF = Special Recreation Feature

[1] Camping is in "visitor-days," where each visit is one person in the park for one day. A family of four staying one night would have 8 visitor-days. Special events include events over 300 and any unusual park-specific situations. Special events and situations are detailed in Table 2.

[2] O & M = Operations and Maintenance

[3] In this park the majority of users are trail users. The multipliers were adjusted to reflect the mix of trail and park use.

[4] 3rd year sampled

[5] 2nd year sampled

Anoka County
TRANSPORTATION DIVISION
Highway

Douglas W. Fischer, PE
County Engineer

November 26, 2014

Mr. Mark Hansen, P.E.
Assistant City Engineer
City of Coon Rapids
11155 Robinson Drive
Coon Rapids, MN 55433

Dear Mr. Hansen,

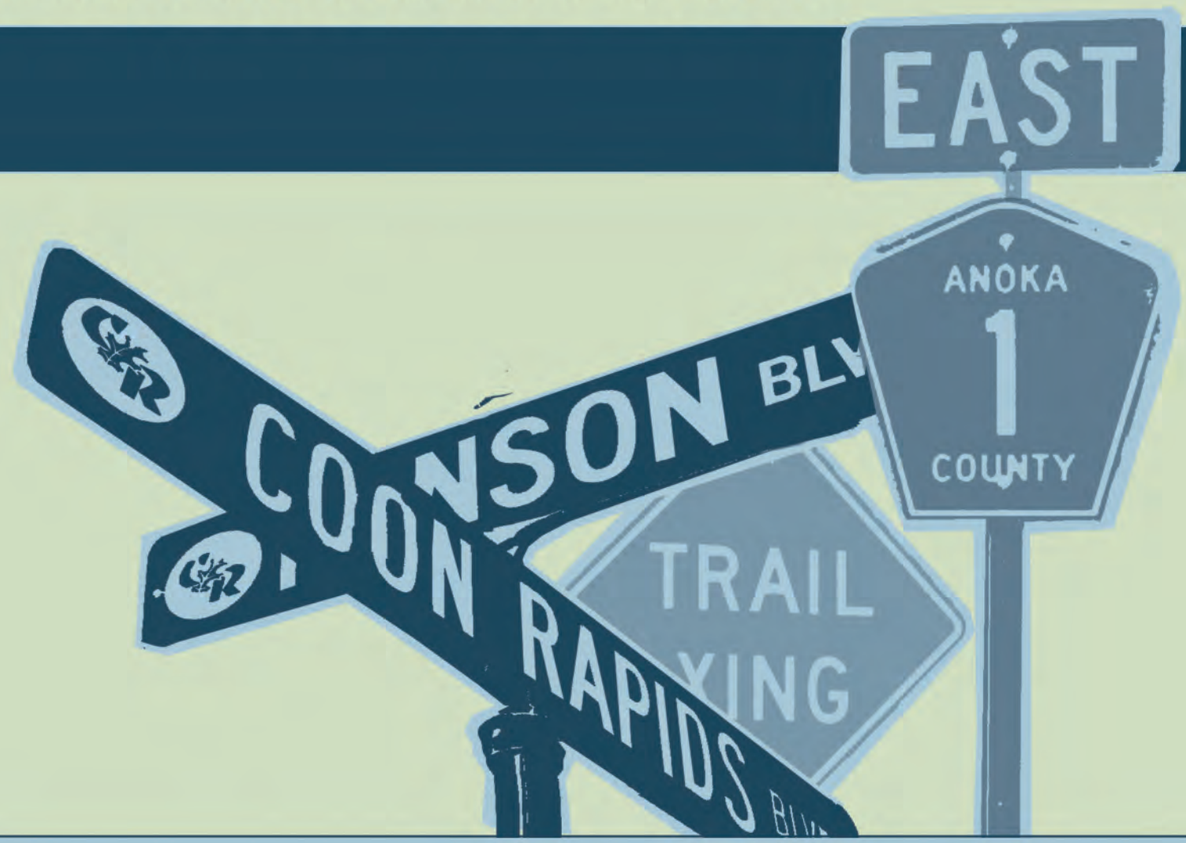
The Anoka County Highway Department appreciates your efforts to secure funding for multimodal improvements along CSAH 1 (Coon Rapids Boulevard) and continued work towards implementing projects consistent with the approved Coon Rapids Blvd. Corridor Study. The County is supportive of the City moving forward with plans for trail development along this busy highway, and will work with the City as plans are developed to ensure that a safe facility is developed for its users.

Sincerely,

Andrew Witter, P.E.
Assistant County Engineer

COON RAPIDS BOULEVARD/EAST RIVER ROAD
CORRIDOR STUDY

CSAH 1/CSAH 3 between 7th Avenue and TH 610



Prepared for: ANOKA COUNTY

In coordination with: COON RAPIDS Minnesota

Prepared by: Kimley-Horn and Associates, Inc.

June 2010

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Introduction

The Anoka County Coon Rapids Boulevard/East River Road Corridor Study includes both Anoka County State Aid Highway (CSAH) 1 and CSAH 3 between 7th Avenue (CSAH 7) and Trunk Highway (TH) 610. CSAH 1 is also known as East River Road from TH 610 to the intersection with CSAH 3, as Coon Rapids Boulevard from the intersection with CSAH 3 to the Coon Rapids/Anoka city border, and as East River Road from the Coon Rapids/Anoka border to 7th Avenue.

From TH 610 to 7th Avenue, CSAH 1 is 5.8 miles long. This segment of the corridor is located primarily in the City of Coon Rapids (5.5 miles) with the exception of the link between 9th Avenue and 7th Avenue, which is in the City of Anoka (0.3 miles). It is a minor arterial with a four-lane divided section between TH 610 and CSAH 3 and between Egret Boulevard and 9th Avenue, a seven-lane (three lanes southeastbound/four lanes northwestbound) divided section between CSAH 3 and Avocet Street, a five-lane (two lanes southeastbound/three lanes northwestbound) divided section between Avocet Street and Egret Boulevard, and a four-lane undivided section between 9th Avenue and 7th Avenue. It is typically situated within 150 feet of right-of-way south of 9th Avenue, and 66 feet of right-of-way between 9th Avenue and 7th Avenue. The posted speed limit is 45 miles per hour (mph) southeast of Mississippi Boulevard, 50 mph between Mississippi Boulevard and Blackfoot Street, and 35 mph northwest of Blackfoot Street.

CSAH 3, also known as Coon Rapids Boulevard, is approximately one mile long from TH 610 to CSAH 1. This segment of the corridor is located entirely within the City of Coon Rapids. It is a minor arterial roadway with a four-lane divided section, typically situated within 120 to 200 feet of right-of-way. The posted speed limit is 50 mph.

The purpose of this study is to identify concepts for improving mobility, increasing safety, and enhancing the appearance and economic vitality along the Coon Rapids Boulevard/East River Road corridor. This study presents the existing conditions along the corridor, and presents 20-year traffic forecasts for the planning horizon year of 2030. This study documents the data and analysis used to develop and screen alternatives to arrive at feasible concepts for recommendation and implementation that will be able to accommodate the forecast year traffic and provide for safety enhancements. The study does not anticipate reconstruction of the corridor to occur at one time. The identified concepts will be implemented over time as funding opportunities arise and redevelopment occurs along the corridor.

The project's public involvement plan (PIP) consisted of various activities to engage stakeholders and obtain input on the study process. In addition to regular meetings with the technical advisory committee (TAC) and policy advisory committee (PAC), local agencies/organizations, regulatory agencies, residents, and business owners were invited to provide input through several different techniques. Informational postcards, the local newspaper, and city/county websites were used to disseminate information, notice public meetings, and provide contact information for project team members. The initial set of meetings was used to set a vision for the corridor that would guide the study process.

VISION STATEMENT

Anoka County and the cities of Coon Rapids and Anoka will develop a safe, efficient, and visually appealing corridor that enhances economic vitality, provides connections for pedestrians, bicyclists, and transit users, and creates a regionally identifiable corridor with distinctive local places.

Existing Conditions

The existing conditions analysis reviewed land use, demographics, traffic, access, safety, trails and sidewalks, transit service, freight movements, utilities, and environmental and cultural constraints. The existing conditions analysis of traffic, access, safety, and trails and sidewalks are briefly summarized in this executive summary. The existing conditions analysis of the other corridor features can be found in the full report.

Existing volumes, roadway and intersection geometry and characteristics obtained in the field, and traffic signal timings obtained from Anoka County and Mn/DOT were input into a Synchro/SimTraffic model. Coon Rapids Boulevard, from Avocet Street to Round Lake Boulevard, is a coordinated system running 140 second cycle lengths during the peak periods. Five one-hour simulations were run for both the a.m. and p.m. peak periods. The averaged results were used to determine the levels of service (LOS) for the facility, segments, and intersections. LOS is a qualitative indication of traffic operations broken down into letter grades - A through F. LOS A indicates free flow conditions; LOS F represents breakdown conditions where the traffic volume exceeds the capacity of the roadway or intersection. LOS D is generally considered the threshold acceptable to most drivers. LOS for the facility and segments are based on average travel speed.

The overall existing facility LOS in the a.m. peak hour for CSAH 1 is LOS C southeastbound and LOS B northwestbound. The overall existing facility LOS in the a.m. peak hour for CSAH 3 is LOS B southeastbound and LOS E northwestbound. The overall existing facility LOS in the p.m. peak hour for CSAH 1 is LOS B southeastbound and LOS D northwestbound. The overall existing facility LOS in the p.m. peak hour for CSAH 3 is LOS D southeastbound and LOS C northwestbound.

East River Road and Coon Rapids Boulevard operate acceptably as overall facilities during both peak periods with the exception of CSAH 3 northwestbound in the a.m. peak hour. However, there are isolated segments with reduced average travel speed, such as between TH 610 EB and Foley Boulevard on East River Road in both directions during both the a.m. and p.m. peak hours. This is due to the close spacing of the intersections that limits turn lane lengths, insufficient roadway width to accommodate dual left-turn lanes, and uncoordinated timing of the signals. Coon Rapids Boulevard between East River Road and Egret Boulevard currently operates at LOS F in the northwestbound direction during the p.m. peak hour due to heavy congestion at the intersection of Coon Rapids Boulevard and Egret Boulevard. Northwestbound queues frequently spillback through the intersection of Coon Rapids Boulevard and Avocet Street, causing lane blocking problems for turning movements. Coon Rapids Boulevard between TH 610 WB and Foley Boulevard also operates at lower average speeds due to congestion at the intersection of Coon Rapids Boulevard and Foley Boulevard.

All of the intersections studied operated acceptably during the a.m. peak hour based on overall average control delay, but some individual movements operated at LOS E or F. Most of these movements were not related to operational problems, but were due to relatively low demand and long cycle lengths. The coordinated section of the corridor between Avocet Street and Round Lake Boulevard operates on 140 second cycle lengths during the peak periods. Thus, vehicles making a movement that has low volume will almost always have some delay (i.e., they will not likely arrive during the green phase). Minor lane blocking also occurred at some intersections where through lane queues extended past the entrance to turn lanes. Lane group operational problems were noted at three intersections during the a.m. peak period:

- Coon Rapids Boulevard (CSAH 1) and Round Lake Boulevard - southbound left-turn movement
- Coon Rapids Boulevard (CSAH 1) and Crooked Lake Boulevard (CSAH 18) - southbound left-turn movement
- Coon Rapids Boulevard (CSAH 1) and Hanson Boulevard (CSAH 78) - northbound thru, and southbound left-turn movements.

Two intersections do not operate acceptably during the p.m. peak hour based on overall average control delay: Coon Rapids Boulevard and Avocet Street and Coon Rapids Boulevard and Egret Boulevard. In addition, there were several individual movements at other intersections that operated at LOS E or F. Again, most of these movements were not related to operational problems, but to low demand combined with long cycle lengths. As with the a.m. peak period, some short periods of lane blocking occurred at some of the intersections. Lane group operational problems were noted at the same two intersections that exhibited overall LOS issues in addition to one other intersection:

- Coon Rapids Boulevard (CSAH 1) and Hanson Boulevard (CSAH 78) - northwestbound thru movement
- Coon Rapids Boulevard (CSAH 1) and Egret Boulevard - northwestbound left-turn, thru, and right-turn movements
- Coon Rapids Boulevard (CSAH 1) and Avocet Street - northwestbound through movement.

Access is controlled on the majority of Coon Rapids Boulevard/East River Road through a combination of measures. The roadway is divided with a 15.5-foot median from TH 610 to approximately 9th Avenue. A frontage road provides local access on the southwest side of Coon Rapids Boulevard from East River Road to Crooked Lake Boulevard (CSAH 18). In addition, there is a short segment of frontage road on the northeast side of Coon Rapids Boulevard near Thrush Street.

There are 34 public street intersections and 85 driveway accesses along the Coon Rapids Boulevard/East River Road corridor. There are three different types of access among these intersections and driveways: full access, T-intersection, and right-in/right-out. Full access intersections are the least restrictive, but have 32 conflict points; T-intersections have 9 conflict points; and right-in/right-out intersections, the most restrictive, have 4 conflict points. Of the 34 public street intersections, 20 are full access and 14 are T-intersections. The driveway accesses include 28 T-intersections and 57 right-in/right-out accesses.

The latest five years of crash data (2002-2006) along the Coon Rapids Boulevard/East River Road corridor, provided by Anoka County, showed that there were 715 crashes reported along CSAH 1 and 63 crashes reported along CSAH 3. Crashes were analyzed based on type, age of driver, injury, lighting, location, road surface condition, time, weather, and year. Most crashes along the corridors were rear end or right angle, and they occurred during clear or cloudy weather on dry road surfaces, during the daylight hours. As expected, there were concentrations of crashes during the peak periods. There was one intersection where the observed crash rate exceeded the Critical Crash Rate: Coon Rapids Boulevard and 100th Lane. 100th Lane is a low volume local street with side street stop control at Coon Rapids Boulevard. The proportion of right angle crashes at Coon Rapids Boulevard and 100th Lane significantly exceeds the expected amount (61% versus 25%).

Trails and walkways are provided within the Coon Rapids Boulevard/East River Road corridor, but are inconsistent in their location, condition, and continuity. Many are interrupted by local street and driveway connections to Coon Rapids Boulevard/East River Road, some are squeezed within the narrow boulevard strip between the frontage road and Coon Rapids Boulevard, most are in poor condition, and many walkways on the northeast side of corridor simply end, only to start again one block away. This pattern repeats itself throughout the corridor.

Traffic Forecasts

The Anoka County travel demand model, which is based on TP+ software, was used for forecasting future year travel demand. The model was first run with the year 2000 dataset to establish baseline volumes. Two future year models were run using the year 2030 land use datasets to determine growth. Both 2030 roadway datasets included a six-lane section on TH 10 to 7th Avenue, consistent with the Anoka County Long Range Transportation Plan. One future year alternative included Coon Rapids Boulevard/East River Road with existing geometry (Alternative 1) and the other included an improved six-lane Coon Rapids Boulevard section between Egret Boulevard and Hanson Boulevard (Alternative 2). These two scenarios represent the future year "No-Build" and "Build" scenarios for the Coon Rapids Boulevard/East River Road corridor, respectively.

The projected volumes for Alternative 1 ("No-Build") indicate a borderline need for a six-lane section between Hanson Boulevard and Egret Boulevard. The borderline need is a result of capacity constraint along the Coon Rapids Boulevard/East River Road corridor and diversion of traffic to alternate routes. The projected volumes for Alternative 2 ("Build") indicate a strong need for a six-lane section between Hanson Boulevard and Egret Boulevard with a corresponding increase in projected volume on Hanson Boulevard between Coon Rapids Boulevard and 111th Avenue. The other segments of Coon Rapids Boulevard/East River Road and proximate corridors indicate little change in projections between the two alternatives.

Concept Development

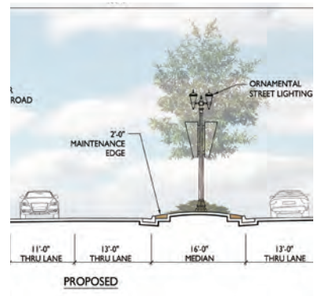
The guiding principles for concept development can be summarized into four main groups: safety improvements, expanded capacity, adherence to design standards, and visual quality enhancements. Safety improvement concepts were developed at intersections where crash rates are higher than the statewide average, to address discontinuous pedestrian facilities, and to achieve single stage pedestrian street crossing movements. Capacity improvement concepts were developed where either the capacity of roadway segments or intersections are currently creating or projected to create unacceptable vehicle delay. Concepts to address corridor elements that are below current design standards include access management for intersections that are not in compliance with the county access spacing guidelines or side road intersection spacing guidance. Visual quality concepts were developed to achieve the project vision of a regionally identifiable corridor with distinctive local places.

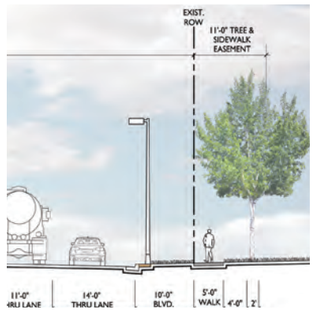
Recommendations

The Coon Rapids Boulevard/East River Road corridor requires improvements to the roadway section, intersections, access management, trails, and visual quality in order to achieve the vision developed at the onset of this study. Several concepts were developed and analyzed to yield the following recommendations.

Roadway Improvements

An additional lane is needed in each direction between Avocet Street and Hanson Boulevard to accommodate the traffic demand through the 20-year planning horizon. This can be accomplished through the addition of one northwestbound lane between Avocet Street and Egret Boulevard, the conversion of the existing bus shoulders to general purpose lanes between Egret Boulevard and Hanson Boulevard in both directions, and widening along with the conversion of a bus shoulder between Avocet Street and Egret Boulevard in the southeastbound direction. These changes will impact the current bus stop operations. Although it will affect the transit advantages along this corridor, the conversion will significantly reduce congestion through this section of the corridor such that there would be little opportunity for a transit advantage through bypassing queues.





Additionally, the existing four-lane undivided section in the City of Anoka, from 9th Avenue to 7th Avenue, should be widened to a five-lane urban section with a center two-way left-turn lane within an 80-foot right-of-way. It is recommended that the five-lane section be extended to Dakotah Street, based on input from local businesses and the logic that the character of land use and access is similar from Dakotah Street to 7th Avenue. A strip of right of way approximately 14 feet wide will be required to construct the widened roadway. It is proposed that this widening will be on the southwest side of East River Road. In addition, 7th Avenue south of East River Road will need to be realigned to improve the intersection geometry.

Intersection Improvements

In addition to these roadway improvements, several intersections will also need to be improved to provide acceptable operations through year 2030. The necessary improvements are listed by intersection along with the benefit for intersection and corridor operations.

Coon Rapids Boulevard (CSAH 1) at Blackfoot Street

Improvement: Extend the northbound right-turn lane (≈ 250 feet)

Benefit: Accommodate the forecast 250 plus right-turn vehicles in the p.m. peak hour. The improvement likely would need to be led by the hospital as part of future expansion or redevelopment plans.

Coon Rapids Boulevard (CSAH 1) at Round Lake Boulevard

Improvement: Extend the southbound left-turn lane (≈ 200 feet) and add a second left-turn lane along with a change to split phasing.

Benefit: Accommodate the forecast 600 plus left-turn vehicles in the a.m. peak hour.

Coon Rapids Boulevard (CSAH 1) at Pheasant Ridge Drive

Improvement: Add a southbound left-turn lane with protected/permissive phasing (≈ 250 feet).

Benefit: Decrease the delay to left-turn and thru vehicles on Pheasant Ridge Drive.

Coon Rapids Boulevard (CSAH 1) at Mississippi River Boulevard

Improvement: Change the northbound Mississippi River Boulevard lane assignments from left-turn, shared left-turn/thru, right-turn to left-turn, left-turn, shared thru/right-turn and change to protected left-turn phasing. The ultimate recommendation may change based on impacts to traffic volumes and distributions of the final Coon Rapids Community Center plan.

Benefit: Better meet driver expectancy and accommodate the 250 plus left-turn vehicles in the p.m. peak hour.

Coon Rapids Boulevard (CSAH 1) at 111th Avenue

No changes, but the ultimate recommendation may change based on impacts to traffic volumes and traffic distribution of the final Coon Rapids Community Center plan.

Coon Rapids Boulevard (CSAH 1) at Crooked Lake Boulevard (CSAH 18)

Improvement: Add a second southbound left-turn lane.

Benefit: Accommodate the forecast 450 plus left-turn vehicles in the a.m. peak hour.

Coon Rapids Boulevard (CSAH 1) at Hanson Boulevard (CSAH 78)

Improvement: Extend the southbound dual left-turn lanes (≈ 250 feet) to 550 feet and convert intersection of Hanson Boulevard and 106th Avenue to right-in/right-out, change split phasing to protected left-turn phasing.

Benefit: Accommodate the forecast 850 left-turn vehicles in the a.m. peak hour and the more balanced side street traffic in the p.m. peak hour.

Coon Rapids Boulevard (CSAH 3) at Foley Boulevard (CSAH 11)

Improvement: Add a second southbound left-turn lane on Foley Boulevard.

Benefit: Accommodate the forecast 350 plus left-turn vehicles in the a.m. peak hour.

The current 175-second cycle causes 100+ second delays on southeastbound (Coon Rapids Boulevard) and northeastbound (Foley Boulevard) movements - consider coordination with other proximate signals.

With the implementation of these improvements, the overall future year facility LOS in the a.m. peak hour for CSAH 1 is LOS B southeastbound and LOS B northwestbound. The overall future year facility level of service in the a.m. peak hour for CSAH 3 is LOS C eastbound and LOS C westbound. The overall future year facility level of service in the p.m. peak hour for CSAH 1 is LOS B southeastbound and LOS C northwestbound. The overall future year facility level of service in the p.m. peak hour for CSAH 3 is LOS A southeastbound and LOS D northwestbound.

As signals are reconstructed along the corridor, it is recommended that pedestrian enhancements are considered as part of the intersection improvements to improve pedestrian safety. Pedestrian enhancements include crosswalk striping, countdown pedestrian timers, accessible pedestrian signals, where applicable. Consideration should be given to excluding crosswalks on certain approaches of corridor intersections where they conflict with heavy left-turn movements.

Access Management Improvements

Access management along the corridor must be improved to improve safety and provide opportunities to improve the visual quality. Several access modification recommendations are listed below.

Frontage Roads

Access to the existing frontage road should be managed so that the full value of the frontage road can be realized. It is recommended that access to the frontage road be provided only where adequate intersection spacing can be provided. This will require either closure of existing access points or relocation of the frontage road to achieve the 250-foot desirable intersection spacing. Three “slip-ramps,” located just southeast of Mississippi Boulevard, southeast of Crooked Lake Boulevard, and southeast of Egret Boulevard, should be closed to eliminate these non-standard frontage road intersections. The traffic will redistribute to nearby signalized intersections to access the frontage road. In addition to the three “slip-ramp” closures, specific median and frontage road intersection closures are listed below.

100th Lane

One high priority median closure was identified at Coon Rapids Boulevard and 100th Lane due to its high crash rate. This intersection is currently programmed for conversion to a right-in/right-out access on the northeast side of Coon Rapids Boulevard. The backage road from Egret Street to Avocet Street should be constructed to replace the access lost by this closure.

Mercy Hospital Access/Dakotah Street

The intersection of Coon Rapids Boulevard and Dakotah Street is the main access point for ambulances serving Mercy Hospital and currently the main access point for employees of the hospital. Based on input from Mercy Hospital the median opening at Dakotah Street will remain open. This access point meets the county access spacing criteria and does not have a significant history of crashes.

Bittersweet Street

The right-in/right-out intersection at the west end of the Bittersweet frontage road should be closed, frontage road right-of-way vacated, and the frontage road converted to a shared private driveway for the two adjacent businesses. The median opening at Bittersweet Street should also be closed converting the intersection to right-in/right-out.

Direct River Drive/Yukon Street

The recommendation of this study is that the Direct River Drive/Yukon Street intersection remain open. After detailed analysis (see section 4.3.1) it was determined the intersection operates fairly well in its current configuration. In addition, this intersection does not currently experience high crash rates. Therefore, the Direct River Drive/Yukon Street intersection at Coon Rapids Boulevard should remain open and be monitored for changes in crash rates, but should be a priority for closure in the long term as property redevelops or if crash frequency becomes a concern. When the median is closed, Direct River Drive should be disconnected from Coon Rapids Boulevard, directing traffic to use the frontage road system, and Yukon Street should become right-in/right-out. As an alternative to closing Direct River Drive from Coon Rapids Boulevard, the frontage road could be realigned to become a backage road allowing Direct River Drive to be a right-in/right-out connection to Coon Rapids Boulevard.

Funeral Home Access

The existing median opening between Hanson Boulevard and Jay Street, serving a funeral home, should be restricted to provide access only to left turning traffic exiting the funeral home. The median opening should be channelized to discourage southeastbound traffic from turning left into the funeral home parking lot.

Jay Street, Ibis Street, Hummingbird Street and 103rd Avenue

Residential street access to Coon Rapids Boulevard from Jay Street to Hummingbird Street should be consolidated into one access point. It appears Ibis Street would be the best candidate to remain open, due to the nature of improvements that would be required to close Ibis Street, compared to the other streets. However, Jay Street would be the second choice to remain open. Hummingbird Street would not be a good candidate to remain open, due to the intersection spacing with 103rd Street. Consideration should be given to realigning Ibis Street to create a 90-degree intersection. The frontage road access at Ibis Street on the southwest side should be closed or the frontage road relocated to provide 250-foot intersection spacing.

Coon Rapids Boulevard Extension

Preliminary design and environmental evaluation should be completed for a Coon Rapids Boulevard Extension realignment from Coon Rapids Boulevard to Avocet Street. If realignment is feasible, it is recommended that the realignment be constructed. Until that decision is reached, it is recommended that the intersection of Coon Rapids Boulevard and Coon Rapids Boulevard Extension be converted to right-in/right-out by closing the median opening.

Frontage Road Connection at Coon Rapids Boulevard/East River Road Split

The existing frontage road connection to southeastbound Coon Rapids Bouelvard at the Coon Rapids Boulevard/East River Road split should be eliminated by creating a cul-de-sac in the frontage road system, redirecting access to Coon Rapids Boulevard at Avocet Street.

East River Road

The impacts associated with creating a consolidated access point for commercial and residential streets on East River Road, from 93rd Lane to 96th Lane are significant and preclude a recommendation at this time. If crash frequency increases or redevelopment opportunities arise the concept of creating a consolidated access point should be revisited.

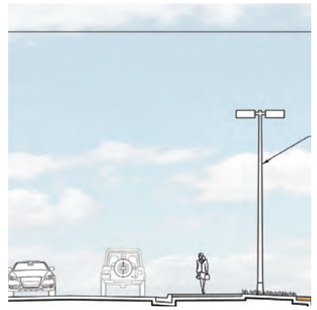
Additional Access Closures

In addition to the median openings and frontage road access closures recommended above, the following locations are recommended to be closed:

- Two low-priority median openings serving business driveways between Round Lake Boulevard and Pheasant Ridge
- The medium-priority median opening and frontage road intersection at Bittersweet Street
- The low-priority median opening serving a townhome/condo development between Bittersweet Street and Direct River Drive
- The medium-priority median opening and frontage road intersection at Thrush Street
- The low-priority median opening serving business driveways between Quinn Street and Hanson Boulevard
- The low-priority median opening serving business driveways between Egret Street and 100th Lane

Trail Improvements

The access management recommendations should go a long way to improve trail safety from Avocet Street to Mississippi Boulevard, where the trail is between the frontage road and Coon Rapids Boulevard. In the City of Anoka, the limitations of the existing right of way and the limited amount of widening that can be accomplished to add a two-way left-turn lane does not allow a shared use path to be constructed. In the City of Anoka the trail will continue to be on-street, on the local streets southwest of East River Road. In the City of Coon Rapids, as Port Riverwalk redevelops, between Egret Boulevard and Avocet Street, a trail connection needs to be provided from Avocet Street to the Coon Rapids Dam Regional Park.



Visual Quality Improvements

Improving visual quality is a goal for the corridor. A consistent and corridor-wide approach to design is important. However, the design and application of the roadway elements need to consider the two communities which the corridor passes through. The City of Anoka, while represented as a very short segment at the northwestern limits of this study, has certain visions and goals for visual quality. The City of Coon Rapids is significantly represented, and their planning efforts have identified four distinct preservation or redevelopment tracts (ports) within the corridor: Port Wellness; Port Campus Square; Port Riverwalk; and Port Evergreen.

The Anoka and Coon Rapids segments, including each of the four Ports, provide variable character and identity requirements, which requires individual design articulation. Plans are provided in the full report to illustrate this articulation and identify opportunities through the design of proposed corridor elements. Narratives

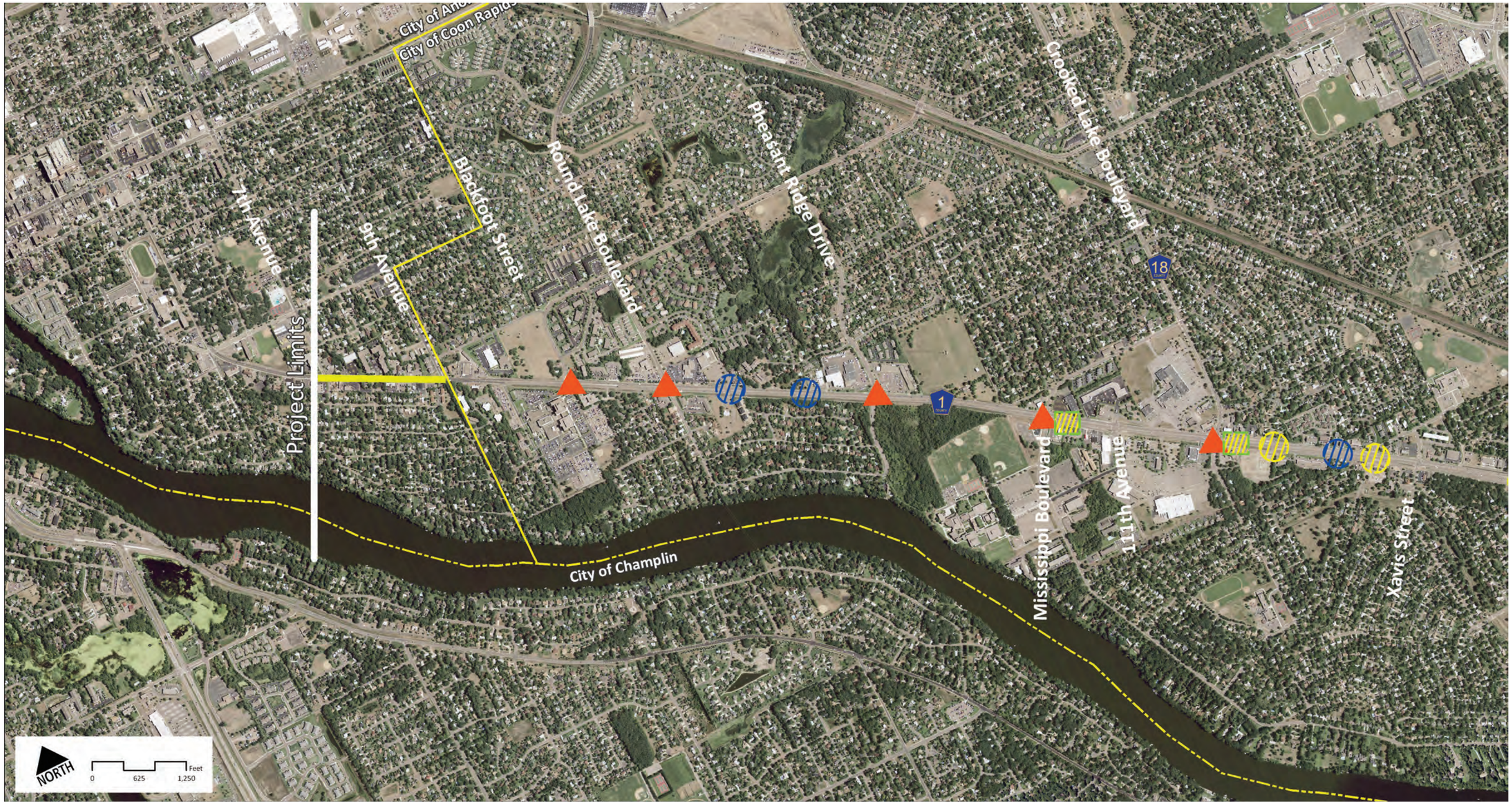


EXHIBIT ES-1 *Coon Rapids Boulevard/East River Road Corridor Recommendations*

EXHIBIT ES-1 ***Coon Rapids Boulevard/East River Road Corridor Recommendations***

provide detailed descriptions and design direction for modifying the elements to articulate Port-specific, and community-specific themes and character.

This study further recommends that within the Coon Rapids Ports the designs remain constant no matter which Port the element is located within. In addition to these in-Port corridor elements, the remaining roadway segments (which represent approximately 60 percent of the corridor), are recommended to receive fewer, and a lesser variety of corridor elements as base improvements. These include street lighting, street trees, special pavements, and limited intersection corner enhancements. These improvements are to be of a consistent design throughout the corridor, and not change due to their location within the corridor or location within a community or adjacency to a Port district.

The recommendations for the Coon Rapids Boulevard/East River Road corridor are shown in **Exhibit ES-1**.

Implementation

A significant percentage of the funding for Coon Rapids Boulevard/East River Road improvement projects will likely come from federal transportation project funding. The implementation plan is based on defining project segments that could be funded by Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) Improvement Program, or Transportation Enhancements (TE) Program funds. Other sources of funding, like County State Aid Highway funds, Highway Safety Improvement Program funds, or tax increment financing, may be used to implement the project.

The corridor was broken into segments based on the following criteria:

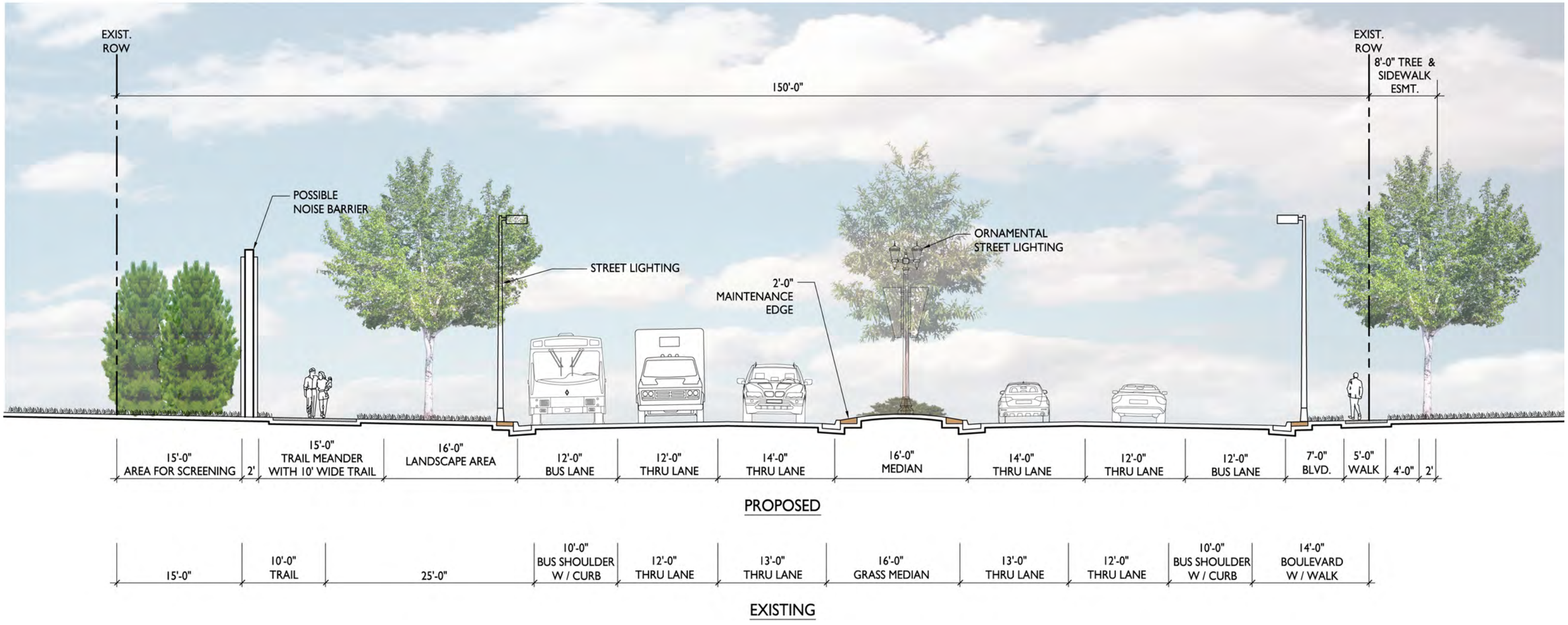
- Likelihood for above average benefit/cost ratio based on federal scoring criteria
- Construction cost of no more than approximately $8.5M ($7M federal plus 20% local match assumes STP or CMAQ funds, TE funds are capped at $1M)
- Logical begin construction and end construction locations
- Logical sequence of construction projects that achieve the vision of the corridor.

Segment	*Description*	*Estimated Cost*
A	7th Avenue to Dakotah Street	$3,937,000
B	Dakotah Street to 400’ East Of Pheasant Ridge Drive	$8,311,000
C	400’ East Of Pheasant Ridge Drive to 110th Lane	$9,060,000
D	110th Lane to 700’ West Of Hanson Boulevard	$8,192,000
E	700’ West Of Hanson Boulevard to 300’ East Of 103rd Avenue	$6,458,000
F	300’ East Of 103rd Avenue to 400’ East Of Avocet Street	$7,849,000
G	East River Road from 400’ East Of Avocet Street to TH 610	$9,257,000
H	Coon Rapids Boulevard from CRB/ERR Split to TH 610	$5,625,000

The total cost for the Coon Rapids Boulevard/East River Road corridor is $58,689,000. Right of way, easements, bridge and noise wall costs are not included in these estimates. Roadway cost assumes full reconstruction.

For the purpose of federal transportation funding applications, the county will likely prioritize the segments such that the first application is for the segment with the perceived highest benefit/cost ratio. The perceived benefit/cost ratio for the project segments is prioritized into a potential project sequence, from highest to lowest priority.

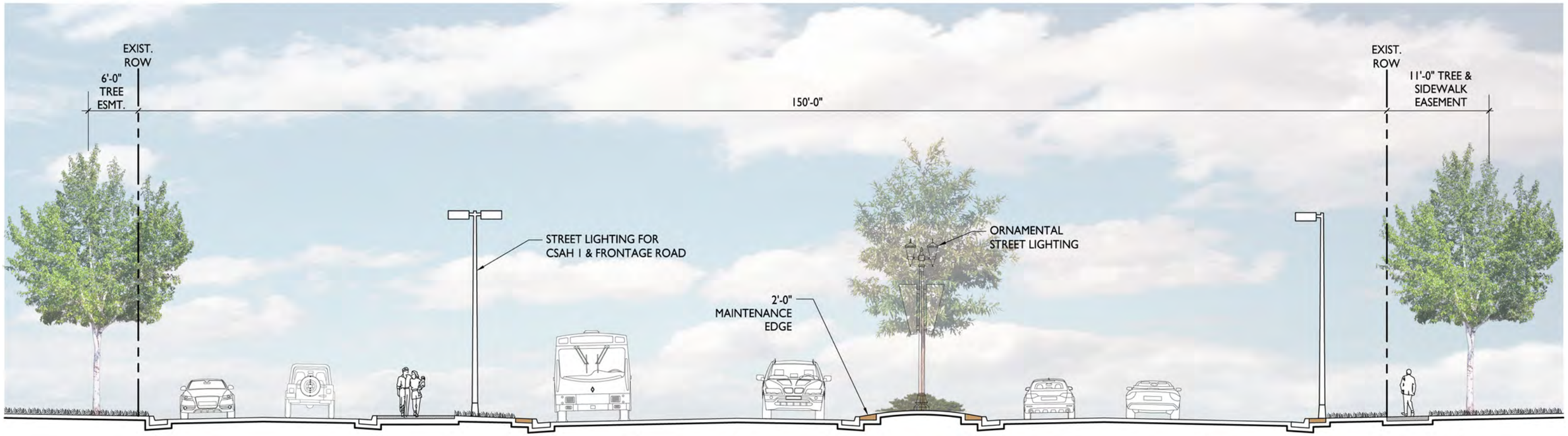
Potential Sequence	*Segment*	*Description*
1	F	300’ East Of 103rd Avenue to 400’ East Of Avocet Street
2	E	700’ West Of Hanson Boulevard to 300’ East Of 103rd Avenue
3	A	7th Avenue to Dakotah Street
4	C	400’ East Of Pheasant Ridge Drive to 110th Lane
5	D	110th Lane to 700’ West Of Hanson Boulevard
6	B	Dakotah Street to 400’ East Of Pheasant Ridge Drive
7	G	East River Road from 400’ East Of Avocet Street to TH 610
8	H	Coon Rapids Boulevard from CRB/ERR Split to TH 610



Segment 2

Dakotah Street to Mississippi Boulevard

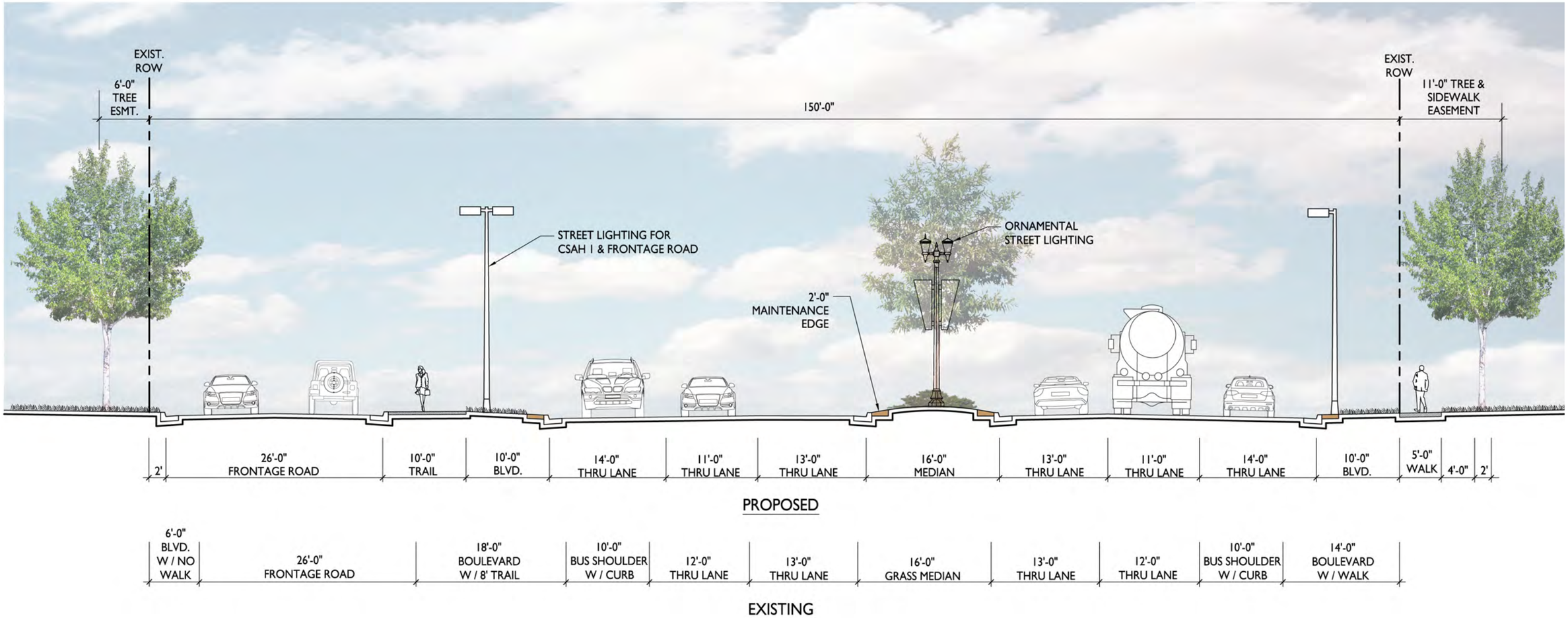
EXHIBIT 5-3 ***Proposed Roadway Cross Sections (2 of 6)***



Segment 3

Mississippi Boulevard to Hanson Boulevard

EXHIBIT 5-4 ***Proposed Roadway Cross Sections (3 of 6)***



Segment 4

Hanson Boulevard to Egret Boulevard

EXHIBIT 5-5 ***Proposed Roadway Cross Sections (4 of 6)***

System Plan Overview

As stated before, the purpose of this update is to highlight the remaining gaps in the trail system and add trail connections based upon the addition of the 'Sector Park' concept of recreation delivery.

- **Coon Creek Regional Trail**
- **Sand Creek Linkage Trail**
- **Mississippi Regional Trail**
- **Middle Linkage Trail**
- **Northern Linkage Trail**

Major Trail Corridors - for reference

The distinction made between trails called 'Linkages' and "Regional' is important as the funding sources for the development of these corridors differ. Regional trails are designated as such because they cross jurisdictional boundaries and serve to connect features of regional significance. They are therefore eligible for a broader array of metropolitan, state and federal funding. Trails designated as Linkages, on the other hand, serve to make safe and convenient access to the regional trails for the citizens of Coon Rapids. These Linkage trials are funded primarily by the City of Coon Rapids. **Although the current priority is to fill gaps and make connections to expand access within the system, the long-term goal should be to update all regional trails to current state standards.**

Subsequent to the 2001 Plan document the City added two Linkage Trails to the system. One linkage designated in this Trail System Plan Update as the Western Linkage connects the west central residential portion of the city to the Mississippi Regional Trail and the Northern Linkage Trail. The second addition came as a result of the city's development of a civic center on Coon Rapids Blvd. The document refers to that proposed trail as the "Civic Center Linkage Trail.

For the sake of clarity for the reader we have included the current trail names and linkage trails added by the city subsequent to the 2001 to the following 2012 System Plan graphic. The purpose of this graphic is to illustrate the routing and distribution of major trail corridors in the City of Coon Rapids and to confirm the validity of original network of trail corridors.

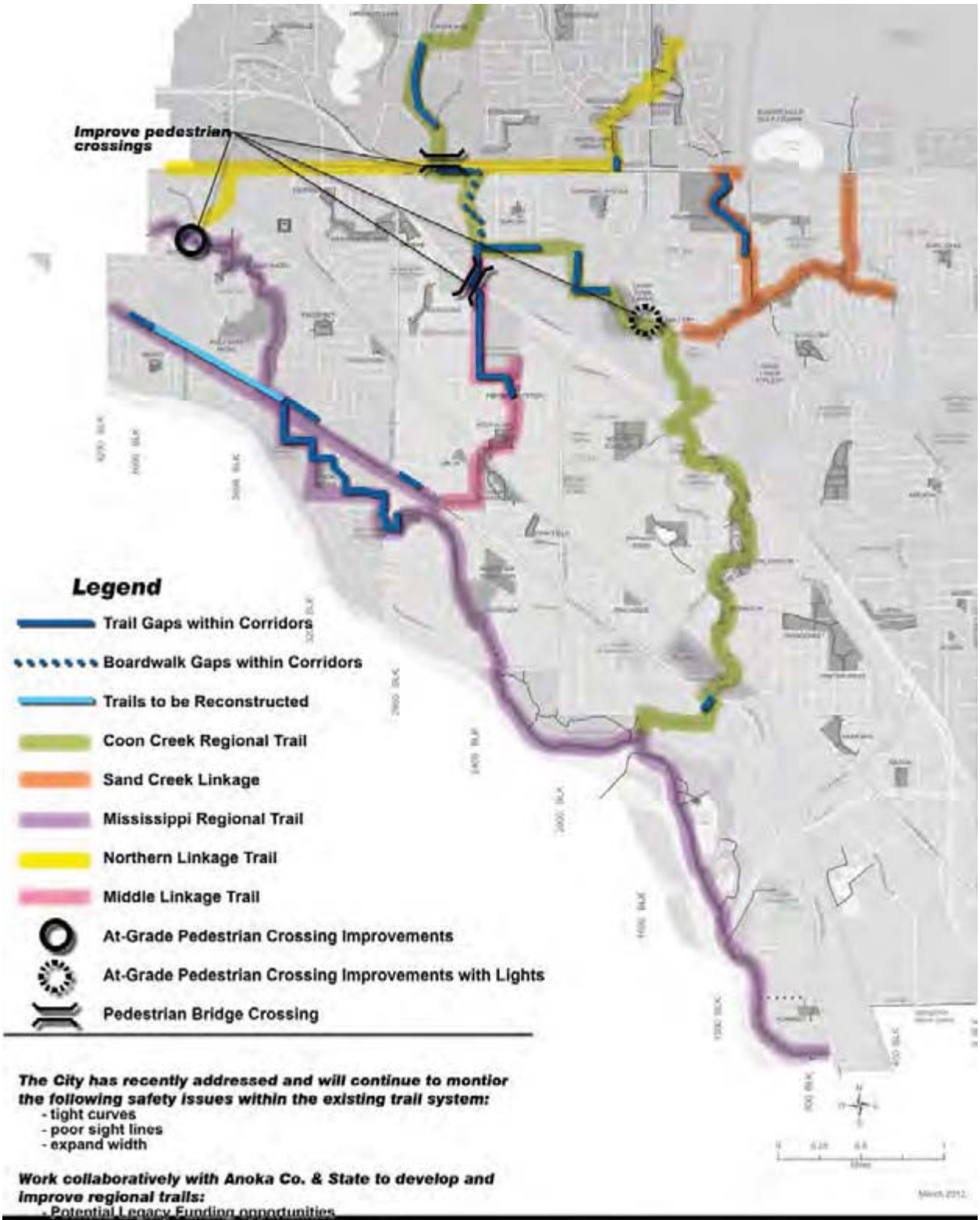
Corridor Trail Gaps Remaining

Significant gaps remain to be in the Coon Creek Regional Trail and the Northern Linkage Trail. The Civic Center Linkage Trail will develop as the plans for the Community College and City Civic Center become clearer. Small segments of the Mississippi Regional Trail, Sand Creek Linkage Trail and Middle Linkage Trail also require completion.

Gaps by Corridor include:

Mississippi Regional Trail	**Approximately 6260 lineal feet or 1.18 miles**
Middle Linkage Trail	**Approximately 1970 lineal feet or 0.37 miles and bridge at Hwy 10**
Coon Creek Regional Trail	**Approximately 12,000 lineal feet or 2.3 miles** **One pedestrian bridge over the creek** **Approximately 1,400 lineal feet of boardwalk** **Pedestrian crossing signal @ Northdale Blvd.**
Northern Linkage Trail	**Approximately 3,700 lineal feet or 0.7 miles** **Two Bridges @ Coon Creek**
Sand Creek Linkage Trail	**Approximately 3,700 lineal feet or 0.7 miles**

For an illustration of these gaps in the Corridor Trails refer to the graphic on page 5.08.



Gaps Within Corridors

Tier 1 Development Priorities:

Parks	low cost	to	high cost
	estimated cost range		
Sand Creek Park - complete renovation	$4,900,000.00		$5,750,000.00
Crooked Lake Park - complete renovation	$1,450,000.00		$1,750,000.00
Evergreen Dog Park (small parking lot, fencing, & water)	$50,000.00		$100,000.00
Tier 1 Parks Subtotal	$6,400,000.00		$7,600,000.00

Trails	low cost	to	high cost
	estimated cost range		
Coon Creek Regional Trail	$968,850.00		$1,184,150.00
Sand Creek Linkage Trail	$141,750.00		$173,250.00
85th Ave. Trail connection to Kennedy Park	$313,650.00		$383,350.00
Tier 1 Trails Subtotal	$1,424,250.00		$1,740,750.00

	low cost	to	high cost
	estimated cost range		
Tier 1 Development Priorities Total	**$7,824,250.00**		**$9,340,750.00**

Tier 2 Development Priorities:

Parks	low cost	to	high cost
	estimated cost range		
Riverview Park - complete renovation	$1,650,000.00		$2,000,000.00
Tier 2 Parks Subtotal	$1,650,000.00		$2,000,000.00

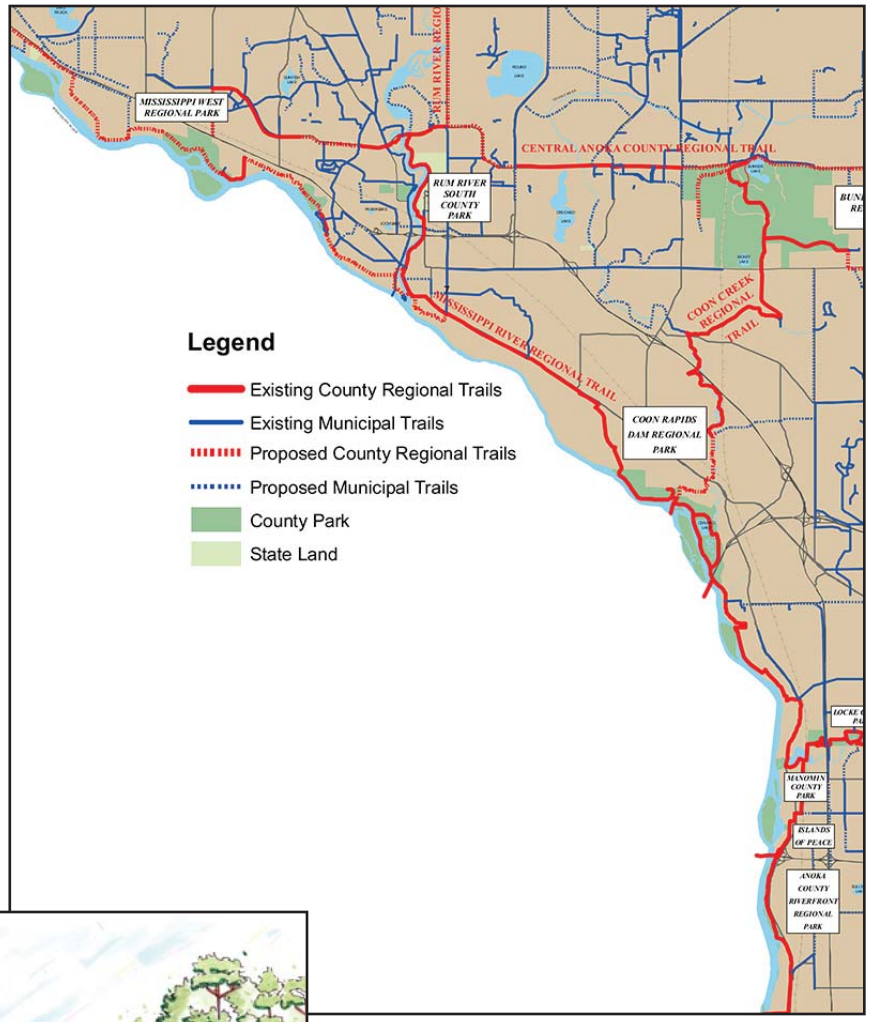
Trails	low cost	to	high cost
	estimated cost range		
Mississippi Regional Trail	$601,200.00		$734,800.00
Middle Linkage Trail	$794,925.00		$971,575.00
Northern Linkage Trail	$276,750.00		$338,250.00
miscellaneous trail gaps	$2,025,000.00		$2,475,000.00
miscellaneous sidewalk gaps	$2,754,562.50		$3,366,687.50
Tier 2 Trails Subtotal	$6,452,437.50		$7,886,312.50

	low cost	to	high cost
	estimated cost range		
Tier 2 Development Priorities Total	**$8,102,437.50**		**$9,886,312.50**

Mississippi River Regional Trail

The master plan for the Mississippi River Regional Trail proposes a route following the Mississippi River that runs from the city of Minneapolis to the city of Elk River. The majority of the trail is complete through the cities of Fridley, Coon Rapids and Anoka utilizing both on-street and off-street alignments. The existing trail also connects Riverfront, Islands of Peace, Manomin and the Coon Rapids Dam parks.

The portion yet to be completed will connect the western portion of Anoka to Sherburne County. This proposed alignment will run through Mississippi West Regional Park and provide a link to the new Ramsey Town Center. Once complete, the trail will follow the Mississippi River through the entire length of the county. The Parks and Recreation Department is currently partnering with the local municipalities to complete this trail.



<u>Existing Trail:</u>

- 16 miles paved trails – 8 feet wide;on-street bike lanes $500,000
- Rehabilitation / Repair Costs

<u>Future Needs / Development:</u>

- 8 miles paved trail <u>$1,500,000</u>

Total Projected Future Cost: **$2,000,000**

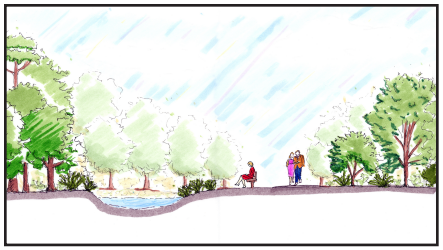
Coon Creek Regional Trail

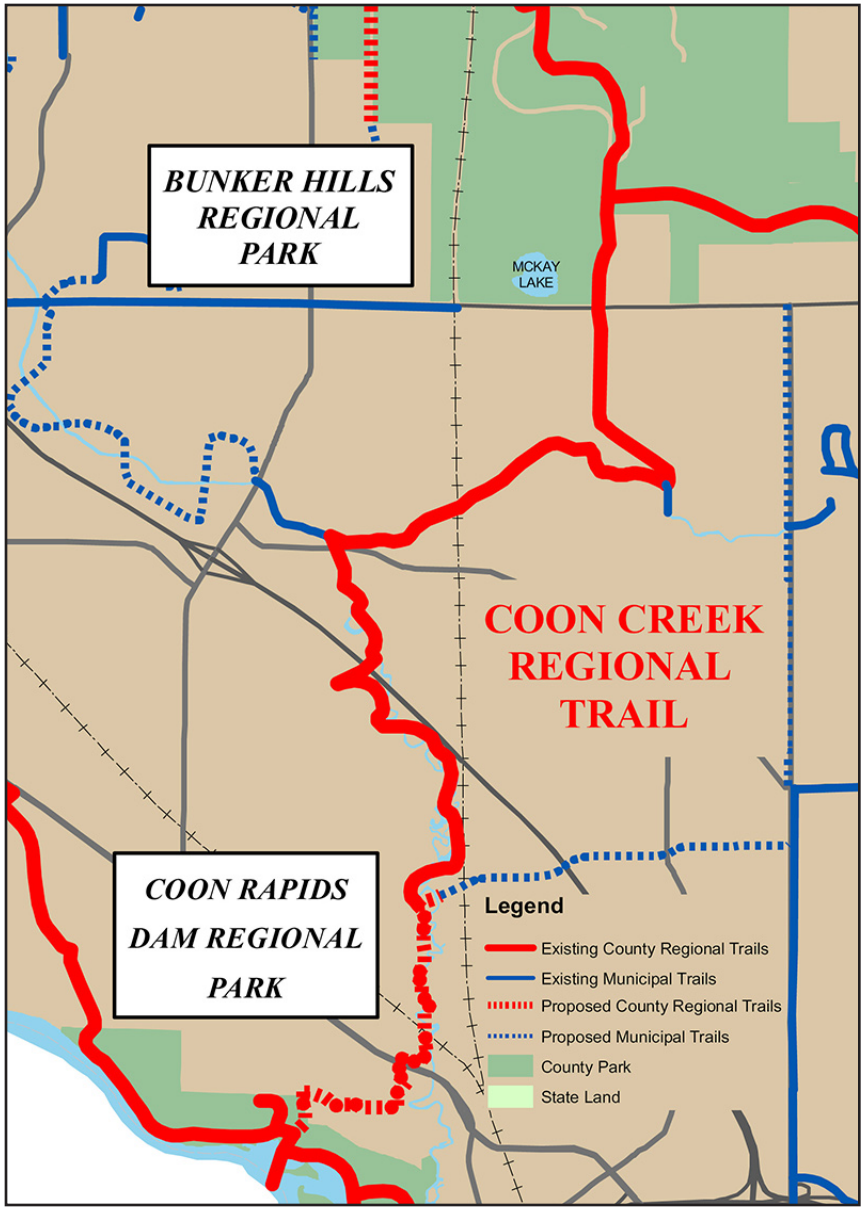
The master plan for the Coon Creek Regional Trail proposes a six mile route that will connect Bunker Hills Regional Park to the Mississippi River at Coon Rapids Dam Regional Park. The trail will follow Coon Creek through the city of Coon Rapids. The city has constructed portions of the trail utilizing outside funding resources. Approximately four miles have been completed. This includes a tunnel under the BNSF railroad tracks at 118th Lane NW, and a grade separated sidewalk along Creek Meadow Dr. NW which passes over State Hwy. 10. The existing trail continues southeasterly behind city hall and through Erlandson Park where a new pedestrian bridge was installed over Coon Creek. Currently, the trail ends at Egret Blvd.

Future plans to continue the trail are underway. The proposed alignment heads southerly through city park land, crossing Coon Rapids Blvd at Avocet St. where there is a semaphore. At this point the proposed trail alignment will wind its way 'on street' until connecting with the entrance to Coon Rapids Dam Regional Park.

This trail will also provide links to the Central Anoka County and Mississippi River Regional Trails. The county is working with the city to establish the remaining portion.

Existing Trail:	
• 4 miles of paved trail – 8 feet wide	
• Rehabilitation / Repair Costs	$200,000
Future Needs / Development:	
• 1 mile paved trail	$200,000
Total Projected Future Cost:	**$400,000**





Crash data supplied by MnDOT

CSAH 1 from Egret Blvd to the Anoka city line (2011 - 2013) - created on 11-18-2014 by rile1che

Crash data is managed by the Mn/DOT Office of Traffic, Safety, and Operations.

															PERSON1				PERSON2			
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04	011+00.067	5-Thu	8	2	2012	1322	B	4	1	5	1	1	1	122160022	1	7	1	1	4	5	1	2
04	011+00.067	6-Fri	5	31	2013	2134	N	4	1	5	4	2	1	131520013	1	6	6	2	3	3	1	1
04	011+00.200	4-Wed	6	13	2012	1725	A	8	6	5	1	1	1	121650217	2	7	1	1	53	1	33	2
04	011+00.205	6-Fri	8	30	2013	1440	N	1	1	5	1	1	1	132420174	3	7	3	21	1	7	11	1
04	011+00.215	1-Sun	6	5	2011	1947	C	4	1	1	1	2	1	111570003	3	7	1	8	2	7	11	1
04	011+00.215	6-Fri	1	6	2012	1538	N	4	1	2	1	1	1	120060169	1	3	1	99	4	3	1	1
04	011+00.215	3-Tue	10	2	2012	0948	N	4	1	1	1	1	1	122760067	3	7	1	15	1	7	10	1
04	011+00.215	3-Tue	1	29	2013	2024	N	4	1	5	4	2	2	130300004	4	3	1	5	3	5	6	1
04	011+00.215	4-Wed	1	30	2013	1444	N	5	1	9	1	2	90	130310017	4	4	11	1	1	2	6	15
04	011+00.215	7-Sat	1	12	2013	1750	N	0	1	1	4	1	1	130450097	1	0	0	0	2	0	0	0
04	011+00.215	6-Fri	9	13	2013	0949	N	1	1	1	1	1	1	132560070	1	7	1	4	1	7	10	1
04	011+00.215	4-Wed	12	4	2013	0437	N	4	1	5	4	4	3	133390009	38	1	1	1	1	3	1	46
04	011+00.218	3-Tue	12	10	2013	1937	C	7	1	1	6	2	5	133450151	1	3	11	1	1	3	10	3
04	011+00.222	4-Wed	7	4	2012	1513	C	4	1	5	1	1	1	121860101	3	5	1	1	1	7	1	1
04	011+00.447	3-Tue	11	6	2012	1154	N	1	1	1	1	2	1	123120032	3	7	11	1	1	7	38	0
04	011+00.468	3-Tue	4	24	2012	0955	C	4	1	1	1	1	1	121150047	4	8	10	14	1	8	1	4
04	011+00.470	3-Tue	1	11	2011	1050	N	4	1	1	1	4	3	110110251	1	7	1	15	1	7	11	1

04	011+00.470	2	12	12	2011	1557	N	4	1	1	1	2	2	11346N66	1	7	1	4	2	7	1	4
04	011+00.470	3-Tue	12	13	2011	1545	N	0	1	1	1	2	2	120460134	1	7	1	0	1	7	10	0
04	011+00.470	3-Tue	2	28	2012	0635	C	4	22	98	1	2	1	120590033	3	7	1	18				
04	011+00.470	6-Fri	8	31	2012	0844	N	4	1	1	1	1	1	122450024	1	3	1	4	1	3	10	1
04	011+00.470	5-Thu	9	20	2012	0910	N	4	1	1	1	1	1	122640053	1	7	11	1	1	7	10	4
04	011+00.470	2-Mon	10	22	2012	1357	N	4	1	98	1	2	1	122980049	3	1	6	1	1	5	6	1
04	011+00.470	1-Sun	5	26	2013	0317	B	4	1	5	1	2	1	131470049	1	1	1	1	3	3	1	5
04	011+00.472	5-Thu	10	3	2013	0744	C	4	1	1	1	2	1	132760057	1	7	10	1	1	7	10	1
04	011+00.490	5-Thu	10	3	2013	0744	N	4	1	1	1	2	1	132770113	1	7	11	1	1	7	1	4
04	011+00.596	6-Fri	10	19	2012	1203	N	7	1	5	1	2	2	122940029	1	1	1	1	1	4	6	2
04	011+00.626	2-Mon	8	27	2012	0943	N	1	1	1	1	1	1	122400065	1	3	10	1	1	3	1	15
04	011+00.626	5-Thu	1	24	2013	2040	N	1	1	3	4	1	1	130260138	1	1	15	1	2	3	6	33
04	011+00.646	6-Fri	9	30	2011	1405	C	4	1	5	1	1	1	112730153	1	1	6	2	2	5	1	1
04	011+00.646	5-Thu	5	23	2013	2215	B	4	1	90	4	1	1	131440007	1	3	1	5	1	1	1	1
04	011+00.646	7-Sat	9	21	2013	0401	N	4	1	5	4	1	1	132640030	1	3	1	18	3	1	6	1
04	011+00.646	5-Thu	9	26	2013	1303	C	4	6	6	1	1	1	132700070	1	1	9	15	53	7	52	15
04	011+00.666	6-Fri	1	25	2013	0752	N	1	1	1	1	1	1	130250033	4	3	11	1	1	3	1	8
04	011+00.673	6-Fri	2	8	2013	1145	B	0	1	1	1	1	4	130720120	1	5	11	0	1	5	11	0
04	011+00.825	4-Wed	1	12	2011	0805	N	1	1	1	2	1	4	110120181	4	3	1	3	1	3	11	1
04	012+00.047	3-Tue	8	6	2013	0714	B	1	25	90	1	2	1	132180098	3	3	1	21				
04	012+00.077	2-Mon	8	27	2012	1537	C	1	1	1	1	1	1	122400167	1	7	1	1	1	7	1	4
04	012+00.087	4-Wed	9	7	2011	1155	N	4	1	1	1	1	1	112510186	1	4	11	1	1	4	1	15
04	012+00.087	3-Tue	9	20	2011	1500	C	4	6	98	1	2	1	112630215	2	7	1	1	53	98	32	0
04	012+00.087	2-Mon	12	19	2011	0738	B	7	1	8	1	2	1	113530065	4	1	1	1	3	5	6	2
04	012+00.087	3-Tue	2	28	2012	2240	N	4	22	4	4	4	3	120600021	3	7	99	18				
04	012+00.087	7-Sat	3	24	2012	1236	B	1	51	90	1	1	1	120840071	11	7	1	15				
04	012+00.087	4-Wed	5	23	2012	1649	N	1	1	1	1	1	1	121440186	4	3	11	90	90	3	10	1
04	012+00.087	7-Sat	1	5	2013	0220	N	4	51	4	4	2	1	130050015	3	4	6	18				
04	012+00.087	6-Fri	9	20	2013	0845	N	4	1	1	1	2	1	132630091	3	3	10	1	1	3	1	15
04	012+00.088	4-Wed	7	6	2011	0728	N	1	22	4	1	1	1	111870108	1	7	1	42				
04	012+00.089	6-Fri	8	9	2013	0700	B	0	24	8	1	1	1	132490043	3	3	1	0				
04	012+00.093	4-Wed	9	5	2012	1335	C	4	2	1	1	1	1	122500116	3	3	11	1	1	3	1	15
04	012+00.097	5-Thu	10	31	2013	0740	N	1	1	1	1	3	2	133040055	1	3	1	4	1	3	11	1
04	012+00.124	2-Mon	12	12	2011	1349	C	1	1	1	1	2	1	113470074	1	7	1	15	4	7	11	1
04	012+00.124	5-Thu	1	3	2013	1543	A	1	24	7	1	1	1	130030133	1	7	1	8				
04	012+00.134	3-Tue	11	8	2011	0823	N	1	1	1	1	2	1	113120085	1	3	10	4	1	3	10	4
04	012+00.185	7-Sat	11	9	2013	0625	N	1	8	90	2	1	1	133130051	1	3	1	1				
04	012+00.235	2-Mon	10	21	2013	1348	N	2	1	1	1	2	1	132940114	1	7	10	1	1	7	1	15
04	012+00.337	4	10	2	2013	1203	C	1	1	1	1	1	01	132750133	1	7	1	15	1	7	11	1
04	012+00.495	5-Thu	9	6	2012	0550	N	1	8	8	2	1	1	122500021	2	3	1	1				
04	012+00.531	3-Tue	3	19	2013	0741	N	1	1	1	1	1	1	130780075	1	3	11	1	1	3	1	5
04	012+00.556	5-Thu	10	6	2011	1701	N	4	1	2	1	1	1	112800003	1	7	5	1	1	7	14	8
04	012+00.578	4-Wed	5	22	2013	1852	C	1	25	7	1	3	2	131420136	1	8	1	15				
04	012+00.602	2-Mon	9	30	2013	1259	C	1	1	1	1	1	1	132730126	1	7	16	2	1	7	1	1
04	012+00.605	1-Sun	3	20	2011	0134	N	4	22	8	4	3	2	110790013	3	8	5	3				
04	012+00.605	3-Tue	8	9	2011	0224	C	4	22	1	4	1	1	112220074	1	7	1	99				
04	012+00.605	2-Mon	11	7	2011	1830	N	4	2	1	4	1	1	113120029	1	7	1	15	1	7	11	1
04	012+00.605	3-Tue	6	19	2012	1855	N	1	1	2	1	1	1	121710201	4	7	1	18	4	7	1	1
04	012+00.605	5-Thu	11	29	2012	0918	N	1	1	2	1	1	1	123340083	1	3	1	1	1	3	1	21
04	012+00.605	2-Mon	10	7	2013	0755	N	4	1	5	2	1	1	132810018	1	3	1	32	2	5	1	1
04	012+00.605	3-Tue	11	19	2013	1400	N	1	1	1	1	1	1	133240110	1	1	10	1	3	1	1	4

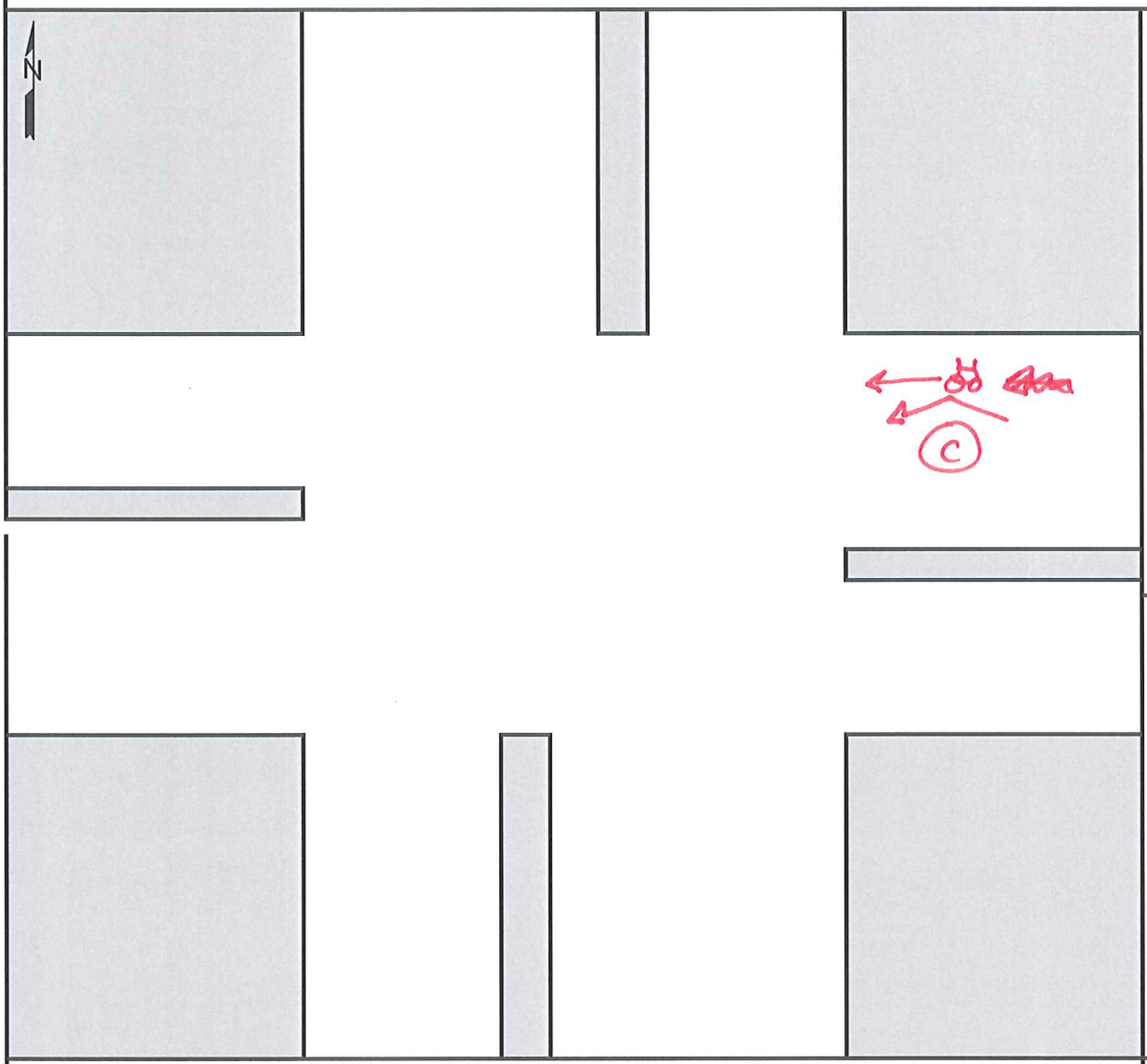
04	012+00.607	4-Wed	12	19	2012	1112	C	4	1	1	1	1	1	123540109	3	7	11	1	4	7	1	21
04	012+00.621	3-Tue	11	8	2011	2244	C	7	1	1	4	2	1	113130027	1	3	11	1	1	3	1	15
04	012+00.645	2-Mon	6	20	2011	1132	A	1	13	90	1	2	1	111710121	11	7	1	99				
04	012+00.864	2-Mon	10	31	2011	2220	N	7	1	2	4	1	1	113050072	8	3	11	1	2	2	5	15
04	012+00.864	1-Sun	11	6	2011	1340	C	4	1	5	1	1	1	113110084	3	3	1	5	1	5	6	1
04	012+00.864	1-Sun	9	9	2012	1148	N	4	1	5	1	1	1	122550054	4	1	6	1	1	7	1	5
04	012+00.864	6-Fri	9	20	2013	1020	C	4	1	2	1	2	1	132630094	1	7	6	8	1	7	1	1
04	012+00.873	4-Wed	5	25	2011	1358	N	4	1	2	1	2	1	111460106	1	3	5	8	3	3	1	1
04	012+00.875	5-Thu	1	5	2012	1737	N	2	1	5	4	1	1	120050161	1	5	6	2	4	7	1	1
04	012+00.882	6-Fri	1	27	2012	1332	C	1	1	1	1	4	5	120270086	1	7	10	61	3	7	11	1
04	012+00.884	5-Thu	4	11	2013	0857	N	1	1	90	1	4	3	131020116	1	3	1	61	3	3	14	61
04	013+00.024	4-Wed	3	16	2011	2315	C	2	6	2	4	1	1	110760016	53	7	1	1	1	7	1	2
04	013+00.024	4-Wed	9	28	2011	0654	N	2	1	1	1	1	1	112720048	3	7	6	1	3	7	6	4
04	013+00.024	2-Mon	3	5	2012	1651	C	7	1	3	1	1	1	120650260	1	7	1	1	1	4	6	2
04	013+00.024	5-Thu	8	15	2013	1855	N	1	1	2	1	1	1	132290078	3	3	1	1	3	3	5	2
04	013+00.042	4-Wed	1	19	2011	0801	B	1	1	1	1	2	5	110200131	1	3	9	1	2	3	1	32
04	013+00.121	5-Thu	7	11	2013	1100	N	2	1	5	1	1	1	131920078	2	3	1	1	1	1	6	2
04	013+00.121	5-Thu	8	1	2013	1439	C	2	1	8	1	1	1	132150070	2	7	2	21	1	3	1	1
04	013+00.135	2-Mon	6	4	2012	0832	N	1	1	2	1	1	1	121570025	1	3	1	1	1	3	6	8
05	000+00.000	4-Wed	3	21	2012	1402	N	2	1	5	1	2	1	120810078	1	3	6	2	1	1	1	8
05	000+00.008	5-Thu	5	19	2011	0944	N	4	1	5	1	2	1	111400028	1	3	1	5	1	4	7	1
05	000+00.000	4-Wed	2	15	2012	1245	N	4	1	5	1	2	1	120460121	1	1	1	1	1	6	6	2
05	000+00.000	6-Fri	3	23	2012	0626	C	4	7	98	2	1	1	120830020	1	3	6	8	51	98	35	1
05	000+00.000	3-Tue	1	15	2013	0856	N	4	1	1	1	1	2	130150110	1	5	1	15	1	5	10	1
05	000+00.000	3-Tue	1	15	2013	1048	C	4	1	5	1	1	1	130150115	1	3	1	5	1	7	11	1
05	000+00.000	3-Tue	5	21	2013	1443	N	4	1	5	1	3	2	131410155	1	4	6	1	3	3	1	5
05	000+00.010	6-Fri	4	15	2011	2130	N	1	1	1	4	3	2	111070101	1	5	10	1	1	5	1	4
05	000+00.015	5-Thu	9	8	2011	0900	N	1	1	1	1	1	1	112510072	1	5	9	15	1	5	11	1
05	000+00.030	6-Fri	6	15	2012	1404	C	1	1	1	1	1	1	121670170	1	1	1	1	1	1	1	4
05	000+00.388	2-Mon	4	25	2011	1408	N	8	1	5	1	2	1	111160032	1	1	1	1	1	4	6	2
05	000+00.407	4-Wed	2	22	2012	1155	C	1	1	1	1	1	1	120530176	1	5	10	4	1	5	11	1
05	000+00.407	6-Fri	9	21	2012	1103	N	8	1	2	1	2	2	122650062	2	1	1	1	1	1	11	1
05	000+00.424	3-Tue	5	15	2012	1821	C	4	1	1	1	1	1	121370184	3	6	6	4	1	6	6	1
05	000+00.426	3-Tue	1	18	2011	1400	N	8	1	3	1	1	2	110190368	1	1	1	1	1	5	6	2
05	000+00.426	5-Thu	2	10	2011	2035	C	4	1	8	4	1	1	110410346	2	6	1	1	1	2	6	2
05	000+00.426	4-Wed	6	1	2011	1616	C	4	1	1	1	2	1	111530141	1	3	1	15	2	3	11	1
05	000+00.426	5-Thu	8	25	2011	0934	N	4	1	1	1	1	1	112370230	1	1	11	1	3	1	1	2
05	000+00.426	4-Wed	9	7	2011	0842	C	7	1	1	1	1	1	112500121	1	7	11	1	1	7	10	2
05	000+00.426	5-Thu	9	22	2011	0927	N	7	1	1	1	1	1	112650144	1	4	11	1	1	4	1	15
05	000+00.426	7-Sat	1	7	2012	2205	N	4	1	8	4	1	1	120080088	3	1	6	2	1	5	1	1
05	000+00.426	3-Tue	4	17	2012	2055	C	4	1	3	4	1	1	121080165	1	8	6	2	4	5	1	1
05	000+00.426	1-Sun	6	17	2012	1638	C	4	1	3	1	1	1	121700144	1	5	1	1	1	1	6	2
05	000+00.426	5-Thu	2	7	2013	1350	N	8	1	5	1	1	4	130380117	1	1	1	1	3	3	6	2
05	000+00.426	6-Fri	4	26	2013	1400	N	8	1	5	1	1	1	131160092	2	1	1	1	3	4	6	2
05	000+00.435	2-Mon	9	12	2011	2014	N	4	1	2	4	1	1	112550269	1	3	5	10	1	3	6	1
05	000+00.441	6-Fri	12	6	2013	1850	N	1	1	1	4	1	3	133410253	3	1	10	90	1	1	11	1
04	000+00.010	1-Sun	3	6	2011	1758	N	1	26	90	3	4	3	110650207	1	3	1	15	2	7	1	1
04	000+00.010	5-Thu	10	20	2011	0145	N	4	2	1	4	1	1	112930043	2	3	11	1	3	3	1	15
04	000+00.010	3-Tue	1	31	2012	0944	N	4	1	1	1	2	1	120310049	1	7	1	15	1	7	11	1
04	000+00.010	4-Wed	12	26	2012	0928	N	4	1	1	1	2	1	123620107	3	5	9	4	4	5	11	1
04	000+00.010	5-Thu	11	7	2013	1139	B	4	1	1	1	1	1	133110143	1	3	1	15	1	3	1	1

04	000+00.011	7-Sat	12	3	2011	1712	N	4	1	5	3	4	3	113370330	1	8	5	61	1	5	11	1
04	000+00.011	2-Mon	8	12	2013	1412	C	4	64	90	1	1	90	132240103	11	5	1	46				
04	000+00.032	4-Wed	5	4	2011	1710	C	1	1	1	1	1	1	111290111	3	1	13	1	1	1	1	4
04	000+00.000	7-Sat	1	1	2011	1527	C	90	1	1	1	2	1	110020023	1	6	1	15	1	6	11	1
04	000+00.000	2-Mon	1	10	2011	0748	N	4	1	1	1	2	2	110100079	3	5	5	1	1	5	5	4
04	000+00.000	3-Tue	6	14	2011	1758	C	7	1	1	1	3	2	111650391	1	5	11	1	1	5	1	15
04	000+00.000	4-Wed	10	5	2011	0940	N	7	1	1	1	1	1	112800097	1	6	11	1	3	6	11	15
04	000+00.000	5-Thu	2	9	2012	1827	C	4	1	1	4	1	1	120400149	1	6	11	1	3	6	1	4
04	000+00.000	4-Wed	10	31	2012	0920	B	4	1	5	1	1	1	123050114	1	1	1	1	1	7	37	2
04	000+00.000	4-Wed	4	10	2013	0921	B	4	1	1	1	2	1	131000109	1	6	5	1	2	6	5	15
04	000+00.000	3-Tue	6	11	2013	1402	N	7	1	1	1	2	1	131620150	2	6	11	1	1	6	5	15
04	000+00.000	2-Mon	11	11	2013	2112	N	4	1	1	4	1	1	133150272	4	5	5	1	1	5	5	15
04	000+00.020	4-Wed	6	29	2011	1843	N	1	1	1	1	2	1	111810231	1	5	5	1	3	5	1	4
04	000+00.030	5-Thu	2	28	2013	1828	N	5	1	1	4	1	1	130590168	3	6	10	2	4	6	11	1
05	000+00.000	5-Thu	2	23	2012	1051	N	4	1	1	1	1	1	120540127	1	5	6	4	1	5	6	1
05	000+00.000	6-Fri	6	29	2012	0721	C	1	30	5	1	1	1	121810093	3	6	1	90				
05	000+00.000	3-Tue	9	18	2012	0719	N	4	1	1	1	1	1	122620116	2	4	11	1	3	4	1	15
05	000+00.000	4-Wed	10	31	2012	1643	N	4	1	2	1	1	1	123050144	2	5	5	1	3	5	5	7
05	000+00.000	5-Thu	4	18	2013	1415	C	1	1	1	1	4	3	131080227	4	5	1	4	1	5	1	21
05	000+00.000	3-Tue	10	8	2013	1010	B	4	1	1	1	1	1	132810105	1	3	11	1	1	3	11	1
05	000+00.000	2-Mon	10	21	2013	1416	C	1	1	1	1	2	1	132940156	1	3	1	15	1	3	11	1
05	000+00.000	3-Tue	11	19	2013	2022	N	1	8	5	4	2	1	133230197	1	3	1	1				
05	000+00.000	6-Fri	12	27	2013	0646	N	4	26	4	4	2	5	133610115	1	3	1	3				
05	000+00.018	6-Fri	2	22	2013	0812	N	1	1	90	1	4	3	130530196	3	7	1	1	3	7	13	61
05	000+00.037	5-Thu	5	19	2011	1642	N	2	1	3	1	1	1	111390207	1	7	1	1	1	1	6	2
05	000+00.056	2-Mon	1	10	2011	1726	C	1	1	1	4	4	3	110110379	1	7	13	4	1	7	10	1

Crash Diagram

Coon Rapids Blvd at Dakota St

January 2011 - December 2013



Symbols

- Moving Vehicle
- Backing Vehicle
- Non-moving Vehicle
- Pedestrian
- Parked Vehicle
- Fixed Object
- Bicycle

Injury: (K) (A) (B) (C) (N)

Collision Types

- Rear End
- Head-On
- Side Swipe
- Out of Control
- Left Turn
- Right Angle

Classification by Type

	Side Swipe	Rear End	Right Angle	Left Turn	Pedestrian	Bicycle	Other
Fatal							
Personal Injury							
Prop. Damage							
Total	0	0	0	0	0	0	0

Weather		Pavement		Time of Year		Time of Day	
Clear		Dry		Winter (Dec - Feb)		6:00 AM - 10:00 AM	
Cloudy		Wet		Spring (Mar - May)		10:00 AM - 4:00 PM	
Fog		Icy		Summer (Jun - Aug)		4:00 PM - 7:00 PM	
Rain		Snow		Fall (Sep - Nov)		7:00 PM - 12:00 AM	
Sleet		Unknown				12:00 AM - 6:00 AM	
Snow						Unknown	
Mist							
Unknown							

Light

L = Daylight
DN = Dawn
DU = Dusk
DL = Dark Lighted
DO = Dark, Lights Off
D = Dark, Unlighted

Weather

C = Clear
CL = Cloudy
R = Rain
S = Snow
SL = Sleet
F = Fog

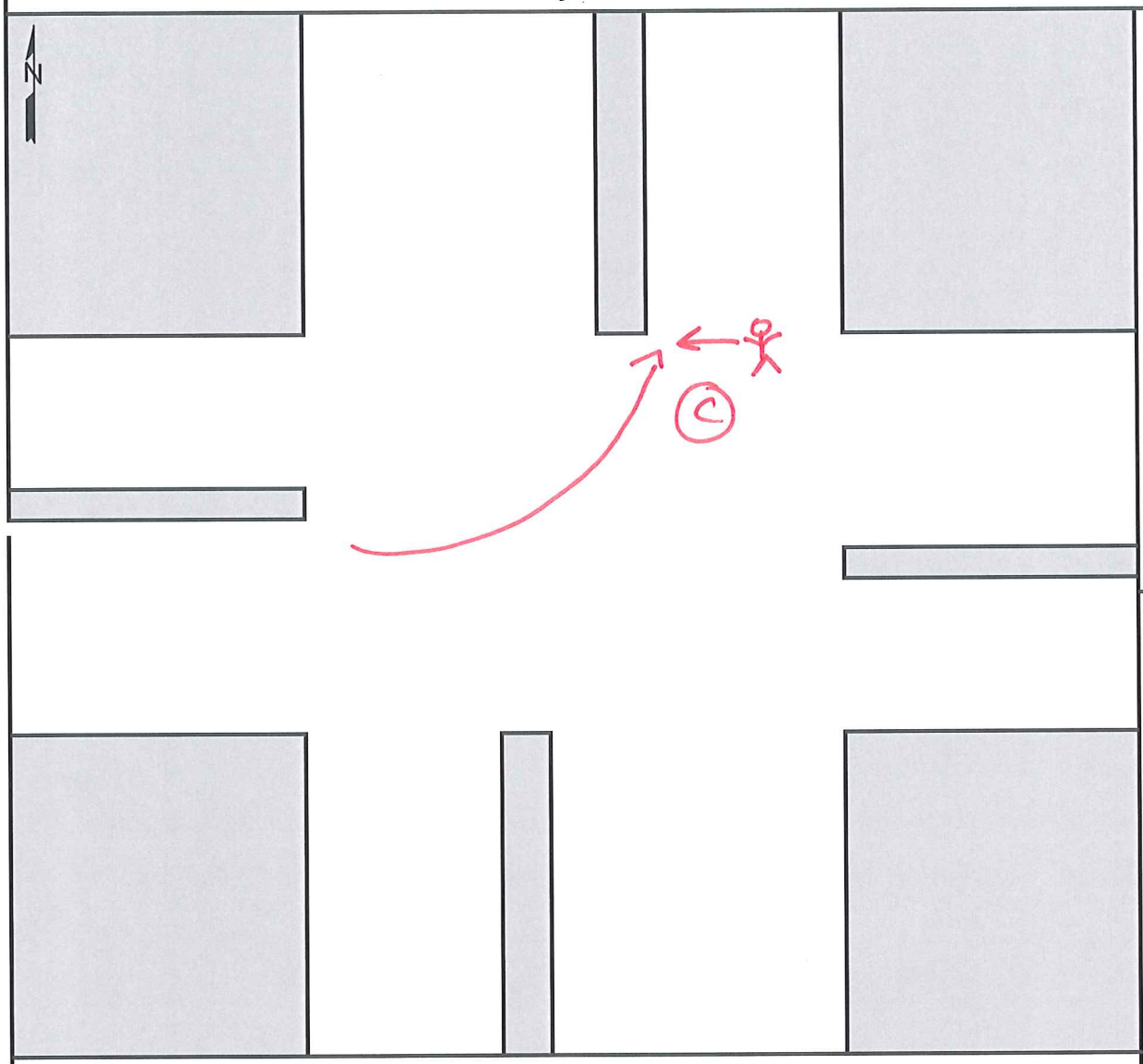
Surface

D = Dry
I = Icy
W = Wet
S=Snow

Crash Diagram

Coon Rapids Blvd at Round Lake Blvd

January 2011 - December 2013



Symbols

Moving Vehicle

Backing Vehicle

Non-moving Vehicle

Pedestrian

Parked Vehicle

Fixed Object

Bicycle

Injury

K A B C N

Collision Types

Rear End

Head-On

Side Swipe

Out of Control

Left Turn

Right Angle

Classification by Type

	Side Swipe	Rear End	Right Angle	Left Turn	Pedestrian	Bicycle	Other
Fatal							
Personal Injury							
Prop. Damage							
Total	0	0	0	0	0	0	0

Weather		Pavement		Time of Year		Time of Day	
Clear		Dry		Winter (Dec - Feb)		6:00 AM - 10:00 AM	
Cloudy		Wet		Spring (Mar - May)		10:00 AM - 4:00 PM	
Fog		Icy		Summer (Jun - Aug)		4:00 PM - 7:00 PM	
Rain		Snow		Fall (Sep - Nov)		7:00 PM - 12:00 AM	
Sleet		Unknown				12:00 AM - 6:00 AM	
Snow						Unknown	
Mist							
Unknown							

Light

L = Daylight
DN = Dawn
DU = Dusk
DL = Dark Lighted
DO = Dark, Lights Off
D = Dark, Unlighted

Weather

C = Clear
CL = Cloudy
R = Rain
S = Snow
SL = Sleet
F = Fog

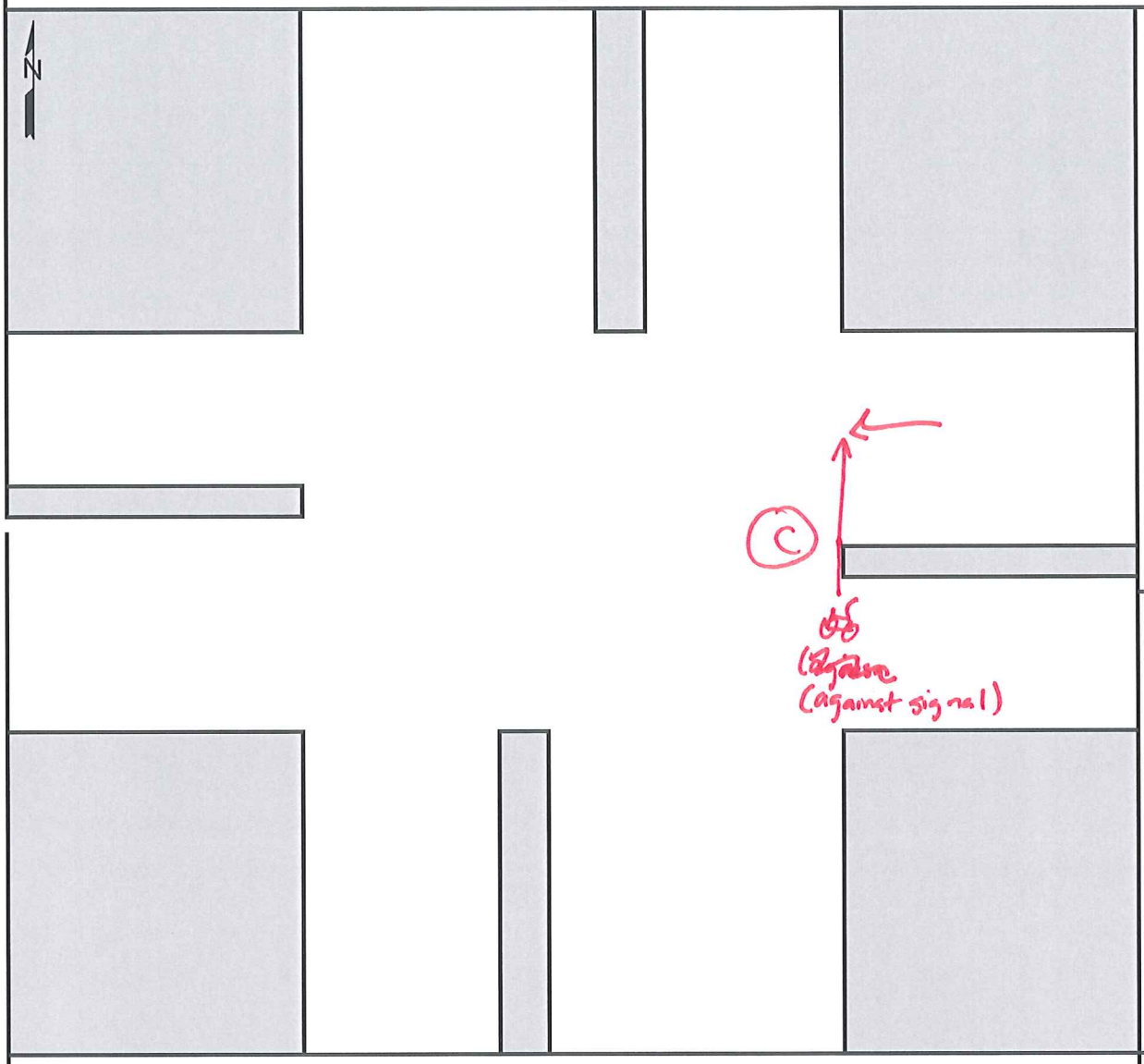
Surface

D = Dry
I = Icy
W = Wet
S=Snow

Crash Diagram

Coon Rapids Blvd at Pheasant Ridge Dr.

January 2011 - December 2013



Symbols

- Moving Vehicle
- Backing Vehicle
- Non-moving Vehicle
- Pedestrian
- Parked Vehicle
- Fixed Object
- Bicycle

Injury: (K) (A) (B) (C) (N)

Collision Types

- Rear End
- Head-On
- Side Swipe
- Out of Control
- Left Turn
- Right Angle

Classification by Type

	Side Swipe	Rear End	Right Angle	Left Turn	Pedestrian	Bicycle	Other
Fatal							
Personal Injury							
Prop. Damage							
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Light

L = Daylight
DN = Dawn
DU = Dusk
DL = Dark Lighted
DO = Dark, Lights Off
D = Dark, Unlighted

Weather		Pavement		Time of Year		Time of Day	
Clear		Dry		Winter (Dec - Feb)		6:00 AM - 10:00 AM	
Cloudy		Wet		Spring (Mar - May)		10:00 AM - 4:00 PM	
Fog		Icy		Summer (Jun - Aug)		4:00 PM - 7:00 PM	
Rain		Snow		Fall (Sep - Nov)		7:00 PM - 12:00 AM	
Sleet		Unknown				12:00 AM - 6:00 AM	
Snow						Unknown	
Mist							
Unknown							

Weather

C = Clear
CL = Cloudy
R = Rain
S = Snow
SL = Sleet
F = Fog

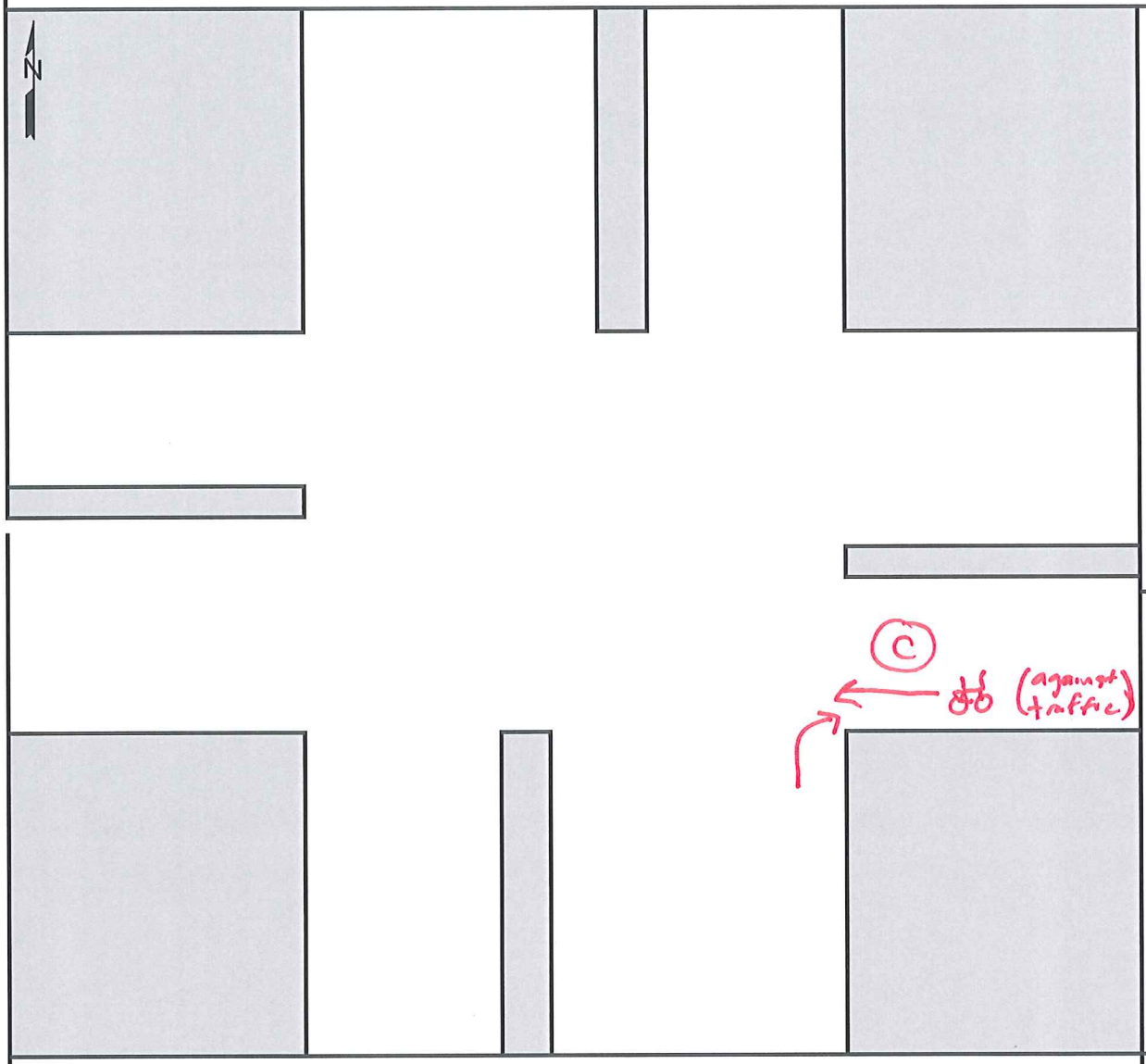
Surface

D = Dry
I = Icy
W = Wet
S=Snow

Crash Diagram

Coon Rapids Blvd at Mississippi Blvd

January 2011 - December 2013



Symbols

Moving Vehicle

Backing Vehicle

Non-moving Vehicle

Pedestrian

Parked Vehicle

Fixed Object

Bicycle

Injury

K A B C N

Collision Types

Rear End

Head-On

Side Swipe

Out of Control

Left Turn

Right Angle

Classification by Type

	Side Swipe	Rear End	Right Angle	Left Turn	Pedestrian	Bicycle	Other
Fatal							
Personal Injury							
Prop. Damage							
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Weather		Pavement		Time of Year		Time of Day	
Clear		Dry		Winter (Dec - Feb)		6:00 AM - 10:00 AM	
Cloudy		Wet		Spring (Mar - May)		10:00 AM - 4:00 PM	
Fog		Icy		Summer (Jun - Aug)		4:00 PM - 7:00 PM	
Rain		Snow		Fall (Sep - Nov)		7:00 PM - 12:00 AM	
Sleet		Unknown				12:00 AM - 6:00 AM	
Snow						Unknown	
Mist							
Unknown							

Light

L = Daylight
DN = Dawn
DU = Dusk
DL = Dark Lighted
DO = Dark, Lights Off
D = Dark, Unlighted

Weather

C = Clear
CL = Cloudy
R = Rain
S = Snow
SL = Sleet
F = Fog

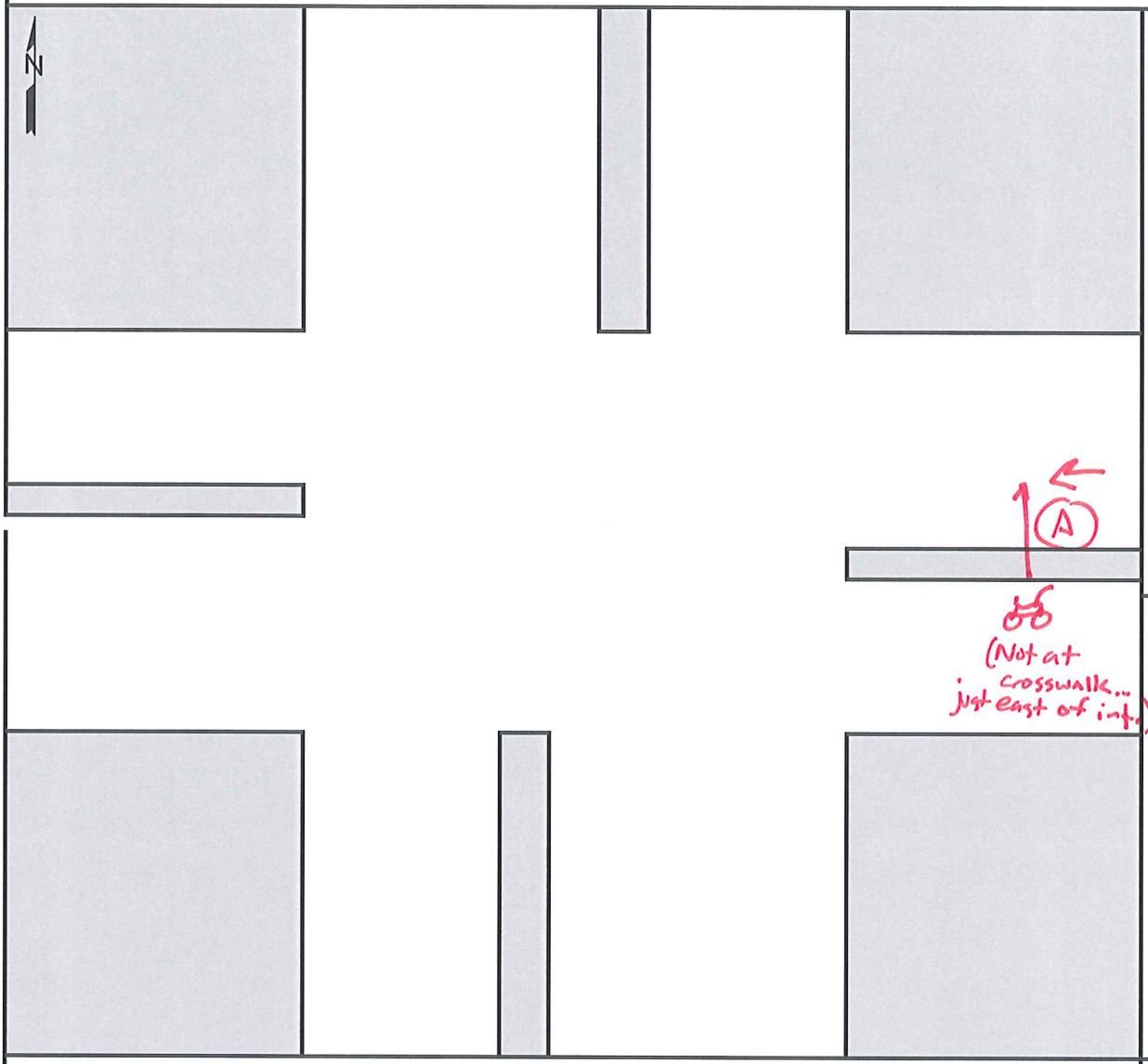
Surface

D = Dry
I = Icy
W = Wet
S=Snow

Crash Diagram

Coon Rapids Blvd at Crooked Lake Blvd

January 2011 - December 2013



Symbols

Moving Vehicle

Backing Vehicle

Non-moving Vehicle

Pedestrian

Parked Vehicle

Fixed Object

Bicycle

Injury

K A B C N

Collision Types

Rear End

Head-On

Side Swipe

Out of Control

Left Turn

Right Angle

Classification by Type	Side Swipe	Rear End	Right Angle	Left Turn	Pedestrian	Bicycle	Other
Fatal							
Personal Injury							
Prop. Damage							
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Light

L = Daylight
DN = Dawn
DU = Dusk
DL = Dark Lighted
DO = Dark, Lights Off
D = Dark, Unlighted

Weather		Pavement		Time of Year		Time of Day	
Clear		Dry		Winter (Dec - Feb)		6:00 AM - 10:00 AM	
Cloudy		Wet		Spring (Mar - May)		10:00 AM - 4:00 PM	
Fog		Icy		Summer (Jun - Aug)		4:00 PM - 7:00 PM	
Rain		Snow		Fall (Sep - Nov)		7:00 PM - 12:00 AM	
Sleet		Unknown				12:00 AM - 6:00 AM	
Snow						Unknown	
Mist							
Unknown							

Weather

C = Clear
CL = Cloudy
R = Rain
S = Snow
SL = Sleet
F = Fog

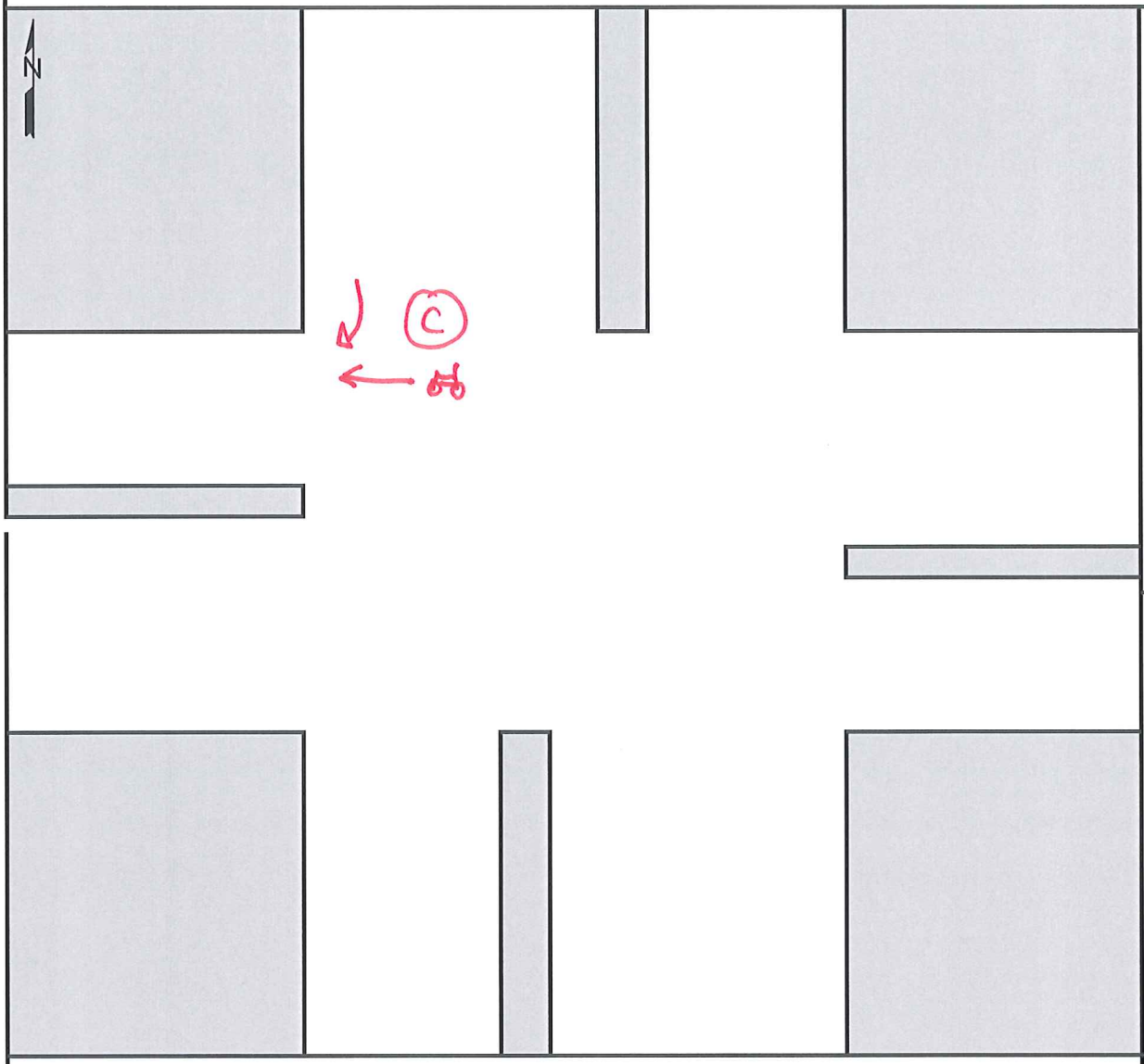
Surface

D = Dry
I = Icy
W = Wet
S=Snow

Crash Diagram

Coon Rapids Blvd at Arrowhead Cir.

January 2011 - December 2013



Symbols

- Moving Vehicle
- Backing Vehicle
- Non-moving Vehicle
- Pedestrian
- Parked Vehicle
- Fixed Object
- Bicycle

Injury: (K) (A) (B) (C) (N)

Collision Types

- Rear End
- Head-On
- Side Swipe
- Out of Control
- Left Turn
- Right Angle

Classification by Type

	Side Swipe	Rear End	Right Angle	Left Turn	Pedestrian	Bicycle	Other
Fatal							
Personal Injury							
Prop. Damage							
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Light

L = Daylight
DN = Dawn
DU = Dusk
DL = Dark Lighted
DO = Dark, Lights Off
D = Dark, Unlighted

Weather		Pavement		Time of Year		Time of Day	
Clear		Dry		Winter (Dec - Feb)		6:00 AM - 10:00 AM	
Cloudy		Wet		Spring (Mar - May)		10:00 AM - 4:00 PM	
Fog		Icy		Summer (Jun - Aug)		4:00 PM - 7:00 PM	
Rain		Snow		Fall (Sep - Nov)		7:00 PM - 12:00 AM	
Sleet		Unknown				12:00 AM - 6:00 AM	
Snow						Unknown	
Mist							
Unknown							

Weather

C = Clear
CL = Cloudy
R = Rain
S = Snow
SL = Sleet
F = Fog

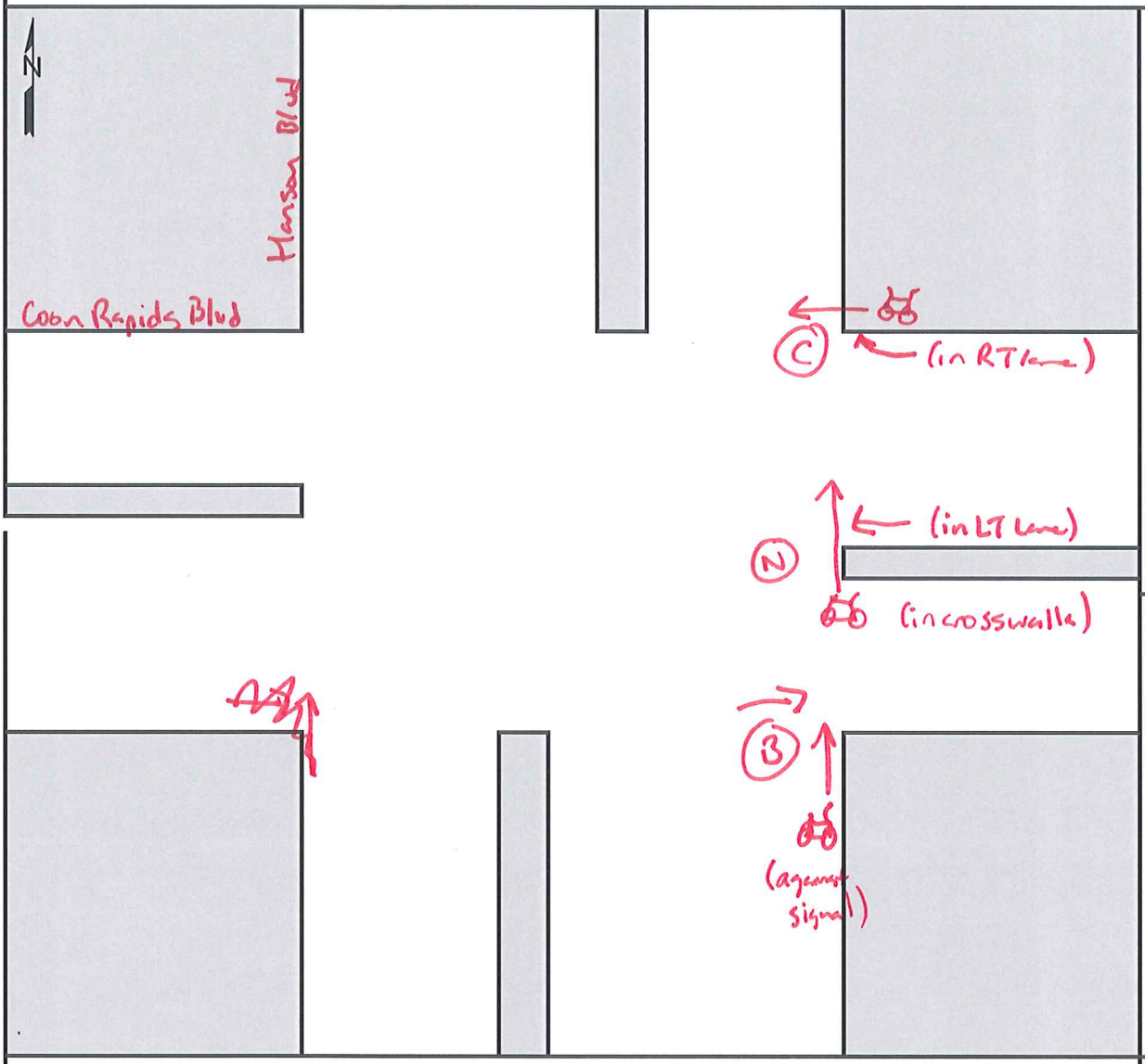
Surface

D = Dry
I = Icy
W = Wet
S=Snow

Crash Diagram

Coon Rapids Blvd at Hanson Blvd

January 2011 - December 2013



Symbols

- Moving Vehicle
- Backing Vehicle
- Non-moving Vehicle
- Pedestrian
- Parked Vehicle
- Fixed Object
- Bicycle

Injury: K A B C N

Collision Types

- Rear End
- Head-On
- Side Swipe
- Out of Control
- Left Turn
- Right Angle

Classification by Type

	Side Swipe	Rear End	Right Angle	Left Turn	Pedestrian	Bicycle	Other
Fatal							
Personal Injury							
Prop. Damage							
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Light

L = Daylight
DN = Dawn
DU = Dusk
DL = Dark Lighted
DO = Dark, Lights Off
D = Dark, Unlighted

Weather		Pavement		Time of Year		Time of Day	
Clear		Dry		Winter (Dec - Feb)		6:00 AM - 10:00 AM	
Cloudy		Wet		Spring (Mar - May)		10:00 AM - 4:00 PM	
Fog		Icy		Summer (Jun - Aug)		4:00 PM - 7:00 PM	
Rain		Snow		Fall (Sep - Nov)		7:00 PM - 12:00 AM	
Sleet		Unknown				12:00 AM - 6:00 AM	
Snow						Unknown	
Mist							
Unknown							

Weather

C = Clear
CL = Cloudy
R = Rain
S = Snow
SL = Sleet
F = Fog

Surface

D = Dry
I = Icy
W = Wet
S=Snow

11155 Robinson Drive
Coon Rapids MN 55433
Tel 763-755-2880
Fax 763-767-6491
www.coonrapidsmn.gov

COON RAPIDS
Minnesota

November 17, 2014

Mr. Andrew Witter, P.E.
Assistant County Engineer
Anoka County Highway Department
1440 Bunker Lake Blvd NW
Andover, MN 55304

Dear Mr. Witter,

I am writing to let you know that the City of Coon Rapids is applying for Regional Solicitation funding from the Metropolitan Council for the Coon Rapids Boulevard Trail project. The project is being requested through the Transportation Alternatives Program. Our anticipated time frame for construction of this project is 2015 and/or 2016.

The trail would include reconstruction of existing trail segments along CSAH 1 (Coon Rapids Boulevard) where they are currently in place. In addition, the project would extend the trail along CSAH 1 by constructing new trail to Egret Boulevard. From Egret Boulevard, the trail would continue south towards the Coon Rapids Dam Regional Park. The total length of the project is approximately 4.3 miles, of which approximately 3.8 miles is located along Coon Rapids Boulevard. Construction of this 3.8 mile segment would primarily be located within county right of way. The new trail would be a paved, 10-foot wide, multiuse pathway designed for both pedestrians and bicyclists. It would meet ADA and State Aid design requirements.

The city is requesting the county's support for submitting the application and continuing our dialogue on the design as it progresses. The city will forward more detailed plan information as it continues to be developed.

The city would appreciate a letter of support for the project to include with the grant application. If you are willing to provide one, please send to me by November 26, 2014.

If you have any questions please do not hesitate to contact me.

Thank you for your assistance,

Mark C. Hansen, P.E.
Assistant City Engineer

11155 Robinson Drive
Coon Rapids MN 55433
Tel 763-755-2880
Fax 763-767-6491
www.coonrapidsmn.gov

COON RAPIDS
Minnesota

December 1, 2014

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

Re: Coon Rapids Boulevard Trail – Transportation Alternatives Program Grant Application
City of Coon Rapids

Ms. Koutsoukous –

The City of Coon Rapids is pleased to submit its grant application for the proposed trail reconstruction and construction along Coon Rapids Boulevard, part of which is the alignment for the Mississippi River Regional Trail. As the agency applying for the Transportation Alternatives Program grant, and as the owner of the trail facility, the City of Coon Rapids commits to funding the required local match. Coon Rapids also agrees to own, operate and maintain the trail for its useful life.

The City has been working with the Anoka County Highway Department to complete this trail construction, and other missing links in the trail network within the City of Coon Rapids.

The City of Coon Rapids looks forward to working with the Metropolitan Council and MnDOT should this project be selected. If you have any questions, please feel free to contact me.

Sincerely,

Mark C. Hansen
Assistant City Engineer

Proposed Trail

Park

Figure 3a: Coon Rapids Blvd Trail
City Limits to Pheasant Ridge Drive
2014 Trail Grant Application

N

0 500 1,000 Feet

Coon Rapids Minnesota

Proposed Trail

Park

Figure 3b: Coon Rapids Blvd Trail
Pheasant Ridge Drive to Xavis Street
2014 Trail Grant Application

N

0 500 1,000 Feet

Coon Rapids Minnesota

Proposed Trail

Park

Figure 3c: Coon Rapids Blvd Trail
Xavis Street to Coon Rapids Dam
2014 Trail Grant Application

N

0 500 1,000 Feet

COON RAPIDS Minnesota

Figure 1: Project Location
Coon Rapids Boulevard Trail - Coon Rapids, MN
2014 Transportation Alternatives Program Application

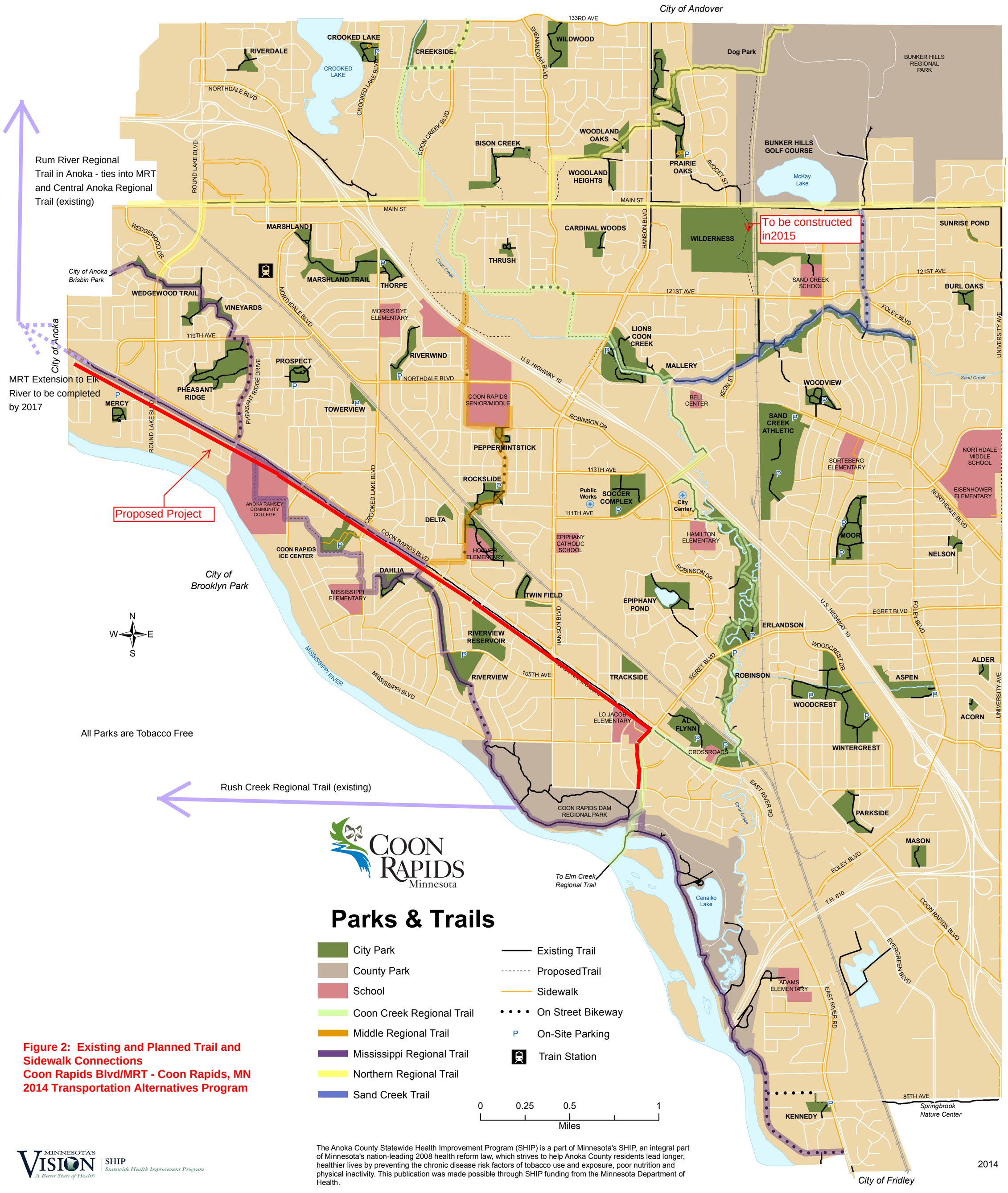


Figure 2: Existing and Planned Trail and Sidewalk Connections
Coon Rapids Blvd/MRT - Coon Rapids, MN
2014 Transportation Alternatives Program

MINNESOTA'S VISION A Better State of Health | SHIP Statewide Health Improvement Program

The Anoka County Statewide Health Improvement Program (SHIP) is a part of Minnesota's SHIP, an integral part of Minnesota's nation-leading 2008 health reform law, which strives to help Anoka County residents lead longer, healthier lives by preventing the chronic disease risk factors of tobacco use and exposure, poor nutrition and physical inactivity. This publication was made possible through SHIP funding from the Minnesota Department of Health.

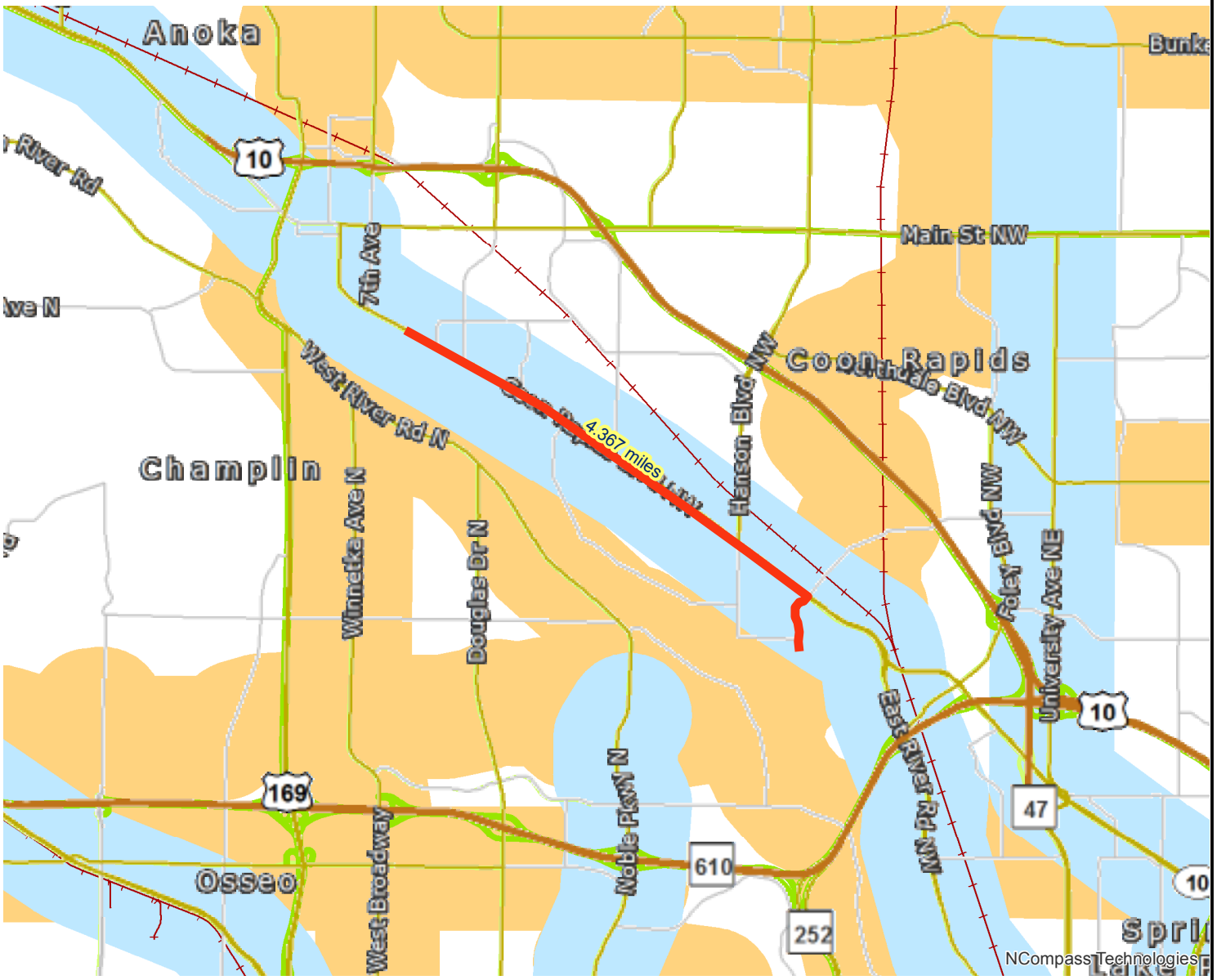
2014

RBTN Evaluation and Major Barriers

Multiuse Trails and Bicycle Facilities Project: Coon Rapids Boulevard Trail | Map ID: 1416943774501

Results

Project **IN** TIER 1 Bicycle Transport Corridor.



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

0 0.75 1.5 3 4.5 6 Miles

Created: 11/25/2014
LandscapeRSA1

For complete disclaimer of accuracy, please visit http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

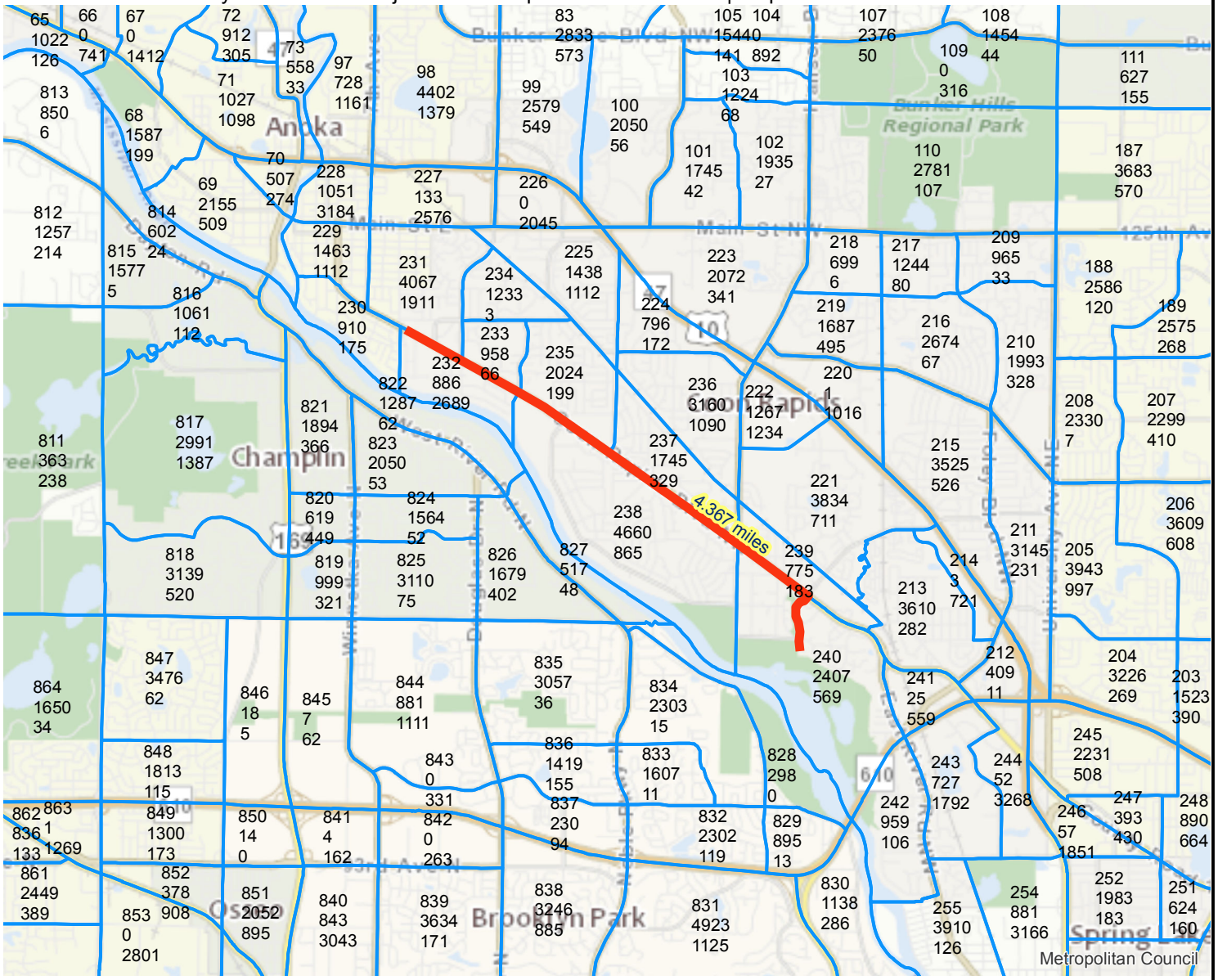
METROPOLITAN COUNCIL

Population Summary

Results

Within ONE Mile of project:
Total Population: 54244
Total Employment: 22748

Multiuse Trails and Bicycle Facilities Project: Coon Rapids Boulevard Trail | Map ID: 1416943774501



Project

2010 TAZ

0 0.75 1.5 3 4.5 6 Miles

Created: 11/25/2014
LandscapeRSA4

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

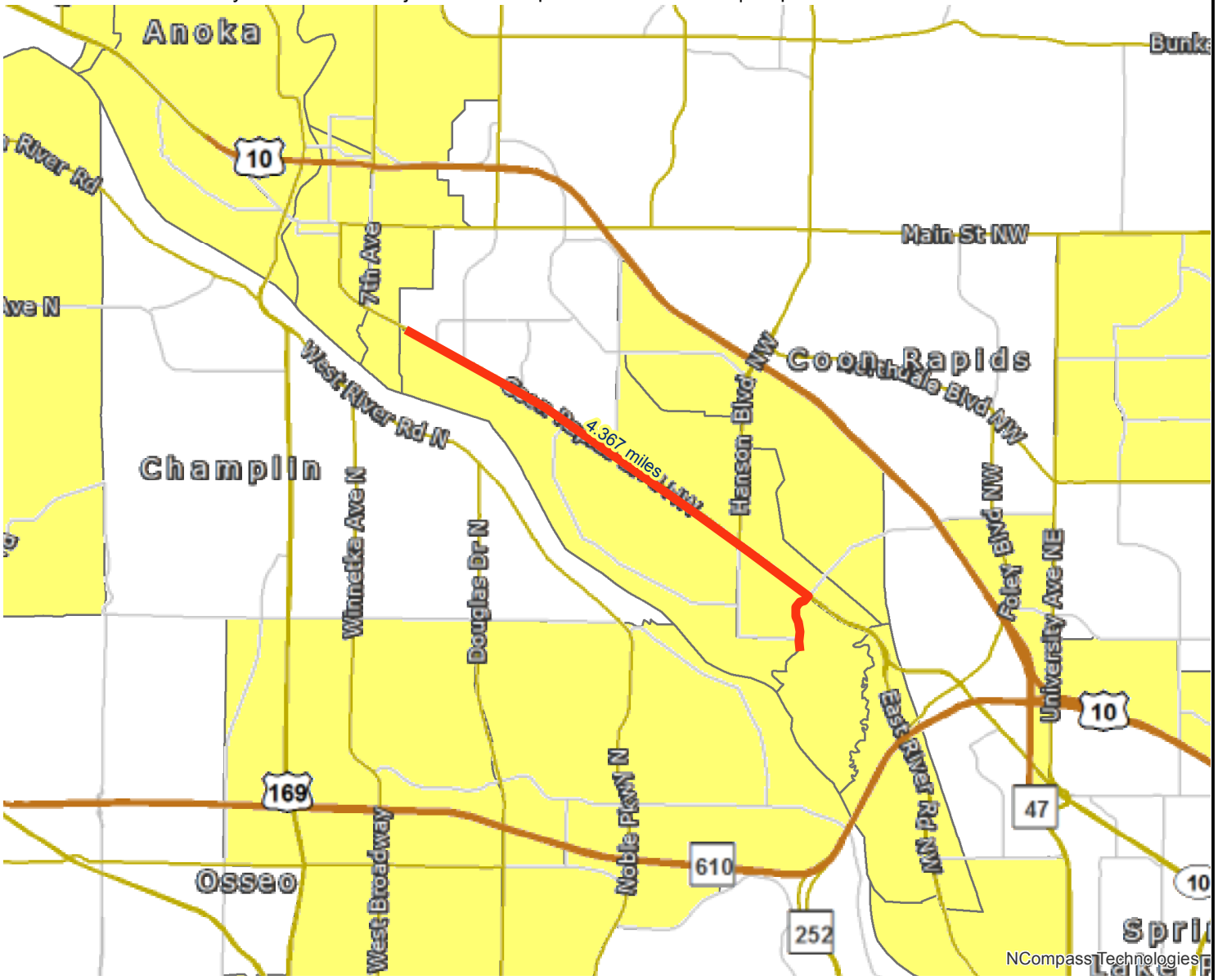
METROPOLITAN COUNCIL

Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Coon Rapids Boulevard Trail | Map ID: 1416943774501

Results

Project **IN** area of above average concentration of race or poverty.



Project

Racially concentrated area of poverty

Concentrated area of poverty

Above reg'l avg conc of race/poverty

0 0.75 1.5 3 4.5 6 Miles

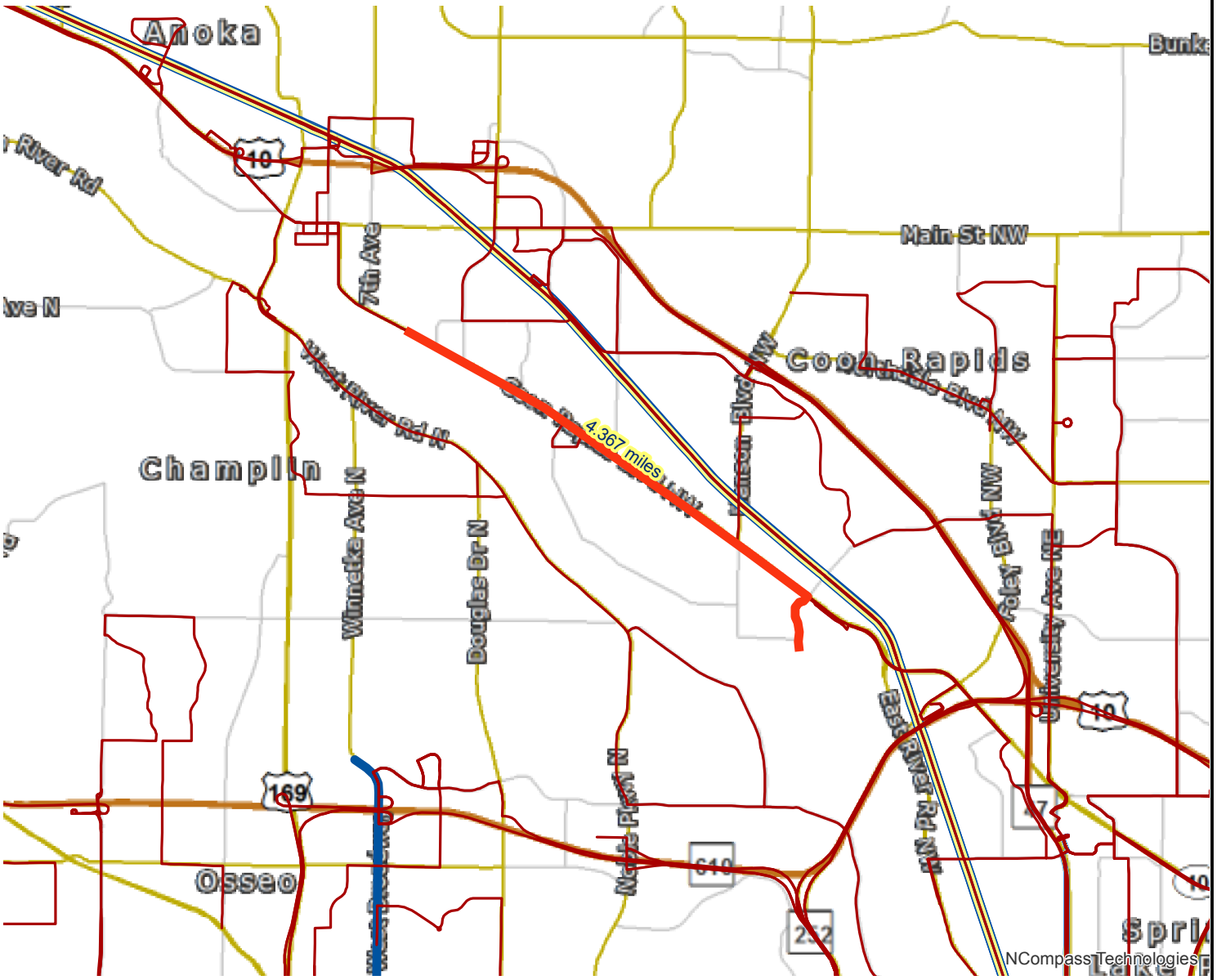
Created: 11/25/2014
LandscapeRSA2

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Transit Connections

Multiuse Trails and Bicycle Facilities Project: Coon Rapids Boulevard Trail | Map ID: 1416943774501



Results

Transit with a Direct Connection to project:
850 852

Transit within QTR mile of project:
850 852 888

Transit within HALF mile of project:
805 850 852 888

Transit within ONE mile of project:
766 805 850 852 860 887 888

**indicates Planned Alignments*

Project

Transit Routes

Transitway

Northstar Line

Planned Alignments

Light Rail, Blue Line Extension

Arterial BRT

0 0.75 1.5 3 4.5 6 Miles

Created: 11/25/2014
LandscapeRSA3

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL