



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02230 - West Moore Lake Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/01/2014 3:35 PM

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## Primary Contact

**Name:\*** James Kosluchar  
Salutation First Name Middle Name Last Name

**Title:** Public Works Director / City Engineer

**Department:**

**Email:** jim.kosluchar@fridley.mn.gov

**Address:** 6431 University Avenue NE

**\*:** Fridley Minnesota 55432  
City State/Province Postal Code/Zip

**Phone:\*** 763-572-3550  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** FRIDLEY, CITY OF

**Jurisdictional Agency (if different):**

Organization Type:

City

Organization Website:

Address:

6431 UNIVERSITY AVE NE

\*

FRIDLEY

Minnesota

55432-4383

City

State/Province

Postal Code/Zip

County:

Anoka

Phone:\*

763-571-3450

Ext.

Fax:

PeopleSoft Vendor Number

0000020945A1

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## Project Information

Project Name

West Moore Lake Trail and Bicycle Lanes

Primary County where the Project is Located

Anoka

Jurisdictional Agency (If Different than the Applicant):

Fridley developed in an era when transportation focused on the automobile, ignoring ped and bike needs. As a result, there are many transportation barriers separating neighborhoods from destinations such as schools, parks, commercial districts, employment centers, and transit, resulting in few opportunities for people to walk and bike to local and regional destinations. Fridley is committed to moving people safely throughout the community by improving transportation options for residents and workers. The proposed project is an important opportunity for Fridley to implement its Active Transportation Plan and improve transportation options in the community.

The project constructs a multiuse trail following the western shore of West Moore Lake in Fridley. The project includes a trail along West Moore Lake Dr, from Medtronic Parkway to 61st Ave. The project also includes on-street bicycle lanes along both sides of West Moore Lake Dr, from 61st Ave to TH 65 (Figures 1 and 2).

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

The multiuse trail is 10 feet wide and paved. The segment between 59th and 61st Aves will be constructed on land in West Moore Lake Park. At 61st Ave and West Moore Lake Dr the on-street bicycle lanes are six feet and will be on both sides of the road. Existing sidewalks on West Moore Lake Drive east of 61st Ave, will remain in place so both ped and bike needs will be served.

The project provides an alternative route to TH 65 (four-lane expressway with traffic volumes over 30,000 a day speeds over 50 mph and limited shoulders through a lake). The conditions along TH 65 discourage pedestrian and bicycle transportation as it provides no accommodations, especially along the Moore Lake causeway.

It creates bicycle and pedestrian access to destinations such as Fridley Middle and High

Schools, Fridley Community & Senior Center, Alternative Learning Center, Medtronic World Headquarters, and West Moore Lake Park along with two major parks (Community and Moore Lake Park). The project provides connections to commercial locations identified in the 2013 City of Fridley Active Transportation Plan. Further, the project creates a connection to the Rice Creek West Regional Trail, providing bike/ped access to the Mississippi River Trail (MRT) and regional parks (Islands of Peace & Long Lake). The project will link to a new Farmers Market, improving access to fresh produce for seniors/low income residents.

The project improves connections to existing transit stops and nearby connections. The city and Metro Transit/MnDOT recently upgraded a number of the stops as part of the MnDOT TH 65 project in the summer of 2014.

In summer 2014, MnDOT constructed a trail along TH 65 underneath I-694 which links cyclists and pedestrians from south of I-694 to the project area and other trails (Figure 3).

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

**Project Length (Miles)**

1.0

**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 project was identified as a bike and ped route in the city's 2013 Active Transportation Plan (pages 5-8, 23, 27). In addition, the proposed project is consistent with Fridley's goals to provide more walking and biking paths, as outlined in the 2009 Fridley Comprehensive Plan (pages 81-86; 100; 103-105). The comprehensive plan identifies the need to provide pedestrian and bicycle access across East and West Moore Lakes via TH 65. As mentioned above, developing a trail along TH 65 is not feasible due to constraints identified by MnDOT and the high costs involved with an off-road boardwalk type of trail alternative. The 2013 Active Transportation Plan identifies West Moore Lake Drive as an alternative route to TH 65 as it is a more cost-effective option and will be safer and more enjoyable for pedestrians and bicyclists. See attachment Connections to Planning.

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## Project Funding

<b>Are you applying for funds from another source(s) to implement this project?</b>	No
<b>If yes, please identify the source(s)</b>	
<b>Federal Amount</b>	\$458,832.00
<b>Match Amount</b>	\$114,708.00
<i>Minimum of 20% of project total</i>	
<b>Project Total</b>	\$573,540.00
<b>Match Percentage</b>	20.0%
<i>Minimum of 20%</i> <i>Compute the match percentage by dividing the match amount by the project total</i>	
<b>Source of Match Funds</b>	City of Fridley
<b>Preferred Program Year</b>	
<b>Select one:</b>	2018

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## Project Information

<b>County, City, or Lead Agency</b>	City of Fridley
<b>Zip Code where Majority of Work is Being Performed</b>	55432

(Approximate) Begin Construction Date 05/04/2018

(Approximate) End Construction Date 11/30/2018

## LOCATION

**From:**  
(Intersection or Address) West Moore Lake Drive and Medtronic Parkway

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

**To:**  
(Intersection or Address) West Moore Lake Drive and TH 65

**Type of Work** Bicycle path, pedestrian trail, bike lanes, grading, aggregate base, bituminous surface, lighting

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

## BRIDGE/CULVERT PROJECTS

(If Applicable)

Old Bridge/Culvert? No

New Bridge/Culvert? No

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

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## 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
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$170,500.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$306,900.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$11,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$11,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$52,140.00
Other Bicycle and Pedestrian Elements	\$22,000.00
<b>Totals</b>	<b>\$573,540.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Totals

Total Cost	\$573,540.00
Construction Cost Total	\$573,540.00
Transit Operating Cost Total	\$0.00

## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

3. Applicants must not submit an application for the same project in more than one funding sub-category.

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

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

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

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

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

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

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

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

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

*8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.*

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

*9. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.*

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

*10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.*

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

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## **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.**

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## Other Attachments

File Name	Description	File Size
ConnectiontoPlanning.pdf	Connections to Local Planning	3.0 MB
Figures1to4ProjectLimits-Layout-TrailConnections-RoadBarriers.pdf	Figures 1 to 4: Project Limits, Layout, Trail Connections and Road Barriers	7.5 MB
Fridley Letter of Commitment for West Moore Lake Trail.pdf	Fridley Letter to Met Council Committing to Funding	43 KB
Lettersofsupport.pdf	Cover memo and letters of support	737 KB

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## 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

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## Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 30941

Existing Employment Within One Mile (Integer Only) 13275

Completed by Metropolitan Council Staff

Total Project Cost \$573,540.00

Cost Effectiveness for Population \$18.54

Cost Effectiveness for Employment \$43.20

Upload Map Population-Employment.pdf

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

**Project located in Concentrated Area of Poverty**

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

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

Yes

Benefits: The project is part of the City's Active Transportation Plan which aims to improve healthy transportation options for all residents. It compliments Safety Camp, helmet initiatives and Seniors Who Bike program events. The project benefits children by providing access to Fridley Middle and High Schools (1,709 students), Fridley Community Center (FCC) and alternative program. The FCC houses after-school programs and the Fridley Senior Center.

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

The project benefits the elderly, low income and minority populations by providing access to several transit routes, commercial nodes, medical facilities, employment centers, and recreational facilities that are currently inaccessible due to barriers such as TH 65 and I-694 and the lack of ped/bike facilities on other routes (Figure 4). In conjunction with the MnDOT construction project from this year, the trail will link directly to those areas identified as a concentrated area of poverty and provide additional opportunities for those residents as well (Figs 1 & 3).

The project will benefit those with disabilities by providing a safe facility that will meet ADA and design standards where none presently exist.

Impacts and Mitigation: The project is within existing right of way so there will not be impacts to properties and the project will provide additional connections for targeted populations. No mitigation should be needed.

**Upload Map**

Socio-Economic.pdf

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## Measure B: Affordable Housing

City/Township	Segment Length (Miles)
City of Fridley	1.0
	1

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## Total Project Length

Total Project Length	1.0
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## 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
City of Fridley	1.0	1.0	80.0	1.0	80.0
		1	80	1	80

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## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	1.0
Total Housing Score	80.0

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## Measure A: Gaps, Barriers and Continuity/Connections

### Check all that apply:

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

**Closes a Gap** Yes

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

**Provides a Facility That Crosses or Circumvents a Physical Barrier** Yes

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

**Improves Continuity and/or Connections Between Jurisdictions** Yes



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

Gap: The project fills a gap by providing a safe and convenient alternate route to TH 65. It fills a gap in access to community destinations including Fridley Middle and High Schools, West Moore Lake Park, Medtronic, Fridley Community Education Ctr., Commons Park, Northstar Commuter Rail, Islands of Peace Park, and the Mississippi River Trail (MRT). In addition, the project fills in a transit access gap for residents west of TH 65. The proposed project provides pedestrian and bicycle connections to transit stops along TH 65.

Barrier: TH 65 is a barrier - it is a 4-lane highway with intermittent shoulders. It has over 30,000 vehicles a day at 50 miles per hour. The roadway discourages ped/bike use as conditions are not safe or comfortable. TH 65 is constrained through the project area because it passes over a narrow causeway between East and West Moore Lakes. For this reason, Fridley has been working on developing alternate routes to TH 65. Connections on the east are complete there are none on the west. The project eliminates this barrier.

Connections: Access is provided to a number of regional trails (Fig 3) including the MRT, Rice Creek West and city trails. These trails make connections to Columbia Heights, Coon Rapids, Anoka, Spring Lake Park, and New Brighton.

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## Measure B: Project Improvements

Deficiencies: TH 65 prohibits safe north-south ped/bike travel due to speeds, limited shoulders and traffic volumes. Presently those located west of TH 65 have no options to walk or bike north/south in the project area. Crash data indicates there have been crashes with pedestrians on TH 65 in the project area.

Site Problem: There are no bike/ped facilities in the project area and sharing turn lanes and inadequate shoulders on TH 65 is not viable. These conditions discourage transit use to places such as Medtronic because there is not a safe way to easily get from the bus stop to the campus. The conditions also discourage general walking and biking to nearby resources such as transit stops, institutions, recreational facilities, commercial nodes and service areas.

Deficiency Reduction: The project provides multiuse facilities that are safe and comfortable for both peds & cyclists and those with disabilities. The trail will be wide enough to share and dedicated bike lanes and sidewalks will meet ADA and design standards. This is a better alternative than TH 65. Additionally, there is a more direct connection to resources such as the middle and high schools, West Moore Lake, Community, and Moore Lake Parks, transit and other institutions that will reduce conflicts that occur on longer routes and more indirect connections that require use of facilities shared with motor vehicles.

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

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## Measure A: Transit Connections

Existing Routes Directly Connected to the Project	10, 59
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	10, 25, 59, 801, 824, 825, 854, 888-Northstar Commuter Rail

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

Central Avenue Arterial BRT

Upload Map

Transit Connections.pdf

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## Response

*Met Council Staff Data Entry Only*

Route Ridership Directly Connected	2989258.0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	1592724.0
Transitway Ridership Indirectly Connected	4192000.0

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## Measure B: Pedestrian Connections

Ped Elements: The project provides a safe and separated facility for pedestrians. The trail will be wide enough for both peds and cyclists. Existing sidewalks will remain in place as a separate facility where bike lanes will be constructed. Improvements by MnDOT on TH 65 in 2014 included upgrades to traffic signals for pedestrian crossings, so access to destinations on the east side of TH 65 will be enhanced. As shown in Fig 3, there are a number of sidewalks that will connect to the project, extending access to a number of destinations.

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

High Ped Area: Fig 1 shows a number of nearby destinations including: Medtronic, Fridley Middle and High Schools, Community Center, proposed farmers market, North Park Elementary, Alternative Learning Center, Moore Lake Park, West Moore Lake Park, Community Park, restaurants, health facilities, transit North Star and other routes, residential neighborhoods, and employment centers. Within a mile there are additional elementary schools, Totino Grace High School, Al-Amal School, Fridley Senior Center, Anoka County Library, Fridley History Center, several additional parks, a grocery store, a pharmacy a bank, child care centers and a couple of big box stores.

Future Construction: Fig 3 shows planned facilities within Fridley near the project area. These include widening a sidewalk to 10 feet and constructing a 10-foot wide raised multiuse trail.

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## Measure C: Multimodal Facilities

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

Trans/Ped Project Elements: The project expands ped access to two routes in project area and several within a mile. In 2014 transit stops on TH 65 were improved, as were pedestrian elements at signalized intersections on TH 65 in the project area. The project supports this investment. The project supports access for cyclists as well the facilities will be designed to accommodate all user groups. Design standards and ADA compliance will support users including those with disabilities.

Exist. Ped/Tran Elements: The project area is the largest gap in the system eliminating the gap helps support other existing pedestrian and transit elements. The project connects to existing sidewalks, transit stops and ped/bike facilities (Figs. 1&3). Connections to the trail system on the east side of TH 65 are made, connections to the south by more commercial activities (MnDOT 2014 project) are made as are links to existing regional trails.

Integrates Modes: The project provides separation from motorized vehicles & enables users of all abilities to safely navigate the area and reduces conflict between users. The project is safe for peds and cyclists adequate width, design standards will be met, ADA will be met. Access to recently enhanced transit stops are provided and connections between transit and employment nodes (Medtronic and others) are made.

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## 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**

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## 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** 01/31/2014

**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** 02/01/2016

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

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

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

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

40%

**Unknown impacts to historic/archaeological resources**

0%

**Anticipated date or date of completion of historic/archeological review:** 01/31/2014

**Project is located on an identified historic bridge**

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

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

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

100%

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

100%

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

80%

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

30%

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

0%

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

**Right-of-way or easements not required** Yes

100%

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

100%

**Right-of-way or easements required, offers made**

75%

**Right-of-way or easements required, appraisals made**

50%

**Right-of-way or easements required, parcels identified**

25%

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

0%

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

0%

**Anticipated date or date of acquisition**

**7)Railroad Involvement (25 Percent of Points)**

**No railroad involvement on project** Yes  
100%

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

**Railroad Right-of-Way Agreement required; Agreement has been initiated**  
60%

**Railroad Right-of-Way Agreement required; negotiations have begun**  
40%

**Railroad Right-of-Way Agreement required; negotiations not begun**  
0%

**Anticipated date or date of executed Agreement**

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

**Construction plans completed/approved (include signed title sheet)**  
100%

**Construction plans submitted to State Aid for review**  
75%

**Construction plans in progress; at least 30% completion** Yes  
50%

**Construction plans have not been started**  
0%

**Anticipated date or date of completion** 02/02/2018

**9)Letting**

**Anticipated Letting Date** 03/02/2018





# City of Fridley Active Transportation Plan





# Overview

## Vision and Purpose: Active Living in Fridley through Active Transportation

### Vision

**Our vision is to provide safe transportation opportunities for all citizens of Fridley. We will move toward mobility equity for residents as they travel around the community of Fridley—going to work, to school, to shop or as they use city services and institutions.**

**Since walking, bicycling and using other modes of non-auto transit as transportation choices improves health when other safety factors are in place, we join other Minnesota communities in the adoption of an Active Transportation Plan. Designing for active living reduces the barriers to routine physical activity and enhances community connectivity and safety for those who bicycle, walk and use the bus in our community. The City notes that, although “Not all modes on all roads” will be appropriate, safe and convenient navigation of the community should be available to young and old, fit and mobility-challenged independent of income.**

**Development should be based on priority routes and projects that function to encourage the use of non-auto transit. Well-designed, constructed and maintained facilities will help Fridley obtain maximum utility from these projects.**

### Purpose

The plan’s purpose is to safely accommodate all modes of transportation in the right locations for each. This includes pedestrians, cars, trucks, bicyclists, buses, commuter train users, skateboarders and users of personal mobility devices like wheelchairs—even Segways! Our plan is to move forward with improvements to the linkages between many of these modes, fill in gaps in existing systems and provide a higher level of maintenance for existing and any new additions to the network. Priority areas have been distilled through a process that included public participation. Volunteers and citizen input identified streets or routes, maintenance challenges and areas of concern.

The Active Transportation plan seeks to improve vital non-auto transit-oriented connections to foster safe travel to work, school and for recreation. By establishing a clear plan and incorporating it into the Zoning Code, improvements necessary to create safe ped/bike routes will be financed by private

redevelopment over time in partnership with the improvements installed by local governments. Having an established plan better enables local government’s ability to qualify for various State and Federal funds that will stretch the use of City funds dedicated to trail and sidewalk improvements.

Particular emphasis is placed on pedestrian safety and improved walking routes because other non-auto transit modes often include a walking segment. City staff is forging partnerships to improve or add facilities/devices like stoplight countdown timers, creating shorter cycle lengths on north/south major streets. Longer walk intervals will encourage better signal compliance and aid those who are less able to move quickly through intersections. The City of Fridley is trying to reduce preventable on-road pedestrian and bicycle accidents and casualties, which have been on the rise in Minnesota.

Policies which support economic development and represent thrifty use of tax revenues will receive special emphasis. The City’s goal is to provide efficient and accountable services.

The policies and procedures associated with this plan involve those of street trail design, bike racks and walks and especially,



maintenance levels of existing and future facilities added. Increasing the presence of sidewalks and multi-use trails in key areas and future consideration of adoption of Complete Streets State Law into Fridley City code to mesh with State and MnDOT directives/initiatives are also part of the recommendations of the Active Transportation plan.

The plan moves forward directives in the Transportation Chapter of the City of Fridley 2030 Comprehensive Plan. It was informed by recent research findings from the 2010-2012 Bicycle/Pedestrian Study (which the Council accepted in September of 2012) and the 2010 U.S. Census. Input from Anoka County agencies, stakeholders, residents, the City Council, the Active Transportation Committee and City staff provided guidance in moving the community toward increasing multi-modal transportation opportunities in Fridley, Minnesota.

The Active Transportation Plan of 2013 will augment the 2030 Comprehensive Plan's Transportation Chapter transit goals by showing the action plans and progress made in the four year intervening period, updating the 2030 Comprehensive Plan.

## The City of Fridley 2030 Comprehensive Plan Transportation Statements

The Comprehensive Plan, adopted in 2009, (<http://www.ci.fridley.mn.us/2030-comprehensive-plan-final>) states in *Chapter Six, Transportation* that safe and convenient transportation options and expanded mobility alternatives to automobile use should be planned. In addition, the Plan emphasized that, "Transit is important because it can support more compact and mixed-use forms of development that protect natural areas, reduce air and water pollution, and promote a sense of community and civic engagement." *Section 6.4* states that the City will "improve routes suitable for transportation cyclists..." (City of Fridley 2030 Comp Plan).

The 2030 Comprehensive Plan Transportation list placed the spotlight on operations, maintenance and future construction of non-automobile systems.

### 2009-2013 Progress on Comprehensive Plan Transportation Goals

Although few of the 2030 Comprehensive Plan Transportation Goals have been achieved in their entirety four years after approval, several have seen progress, even during a major recession.

**Goal: Create a well-connected bikeway and walkway system**

Progress:

Gaps in system have been identified. Changes in bike routes to improve connectivity have been identified and mapped. A new Bike and Pedestrian map has been produced in summer of 2013. Transit for Livable Communities grant funds will provide new bike lanes and sidewalk on Main Street. A TE grant will fund a pedestrian crossing over 694 at Main Street in 2015 and SRTS funds are resulting in safer routes to Stevenson and Hayes Elementary schools and Fridley Middle school.

**Goal: Create a network of bike routes for transportation cycling.**

Progress:

Transportation cyclists will not always follow the new, more efficient bike routes, but news maps designating streets for trails and sidewalks will result in a network of safer bike routes and walkways.



**Goal: Connect sidewalk concrete pads to make sidewalks contiguous**

Progress:

This Plan contains a map which will be used by the City in conjunction with a Zoning Code

text amendment to ensure that gaps in the current bike route system are improved as new development occurs. City staff is forging partnerships with MnDOT and Metro Transit staff to work together to make ADA compliance on bus stops a reality over time. The East River Road Corridor Study implementation plan addresses a plan for needed improvements on ERR. Staff and citizens who attended advisory meetings have worked with MnDOT to develop trail/crossing solutions for the upcoming surfacing project on Hwy. 65.

#### **Goal: Provide safe routes to transit**

Progress:

The Transit-Oriented Overlay Zoning District was created to ensure safe access to the Northstar commuter train station and surrounding areas as redevelopment occurs. The adoption of this Active Transportation Plan based on the recommended map routes will address safety needs over the rest of the City. Partnership with the ISD 14 Wellness Committee and SHIP staff will explore grant opportunities with City Planning staff.

#### **Goals: Improve safety of streets and crossings for accessibility for all**

Progress:

Since the development of the 2030 Comprehensive Plan, the following street improvements toward ADA compliance have been effected: Truncated pads/domes for handicapped crossing safety have been installed on many streets. Funding for a safe

bike and pedestrian crossing over 694 at Main Street has been obtained and will be done in 2015. Also, a new timed signal was added for the road crossing at 61<sup>st</sup> and East River Road.

#### **Goal: Create an environment that fosters biking and walking**

Progress:

Bike/Pedestrian Study of 2010-2012 was presented and accepted by Fridley City Council, Sept. 2012. New bike racks installed in City Parks, Municipal Center, 2012. New bike map produced 2013.

This Plan contains a map which will be used by the City in conjunction with a zoning code text amendment to ensure that gaps in the current bike route system are improved as new development occurs. The Active Transportation Plan creates priority routes to receive emphasis and improve non-auto transit.

#### **Goal: Connect sidewalks for recreational walking loops**

Progress:

Applied for several DNR Trail Enhancement grants and supported City of Coon Rapids application for 85<sup>th</sup> Ave. connection to the Springbrook Nature Center.

#### **Goal: Connect trails in Fridley to those in adjacent cities**

Progress:

The new bike trail map of 2013 indicates border connections. Active interaction with other cities to compare trail connections will happen in late 2013-early 2014.

#### **Goal: Make Fridley a desirable place to work**

Progress:

Providing additional transportation options helps the employees of Fridley companies-by saving them money on car expense and increasing their concentration and levels of fitness. Employers see positive benefits of fit employees through a reduction in employee absenteeism. A recent City of Fridley, SHIP and Commute Solutions of Anoka County business survey administered through the North Chamber of Commerce revealed that there is an education gap and opportunities to improve in this category. Employers who help employees commute without using a car can expand without the need for additional parking lot space if the business expands.

Although staff worked with Metro Transit on a Northstar shuttle service, it was discontinued due to last of ridership. It could be revisited in future.

#### **Goal: Connect the Northstar train station and Fridley bus stops to a system of sidewalks and bike lanes to encourage employees of Fridley businesses to commute via train.**

Progress:

The City has promoted the tunnel under the Northstar train station as a means for pedestrians and bicyclist to quickly access

either side of the station. Bike racks and a bike locker are available on either platform. A recent Active Transportation Committee sponsored citizen ride of the Mississippi River Trail emanated from the Northstar train station to illustrate the ease of use.

TLC and TE grants collectively are being used to fund bike/ped connections on Main St. to the train station.

**Goal: Provide an alternative to motor vehicle travel by accommodating non-motorized transportation in right-of-way reconstruction plans.**

Progress:

City staff and citizen participation workshops provided input and worked with MnDOT on Hwy. 65 reconstruction to include pedestrian and bicycling improvement plans in the zone near 694. Safety improvements at many bus stops along Highway 65 will also occur.

Also, East River Road Corridor Study accomplished the creation of an implementation plan for bike/ped connections on ERR from 694 to Coon Rapids border and north to 610.

**Goal: Buses—Enhance existing transit stops with paved access to them; add benches, add raised paved areas to create separation from traffic areas. Add new express bus routes,**

**arterial corridor enhancements and suburb to suburb service**

Progress:

This is a complex goal involving multiple jurisdictions. Meetings in 2012 with Metro Transit discussed paved and unpaved stops and shared development plans along East River Road with the objective of providing bus stops near expanding employment centers. Benches are further discussed in the body of this document.

**Goal: Encourage clean air quality**

Progress:

Any time someone chooses to run an errand on foot or by bicycle within a 2 mile radius of their home, that is one less car on the road producing emissions. The goal of the Active Transportation Plan is to help the citizens of Fridley simultaneously improve air quality and get a half-hour of daily exercise in this manner.

Another component for air quality improvement involves street tree replacement or programming for new trees to augment the urban tree canopy of Fridley, which faces Emerald Ash borer and a lack of species diversity. An inventory of Fridley trees is being done in summer of 2013 and those results will be analyzed toward making recommendations to achieve this goal.

Shading and cooling of walking and biking routes is an important component to increase the likelihood that the citizenry will use trails and sidewalks. If they are built and well-maintained—if people feel safe and comfortable using the walks and trails, planning goals to increase exercise through a reduction in short auto trips can be achieved.

Areas used by pedestrians or bicyclists to access food and essential services will be ranked as priorities during trail and sidewalk analysis for Active Transportation.



Above: Self-made dirt path from the Hyde Park Neighborhood to area retail and commercial center on 57<sup>th</sup> Ave. near University Ave.





# Filling in the Gaps



**Closing the gaps in the existing walk and trail structure is a first priority after maintenance of existing facilities. Making the connections will be pursued through private redevelopment and public grants.**

The map shows priorities for connecting active transportation routes. Streets that parallel or are major auto routes will be given a higher priority for the addition of walks and trails. Walks near pharmacies, grocery stores, schools, major employers and schools will also be emphasized. Major roadways, where practicable will be included in the priority routes. Re-alignment of bike routes to improve connectivity has been studied for signed on-street routes.

Additional bike racks will be added to complete the City Parks program started with TLC funding in 2012 and as new funding sources are identified, will move into locations recommended by staff and the Active Transportation Committee.

City staff will bring forth recommendations for code changes with requirements for

property owners adjoining sidewalks and trails to monitor ice and snow and correct any hazardous conditions.

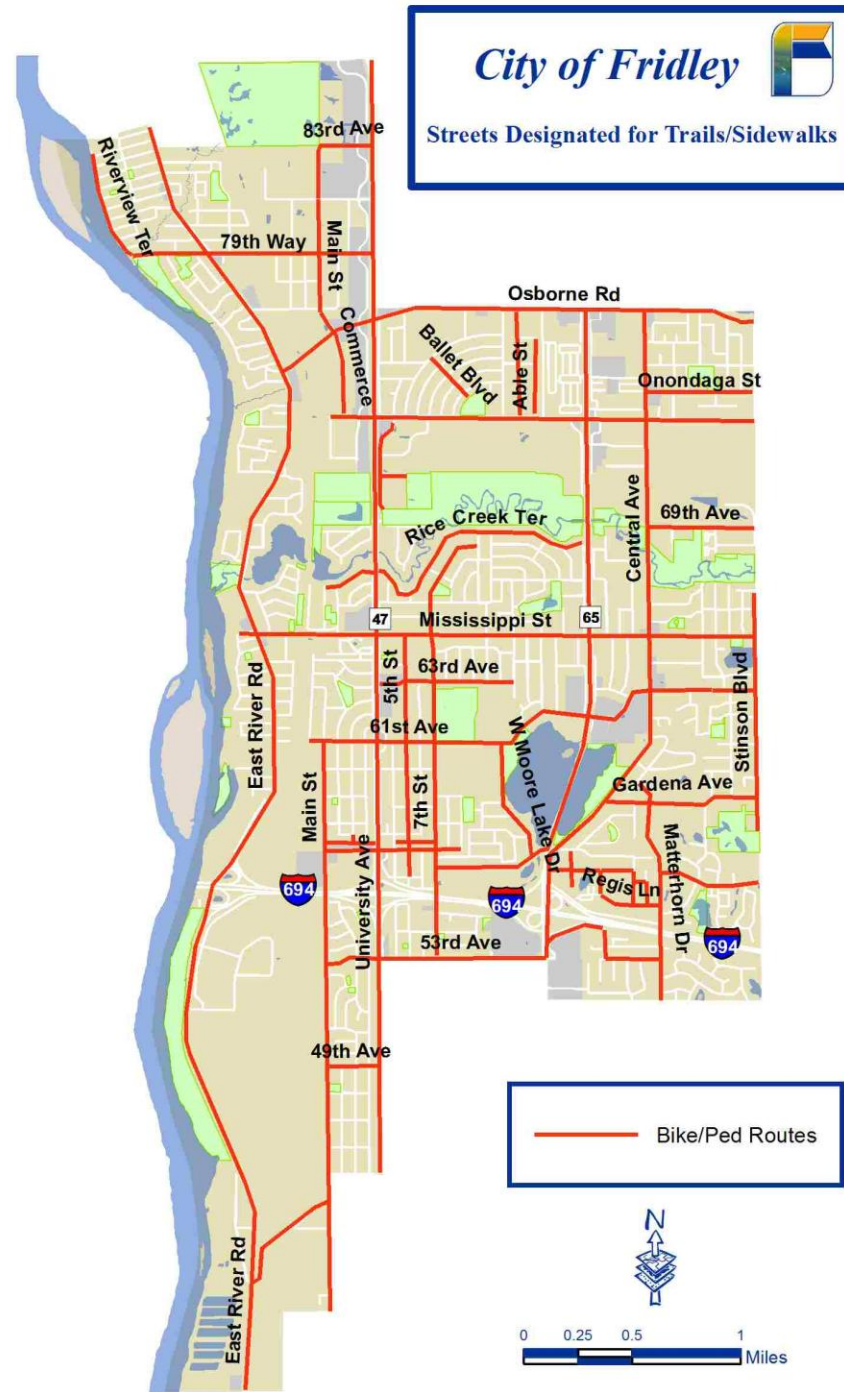


City planners and engineers with valuable input about how to improve bike and pedestrian safety. An added benefit to more trips without a car may create a necessity for more neighborhood accessible goods, services and amenities.

Toward the goal of improving pedestrian and biking safety and experiences, the following design or wayfinding elements or projects have been added:

- Active Transportation City map produced, 1500 printed by Sept. 1, 2013
- On-line maps and tips will be posted on the Fridley City website with information and links to Commute Solutions, Metro Transit schedules for buses and trains will be in place by October, 2013.
- Loops and connectivity points will be emphasized as budget and grant availability permits (see Connectivity map)
- Development projects in or outside of the Transit-oriented development area will be reviewed for accessibility/connectivity on site for employees to commute without an auto.
- Zoning code will be amended by January 2014 to refer to designated streets that must have sidewalk and trail easements in redevelopment projects

The City of Fridley is gradually transitioning from a more suburban auto-oriented city into a community that is physically denser, demographically older and may increasingly rely on the quality and safety of walks and trails in the community to access shops, jobs, schools, clinics and the necessities of everyday life.







JULY 1, 2009  
FINAL COPY

# CITY OF FRIDLEY 2030 Comprehensive Plan





## 6.4 Transportation Bicycling, Recreational Trails, and Pedestrian Walkways

### ***Transportation Bicycling***

Bicycling and mass transit are both antidotes to the congestion and pollution caused by automobile use. However, for many travelers, neither form of transport alone can compete with the auto's combination of range, flexibility and convenience. However, if bikes and transit work as a team, they make a formidable alternative to the car—just as flexible and convenient; cheaper, more relaxing and often faster; and without the automobile's environmental damage.

Bicycling and walking are some of the least expensive, most healthy forms of transportation we have today. Many people who take transit walk or bicycle to their transit stop. Yet, just like the rest of Americans, only about 9 percent of all of our trips in the Twin Cities metro area are completed by foot or bicycle. Ninety percent of trips by children today are made as a passenger in a car. This low level of walking and biking affects children's health, independence and ability to learn walking and bicycling skills, as reported by Transit for Livable Community (TLC) of Minnesota. We could easily bicycle or walk more: half the trips we take are less than three miles, 40 percent are less than two miles, and 28 percent are less than one mile—yet 75 percent of trips less than one mile are made by car.

With the increase of gasoline prices, the need for fitness, and the global warming discussion, many are beginning to see bicycling as a viable means of transportation. Within the metropolitan area, support is growing for cyclists to have safer and faster routes. Almost all metropolitan buses have bike racks and several Minnesota cities are accessing federal funds for improving and expanding bikeways.

### ***Bicycle Transportation Definitions***

**Bike Lane** - A portion of a street reserved for use by bikes, usually separated from general purpose lanes by a stripe of paint and signage.

**Bike Path** - Path segregated from motorized traffic for the use of bikes, sometimes shared with pedestrians.

**Bike Route** - Any combination of signed Bike Paths, Bikeways, Bike Lanes, Greenways and other streets which provide cyclists with a suggested route alternative between destinations.

**Bikeway** - A street specially treated to provide a bicycle-friendly environment.

### ***Overview of Transportation Bicycling in Fridley***

In Fridley, there are two main types of bicycling usage: Recreation and Transportation. The focus of this section is Transportation Bicycling. A typical transportation cyclist could be commuting and/or running errands.

Transportation cyclists have two main concerns when choosing a route: safety and speed. These factors are used to evaluate any particular route's suitability to transportation cycling, whether it is a street, highway, or even dedicated bicycling path.

### **Safety**

Cyclists are very concerned about their own personal safety -- in an accident involving an automobile and a bicycle, the cyclist is more likely to suffer greater harm. Cyclists choose routes that are safer than other possible routes that are quicker to get to the same destination. They consider the volume of traffic, widths of shoulders, widths of driving lanes, and speed of traffic.

## **Travel Speed**

Travel by bicycle takes longer than driving a vehicle, as bicycle speed is limited to the strength of the rider. Terrain, roughness of pavement, directness of a bike route and a number of stops, also affect the trip speed.

### ***Fridley Bicycling Plan***

The City's approach is not to make cars stop using roads, or diminish the importance of automobiles in our community, but is rather to acknowledge that cyclists also have needs for their transportation choice. The bicycling plan is consistent with the desire to make Fridley an accessible community for all; as well as, being consistent with Mn/DOT's Bikeway Facility Design Manual. Federal and State Policies in the Mn/DOT Bikeway Facility Design Manual, Section 1-3, (March 2007), include the goal to "promote and increase cycling as an energy-efficient, non-polluting and healthful transportation alternative". The overall aim of the city's cycling plan is to improve bike route suitability for transportation cyclists and to aid in creating a sustainable community.

First, the plan evaluates the existing bike paths, lanes, and the road system for bicycling suitability. This will identify and create an inventory of feasible cycling routes in a city and address shortfalls within the cycling transportation system. (See Figure 6.7 Suitability Rating for Transportation Biking.) Based on this inventory, the city will take measures to design a safer and direct bikeway system for cycling commuters and recreational users.

The intent is not to simply designate routes as "bike routes" or even to concentrate on "bike routes", but rather to look at all reasonable cycling transportation routes, make improvements as needed and to create a cycling transportation map. That grid would consist of roads, streets and paths suitable for transportation bicycling. Individual cyclists could then create a route of their own from point A to point B accessing safe and fast cycle commutes.

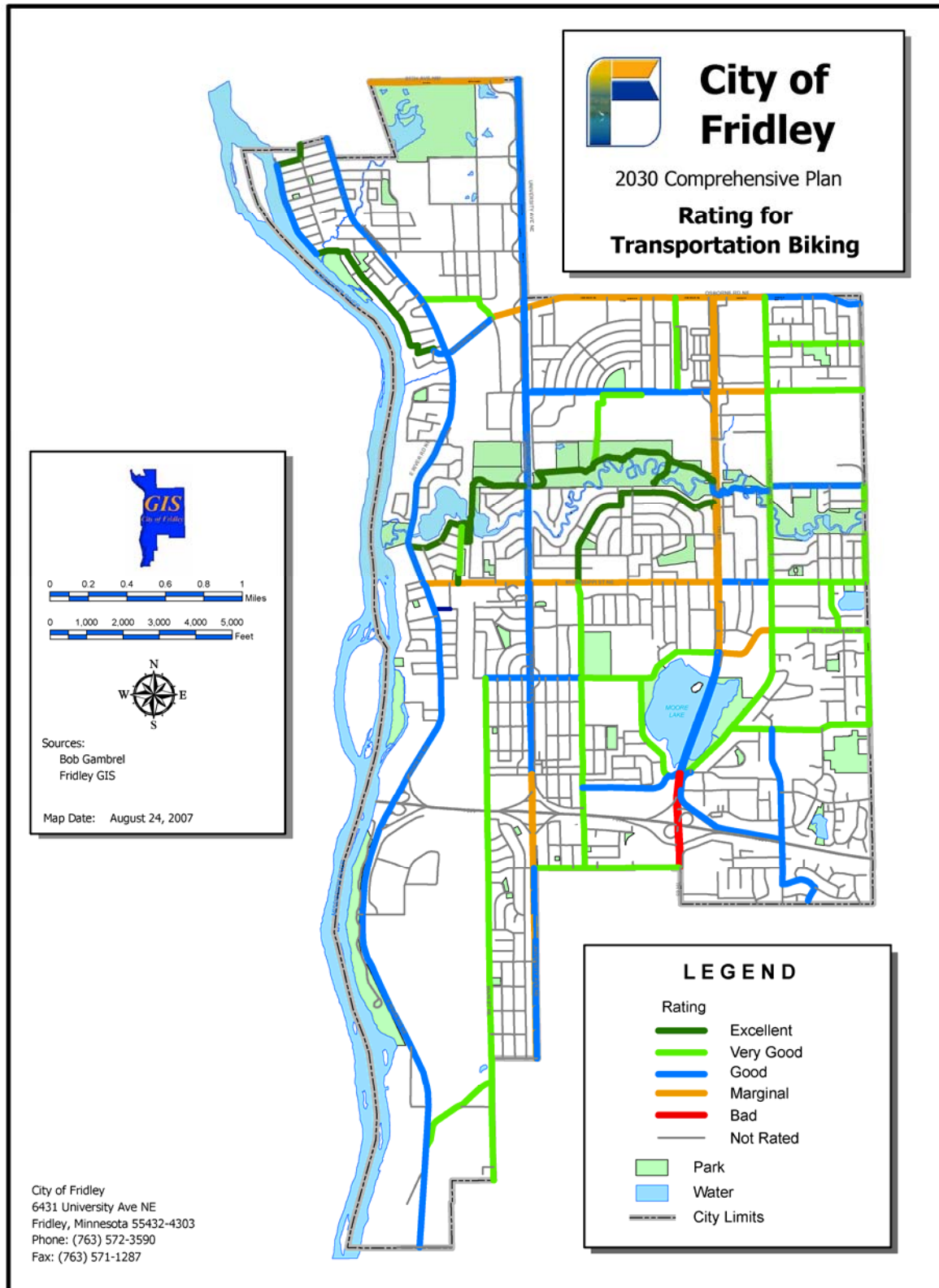
Since many of Fridley's streets have been designed with ample width, creating a transportation cycling system is not expected to require major construction, such as repaving or widening streets. Creating a bikeway system in Fridley will likely require some additional roadway striping, designated signage, and awareness programs. One significant capital investment needed, however, may be creating separate access over I-694. Presently there are several funding options available to Minnesota cities to create and improve safe bikeways.

### ***Legend for Suitability Rating for Transportation Biking Map***

<b>Excellent</b>	Routes are rare to find. They represent the pinnacle of bicycle transportation for safety and speed.
<b>Very Good</b>	Routes are considered very safe and very fast.
<b>Good</b>	Route is deemed safe enough to be used by most transportation bicyclists. Usually not as safe or as fast as "very good" or "excellent" routes.
<b>Marginal</b>	Route that is probably avoided by most bicyclists. Usually safer than a "bad" route, but is perceived to be unsafe enough that most bicyclists will avoid it.
<b>Bad</b>	Route should be avoided by bicyclists if at all possible. It is judged to be unsafe for cycling of any sort.

### Figure 6.7 Suitability Rating for Transportation Biking

The map in **Figure 6.7** is provided as a tool for identifying and evaluating transportation cycling routes in the future. This information will be considered along with other factors such as physical geometry and roadway speed.



### ***Pedestrian Walkways and Recreational Trails***

Recreational trails and sidewalks serve multiple purposes depending upon the character of the community. In urban communities, bikeways and walkways (or trails and sidewalks) serve as a travel route for residents who do not rely on the automobile for travel. Paved pedestrian access routes are essential for the mobility of the handicapped. Sidewalks and trails are also a place for children to play.

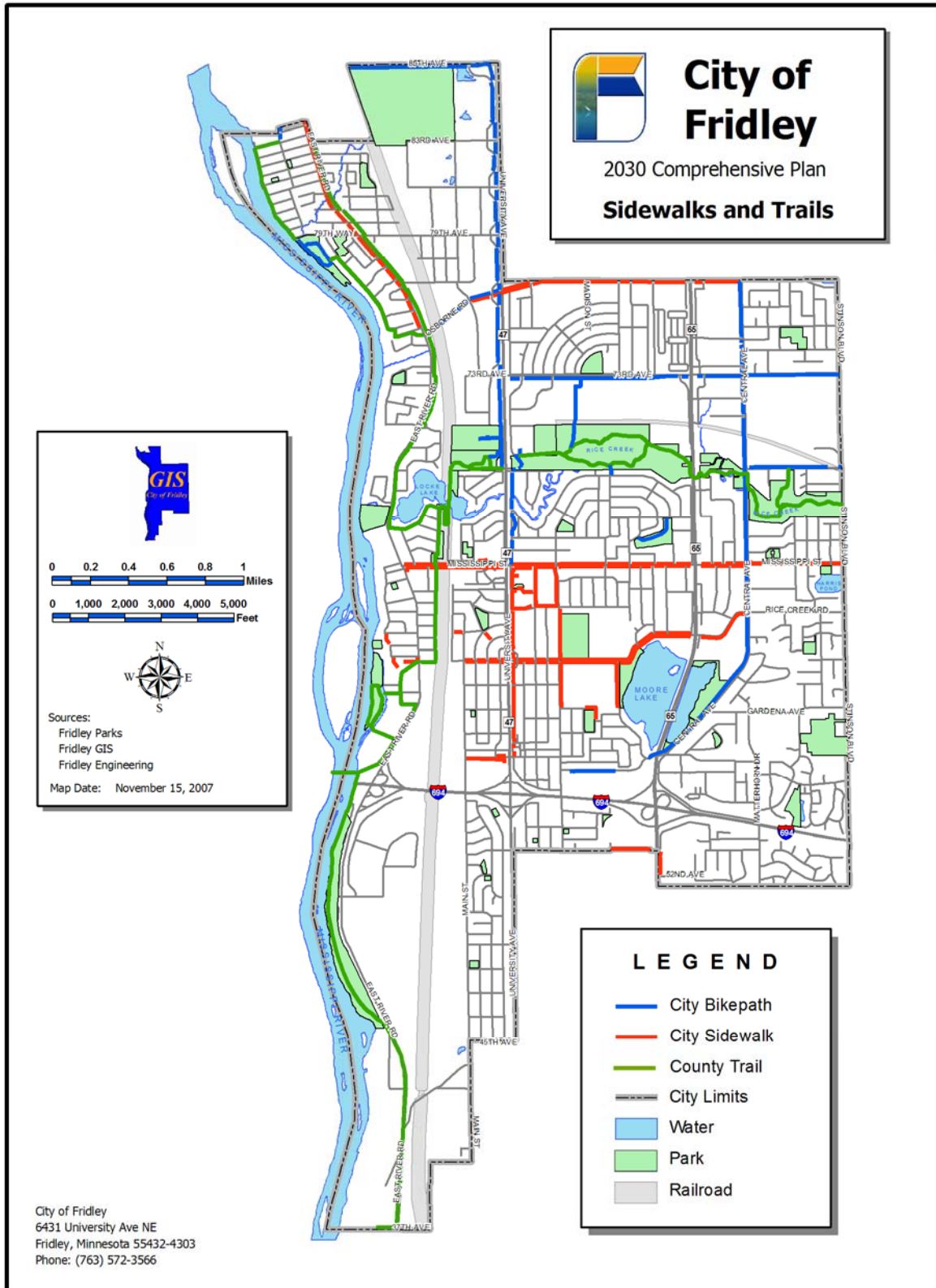
In suburban communities, bikeways and walkways were frequently not included in development plans and are therefore almost non-existent in many neighborhoods. In many suburban residential neighborhoods, pedestrian travel is mixed with automobile travel on less busy and typically wider suburban neighborhood streets and children often play in driveways that are located in the front yards instead of on sidewalks. This latter description typifies trail and sidewalk development in Fridley.

Recent bikeway and walkway development links neighborhoods to schools, parks, churches, the Community Center, City offices and the regional trail system. Today, recreational trails are most often used for bicycling, walking, running, roller-blading or recreational activities.

### ***Existing Sidewalks and Trails System***

Fridley's existing trails consist of two types: the designated bicycling route and the multi-purpose trail designed for both bicycle and pedestrian traffic. The designated bicycling routes are most often found along collector and B Minor Arterial roadways such as Main Street or 7<sup>th</sup> Street. Off street bicycling trails are located along stretches of TH 47, TH 65, East River Road and Central Avenue. The multi-purpose trails are primarily found along the Mississippi River and the Rice Creek West Regional Trail Corridor. **Figure 6.8** reflects the existing sidewalk and trail system in Fridley.

Figure 6.8 Sidewalks and Trails



In 2008, the City is planning on building an 8' wide bike trail along 85<sup>th</sup> Avenue at a cost of approximately \$1.15 million dollars. The trail will connect to the existing bike trail network along Highway 47 and traverse westerly along the south side of 85<sup>th</sup> Avenue. The trail will terminate at the railroad tracks, which is also the Coon Rapids city limits. The length of the trail is 0.81 miles.

**Figure 6.9 85<sup>th</sup> Avenue Trail**



The trail will be mostly located on Springbrook Nature Center property. The project also calls for kiosks and trail connections to the interior Springbrook Nature Center trail system. The City has received funding through a Federal enhancements grant. Approximately \$950,000 in Federal funds is available and the City will provide the required 20% local match.

In Fridley, trails are owned and maintained by either Anoka County or the City of Fridley. The County maintains park land along Rice Creek and within that area maintains the Rice Creek Regional Trail which extends from the Mississippi River into and beyond New Brighton. The County also maintains various segments of trails along the Mississippi River as well.

The City frequently considers locations for trail additions. These locations are based on making logical connections between pedestrian destinations such as schools, parks, or employment centers to the city trail system and the regional trail system thus providing alternatives to driving. The specifics of the trail (design, use, and signage for example) should be established at the neighborhood planning level. Additional information on trails can be found in the Parks, Trails and Open Space section of this plan.

### ***Land Use and Transportation***

Fridley's transportation system should be used as an element of linkage rather than serving as a barrier. Roads, sidewalks, trails and mass transit should be used in creative and attractive ways to provide safe, convenient connections between neighborhoods throughout the community as well as providing connections to other local and regional points of interest.

## 6.10 Goals and Objectives

There were four primary goals and several underlying objectives that emerged from the 2007 neighborhood planning meetings. Transportation affects all four of the primary goals and the following objectives.

### ***Goal #1: Maintain Fridley as a desirable place to live***

#### **Objectives**

1. Maintain adequate roadway capacity; avoid increases in trip times
2. Provide recreational opportunities for all ages
3. Create a walkable downtown area
4. Make Fridley a place where the aged can stay
5. Keep Fridley's welcoming, small town feel

### ***Goal #2: Maintain Fridley as a desirable place to invest in business***

#### **Objectives**

1. Provide more public transportation/reduce congestion/support Northstar Rail Station in Fridley
2. Maintain and improve transportation network for commercial/industrial users; provide access to commercial/industrial properties while maintaining roadway capacities

### ***Goal #3: Keep Fridley a safe community for all to enjoy***

#### **Objectives**

1. Improve traffic safety at certain intersections in City
2. Provide more East/West vehicular and pedestrian connections in City across railroad tracks
3. Provide more bike/walk paths and secure funding to keep them maintained in winter
4. Improve and maintain City streets, including addressing lighting and litter problems

### ***Goal #4: Protect Fridley's natural environment***

#### **Objectives**

1. Control air and noise pollution at levels acceptable to adjoining land uses

## 6.11 Conclusions and Action Steps

1. Anoka County reports that neither they nor MnDOT have any plans to expand or conduct major changes to roadways in Fridley in the next 20 years. There are some highway improvements scheduled for Highway 65 north of Fridley with the intent of directing traffic to Highway 10. Yet, Highway 65 and Highway 47 (University Avenue) in Fridley are operating at capacity during rush hour. Metropolitan Area traffic data demonstrates that there is a great deal of commuting through traffic on Highway 65 and 47. There are currently several Hide and Ride sites in Fridley that will disappear when anticipated future redevelopment of certain commercial sites along these highways occurs. The natural development of these parking locations that service bus stops along Fridley's highways demonstrates





**Action Step:** The City needs to conduct a multi-modal traffic impact study of the 57<sup>th</sup>/University Avenue intersection in order to determine the impacts of the City View plan on the intersection and what appropriate safety modifications are needed to protect pedestrians and cyclists.

In addition, the City needs to evaluate the traffic impacts of the proposed 57<sup>th</sup> Avenue connection to the intersections on 57<sup>th</sup> Avenue at Main Street and 7<sup>th</sup> Street.

5. The City of Fridley owes its success in commercial and industrial development to the rail and highway system through the community. The City needs to preserve these existing transportation systems to support commerce. One way the City can reduce vehicular trips on our roadways is to promote public transit (bus and commuter rail) use and commuter cycling. The manner in which many of the City's roadways have been designed to only accommodate automobile traffic, however, creates serious challenges to providing safe and efficient transportation cycling routes and pedestrian access to mass transit stops in the community.



Litter at bus stop on University Avenue



People wait in snow bank for bus on University Avenue

Staff believes that increased use of bus ridership is dependent upon infrastructure and maintenance improvements to Fridley's existing bus stops.

Currently, many bus stops do not 'have a paved area leading to or surrounding the bus stop. There is no program for litter clean up at bus stops, leaving those which have not been adopted by a neighboring property owner chronically looking unsightly. There are many bus stop locations in Fridley where a user needs to stand in the drive

area of the street or in the street shoulder in high speed areas with no elevated separation for the user to stand upon.

**Action Step:** The City will initiate a discussion with Metropolitan Council, Anoka County, and MnDOT about pedestrian and cycling route accesses to Commuter Rail and Fridley's bus stops. The intent will be to improve the accessibility and safety of the bus stop sites notated with red symbols on major highways on **Figure 6.6** by pursuing appropriate funding for feasible improvements.

**Action Step:** The City's existing bike route system was designed for *recreational* biking. *Transportation* bicycling is very different in that cyclist commuting to work desire the shortest, quickest route possible to their destination. Existing bike routes in the City instead focus on taking bikers past scenic views, which are often hilly and on winding pathways. The City needs to develop a separate transportation bike route map, which could assist cyclists in maneuvering through the City in the safest manner possible. The City may chose to change existing designated bike routes to accommodate this new trend. The City may also consider creation of painted bike lanes to create a safe transportation cyclist route through the community. The City should also consider applying for State/Federal funds for a separated pedestrian/bike bridge over I-694 at Matterhorn Drive and at Main Street. While applying for funding, the City could post "Share the Road" signs on the existing bridges over I-694 at Matterhorn Drive and Main Street.



6. There is a strong national initiative to provide safer walking and biking access to school as an effort to not only address traffic concerns but to reduce childhood obesity. There are limited sidewalks or trails within a one-mile radius of schools in Fridley, which is the distance where children are not provided bus transportation.

**Action Step:** The City of Fridley should partner with the community's school districts to pursue Federal, State, or Regional grant funds to allow for the expansion of trails, bike lanes, or sidewalks near schools. In addition, the City will initiate a discussion with the school districts and Anoka County to analyze the possibility of reduced speed school zones at all of Fridley's school sites like those that other communities throughout the metropolitan area have in place.

7. There was concern raised at the neighborhood planning meetings about the danger of the intersection of 53<sup>rd</sup> Avenue and University Avenue. This danger is a result of the short distance for drivers exiting eastbound I-694 at University to go southbound on University and immediately needing to cross traffic to make a left turn at 53<sup>rd</sup>.

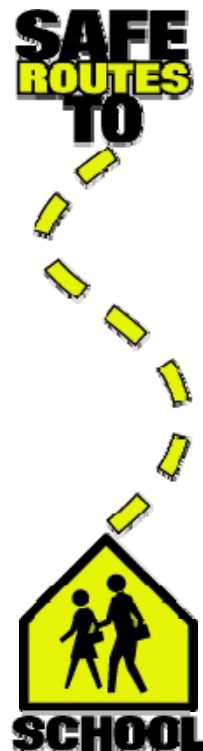
**Action Step:** The City needs to work with MnDOT to consider revisions to the eastbound University Avenue freeway exit. City staff believes a solution is to eliminate the bypass right turn lane that currently exists on the eastbound University exit. The exit could be redesigned with a third lane added to the northbound lanes for a right turn lane that is regulated at the existing stop light. This will result in a need to reposition the stop lights also, but it would allow for a longer distance for drivers to merge into the east turn lane at the 53<sup>rd</sup> Avenue intersection.

8. The creation of the Northstar Commuter Rail Station is going to significantly change traffic flow at 61<sup>st</sup> and University Avenue and at East River Road and 61<sup>st</sup> Way. MTC Buses will be routing off of the main highway into and out of these park and ride sites. In addition, these intersections are expected to see a significant increase in pedestrian and bicycle traffic from people traveling to the station site or using the tunnel to get across the railroad track. In response to this concern, MnDOT analyzed the traffic accident data for this intersection. Current accident history does not warrant a change to the exit according to MnDOT criteria.

**Action Step:** A multi-modal traffic impact study of the 61st/University Avenue intersection and the East River Road/61<sup>st</sup> Way intersection should be completed and again when the traffic signals are scheduled for replacement. The study should review possible impacts the Northstar Commuter Rail Station Site will have on these intersections and what appropriate modifications are needed to maintain automobile traffic flow and at the same time provide safe pedestrians and cyclist crossing.

9. There are many areas of the City of Fridley which are inadequately served by sidewalks or trails. In addition, folks who use cycling as a major source of transportation have pointed out that the City lacks good cycling routes consistently through the City. Since there are infrastructure maintenance and environmental advantages to getting folks using bikes or walking instead of cars for transportation, the City needs to seek ways to economically provide walking and biking access across the city.

**Action Step:** Besides multi-modal studies of certain intersections stated previously, an analysis of all bike/pedestrian connection needs in the City should be completed. This study should rank needs, giving priority for providing safe routes to schools, public facilities, and mass transit. The ranking of need could then be compared to the feasibility of a particular solution, the cost to implement the



solution, and the availability of funding to correct the problem. In addition, new future problem areas could be avoided if the City ensures that plans for any future road reconstruction projects are reviewed with pedestrians in mind in addition to vehicles to ensure that the proposed plans do not worsen pedestrian or cycling safety at an intersection.

10. Another traffic safety concern in Fridley is the need for additional vehicular lanes and a pedestrian/bike trail on Highway 65 across Moore Lake. The City has completed engineered drawings for this lane expansion, however, until MnDOT budgets for the highway expansion, construction of this project is not feasible.

**Action Step:** The City needs to continue to support State funding of the Highway 65 Causeway expansion over Moore Lake.

11. In general, the City of Fridley needs to work with agencies to maintain current and future capacity and safety of its roadways for the benefit of businesses, residents, and commuters.

**Action Step:** The City will work with MNDOT and Anoka County to establish and maintain access control to maintain capacity of its roadways. This includes review and incorporation of access spacing guidelines into development and zoning ordinances.

**Action Step:** The City will assist in developing plans with the Metropolitan Council, MNDOT, and Anoka County to establish future right-of-way needs for transportation and coordinate with these agencies to secure and preserve future right-of-way needs.

**Action Step:** The City will work with the Metropolitan Council, MNDOT, and Anoka County to fund safety improvements and upgrades where such work is feasible. Consideration should be given to older drivers in design and implementation.



Moore Lake Causeway

## 6.12 Summary

Transportation planning for the future of Fridley and the region in general is critical to maintaining the desired quality of life. Transportation plays an important role in attaining the community's collective vision by linking neighborhoods in a creative, safe, convenient and attractive manner. While the projected growth in the region will likely bring added congestion to Fridley's major roadways, this plan strives to improve the safety of major roadway intersections and increase the use of public transportation.

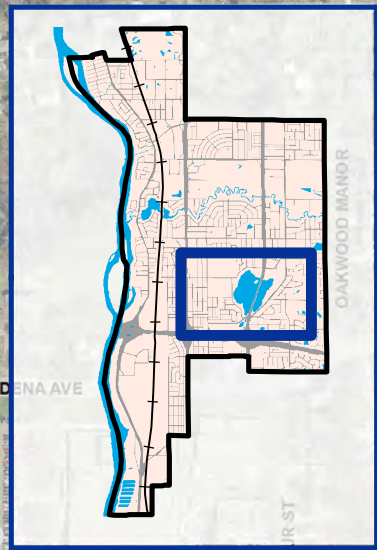
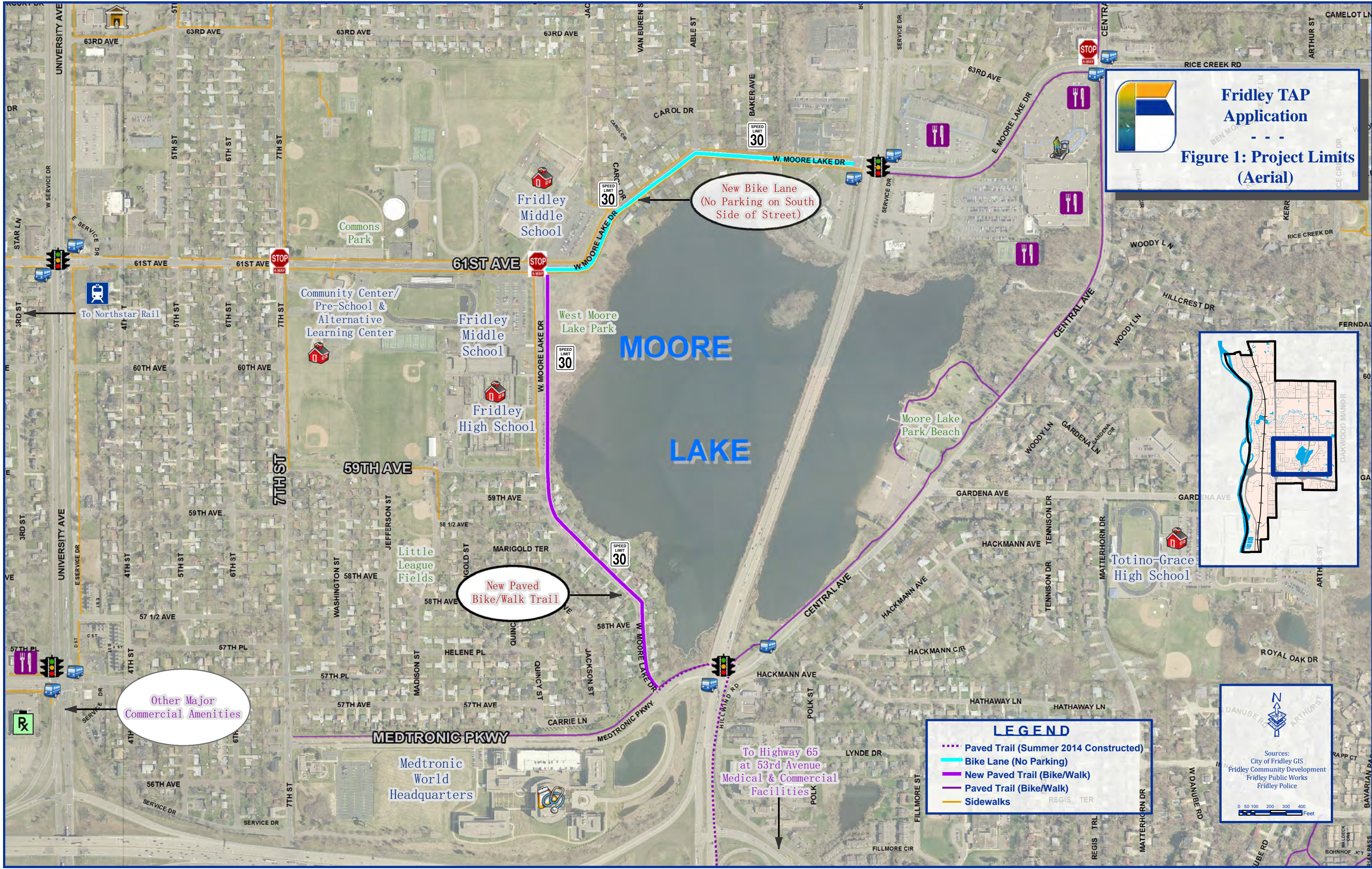
Fridley's transportation plan will continue to manage, preserve, and maintain the existing roadway network and expand the mobility alternatives available to the community.






# Fridley TAP Application

## Figure 1: Project Limits (Aerial)



### LEGEND

- ..... Paved Trail (Summer 2014 Constructed)
- ..... Bike Lane (No Parking)
- ..... New Paved Trail (Bike/Walk)
- ..... Paved Trail (Bike/Walk)
- ..... Sidewalks

  
 Sources:  
 City of Fridley GIS  
 Fridley Community Development  
 Fridley Public Works  
 Fridley Police

0 50 100 200 300 400 Feet

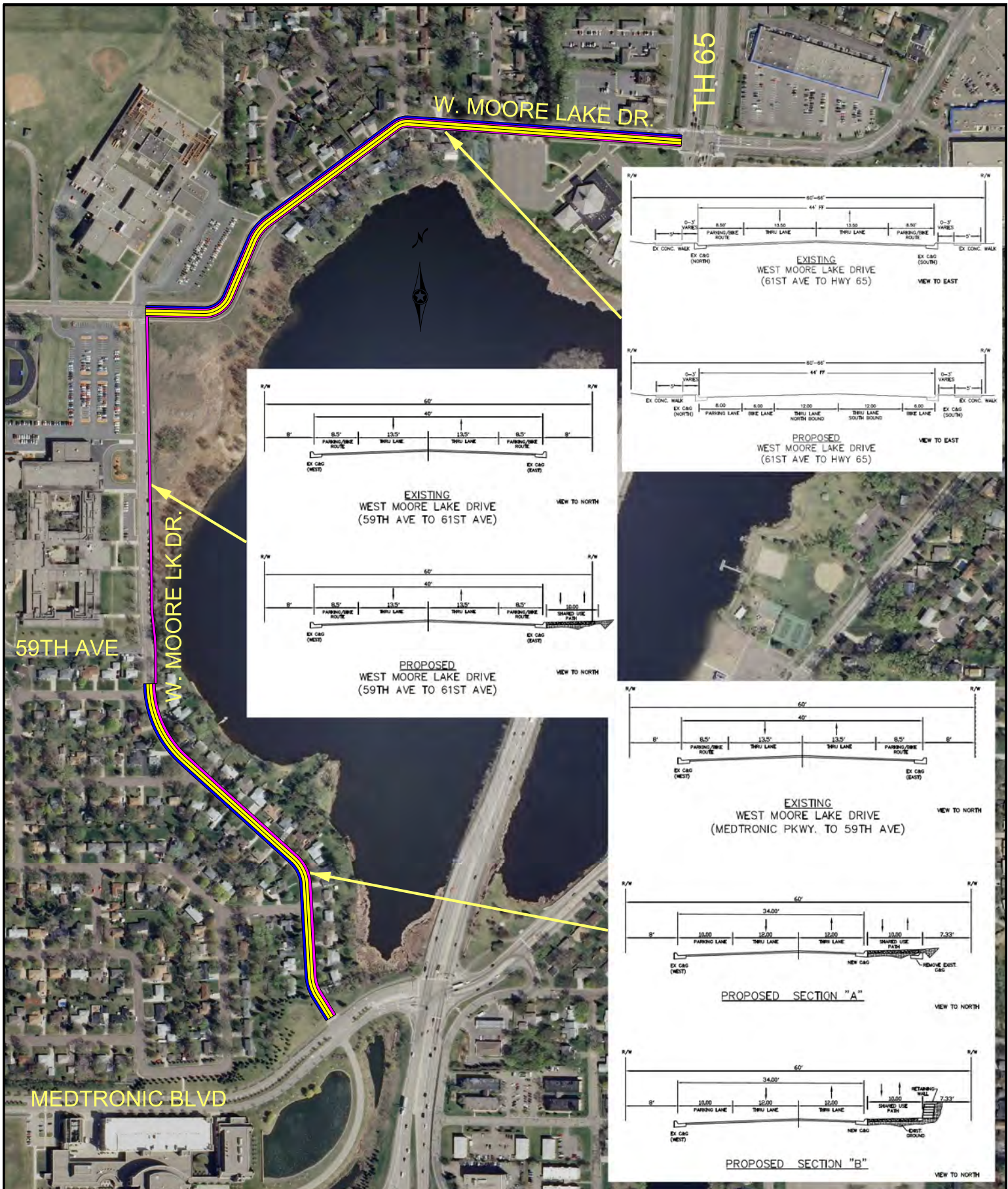
New Bike Lane  
(No Parking on South Side of Street)

New Paved  
Bike/Walk Trail

Other Major  
Commercial Amenities

To Highway 65  
at 53rd Avenue  
Medical & Commercial  
Facilities





GENERAL CONCEPT LAYOUT  
 W. MOORE LAKE DR./61ST AVE NE

FIGURE 2





**Fridley TAP  
Application  
Figure 3  
Existing & Planned  
Local and Regional  
Trails**

SPRING LAKE PARK

01

MISSISSIPPI RIVER

RICE CREEK

Rice Creek West Trail

LOCKE LAKE

HARRIS POND

NEW BRIGHTON

MOORE LAKE

Project Area

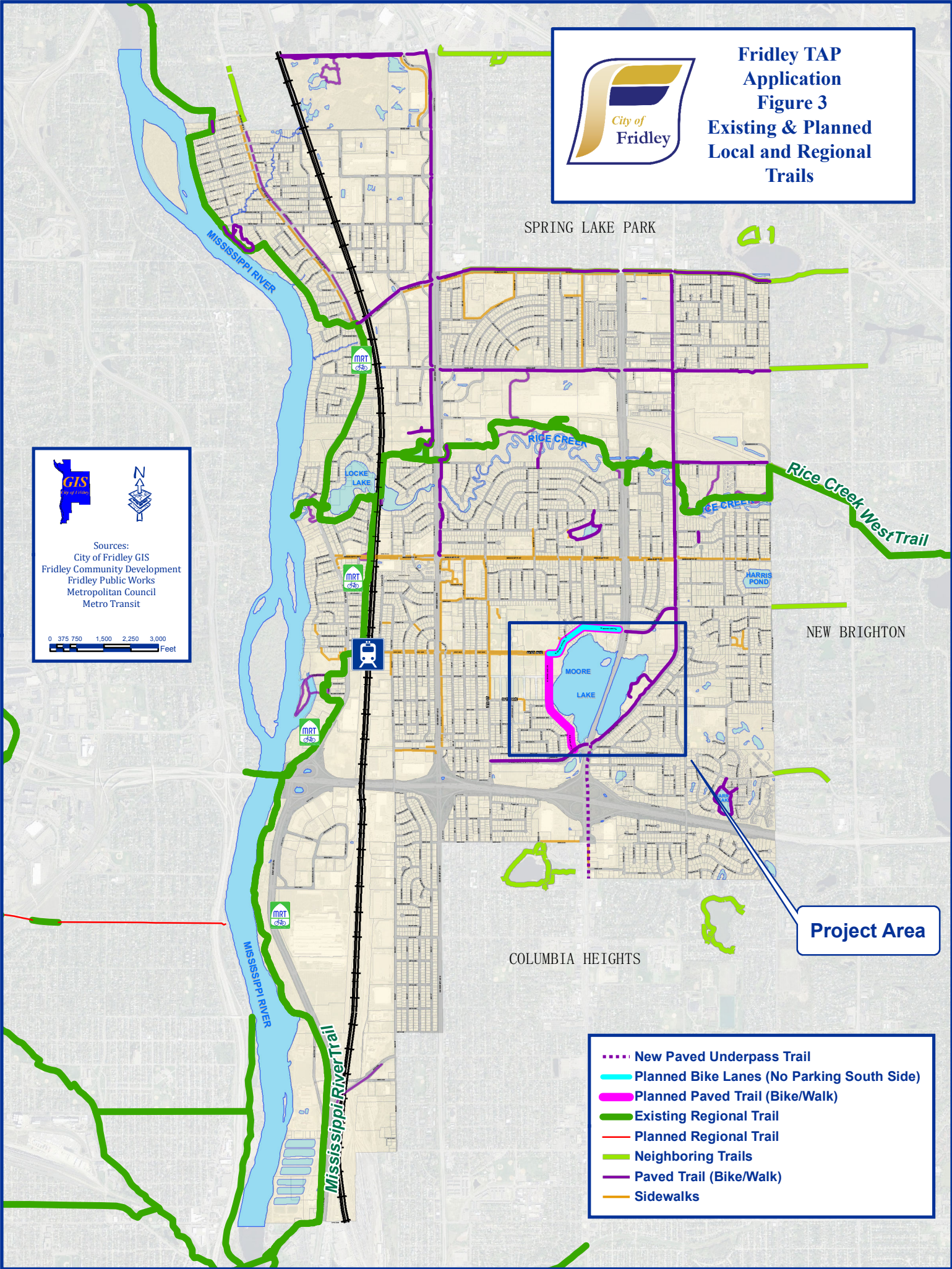
COLUMBIA HEIGHTS

- ..... New Paved Underpass Trail
- Planned Bike Lanes (No Parking South Side)
- Planned Paved Trail (Bike/Walk)
- Existing Regional Trail
- Planned Regional Trail
- Neighboring Trails
- Paved Trail (Bike/Walk)
- Sidewalks

**GIS**  
City of Fridley

Sources:  
City of Fridley GIS  
Fridley Community Development  
Fridley Public Works  
Metropolitan Council  
Metro Transit

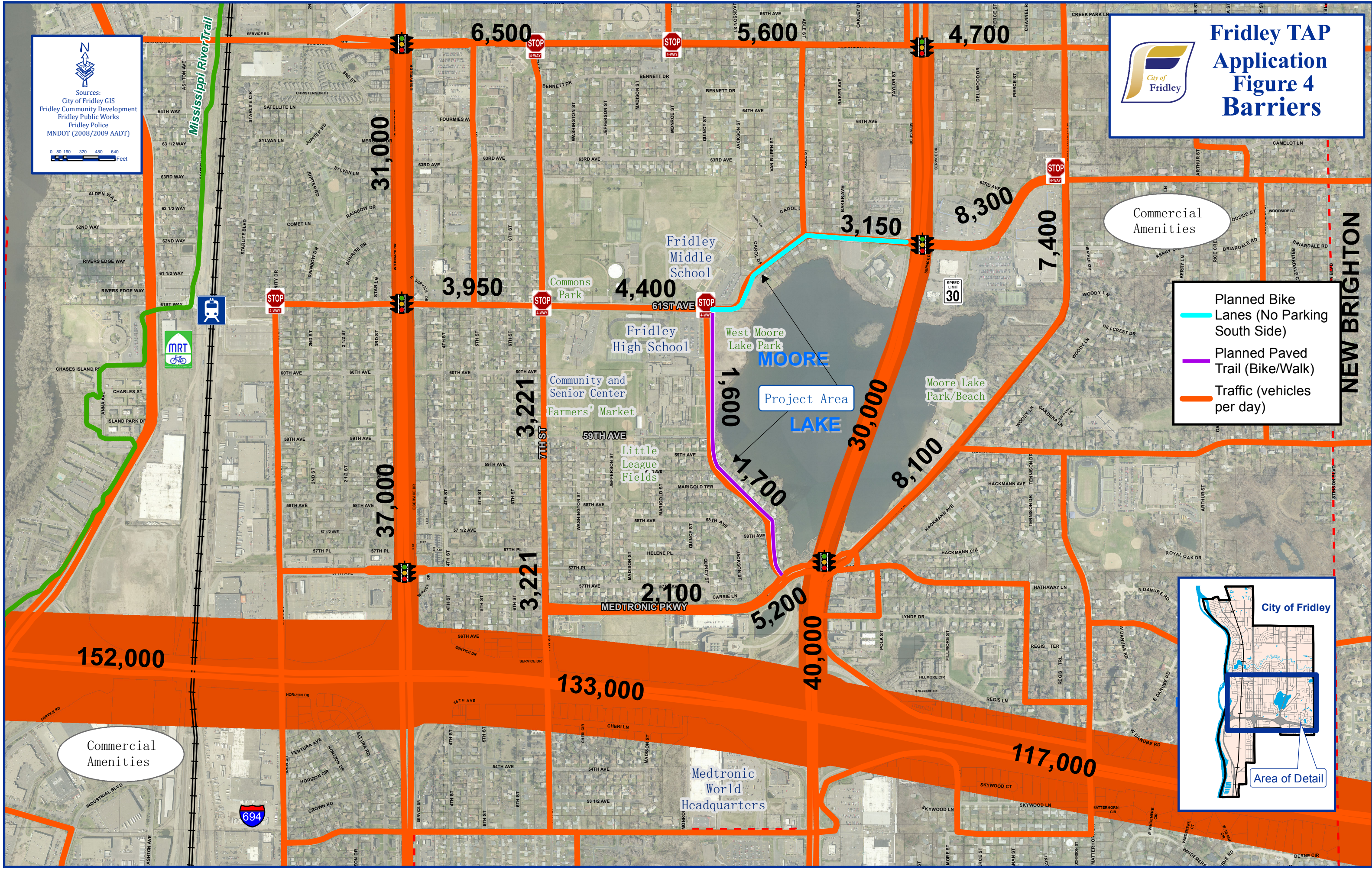
0 375 750 1,500 2,250 3,000  
Feet





Sources:  
 City of Fridley GIS  
 Fridley Community Development  
 Fridley Public Works  
 Fridley Police  
 MNDOT (2008/2009 AADT)

# Fridley TAP Application Figure 4 Barriers



Commercial Amenities

- Planned Bike Lanes (No Parking South Side)
- Planned Paved Trail (Bike/Walk)
- Traffic (vehicles per day)

Commercial Amenities

City of Fridley  
 Area of Detail

NEW BRIGHTON



Fridley Middle School

Fridley High School

Project Area

LAKE

Community and Senior Center  
 Farmers' Market

Little League Fields

West Moore Lake Park

Moore Lake Park/Beach

Medtronic World Headquarters







FRIDLEY MUNICIPAL CENTER • 6431 UNIVERSITY AVE. N.E. FRIDLEY, MN 55432  
(763) 571-3450 • FAX (763) 571-1287 • WWW.CI.FRIDLEY.MN.US

December 1, 2014

PW14-049

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

**RE: *West Moore Lake Trail  
Transportation Alternatives Program Grant Application  
City of Fridley***

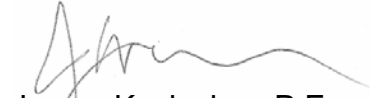
Dear Ms. Koutsoukous:

The City of Fridley is pleased to submit its grant application for the West Moore Lake Trail project. As the agency applying for the Transportation Alternatives Program grant and as the owner of the facility, the City of Fridley commits to funding the required local match and to own, operate and maintain the improvements for their useful life.

The City has been working to complete this linkage in the local and regional trail network within Fridley. This has been a priority for the City as an inner-ring suburb that was developed in an era when transportation investments were for cars, rather than pedestrians and bicyclists. This is reflected in the limited number of north-south and east-west opportunities for pedestrian and bicycle travel. With the help of partners such as MnDOT, Anoka County, and in coordination with our four school districts, the City has begun to strengthen its pedestrian and bicycle network. The proposed project will go a long way when coupled with recent investments by MnDOT on Trunk Highway 65 to enhance pedestrian crossings, connections south of the project area, and improvements to bus stops that provide safe alternatives to traditional vehicle travel in Fridley.

The City of Fridley looks forward to working with the Metropolitan Council should this project be selected. If you have any questions, or wish to discuss this excellent candidate project in further detail, please feel free to contact me at (763) 572-3550 or [jim.kosluchar@fridleymn.gov](mailto:jim.kosluchar@fridleymn.gov). I appreciate your time and consideration of this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Kosluchar', written over a light blue horizontal line.

James Kosluchar, P.E.  
Public Works Director/City Engineer  
City of Fridley

cc: Scott Lund, Mayor  
Wally Wysopal, City Manager



# memo

## **City of Fridley**

To: Metropolitan Council

From: James Kosluchar

Date: 11/24/2014

Re: Letters of Support: West Moore Lake Trail Regional Solicitation

---

Comments: Letters of support for the City's application for funding in the current round of Regional Solicitations are attached. However, you will notice that the letters are dated during the month of January, 2014. The letters (from the Fridley Senior Center, Fridley Public Schools, MnDOT, and Medtronic) were originally written in support of this same project for which the City applied for Transportation Alternative Program (TAP) funding earlier this year. Because the project is the same, including size, scope and design, these letters are representative of the level of community support for the project.



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(763) 571-3450 • FAX (763) 571-1287 • WWW.CI.FRIDLEY.MN.US

January 30, 2014

Dear TAP Grant Evaluators,

Although the proposed new off-street trail along West Moore Lake Drive from Medtronic Parkway to 61<sup>st</sup> Avenue in Fridley will clearly benefit young students, I would ask you to consider the benefits of a Safer Route for Seniors aspect of this trail. It provides a needed connection for seniors in the neighborhoods near West Moore Lake.

Our efforts to keep seniors active *and* in their own homes for as long as possible has led to award-winning initiatives and programming like the 2013, "Seniors Try Bikes" workshop.

The addition of this new trail adds to our efforts and is important. Seniors whose reflexes and hearing would not permit walking in the road will experience greater safety and security as they access meals and activities at our facility.

We support the addition of this trail and walk expansion along West Moore Lake Drive in the TAP grant application. Thank you for considering this worthy grant request.

Sincerely,

Connie Thompson  
Director, Fridley Senior Program  
6085 Seventh Street NE,  
Fridley, MN 55432  
Phone: 763-502-5162



Fridley School District  
6000 West Moore Lake Drive  
Fridley, Minnesota 55432  
Phone: 763-502-5001  
Fax: 763-502-5040  
peggy.flathmann@fridley.k12.mn.us

**Peggy Flathmann, Ed. D.**  
**Superintendent**

January 30, 2014

Ms. Julie Jones  
Planning Manager  
Fridley Municipal Center  
6431 University Avenue NE  
Fridley, MN 55432

Dear Ms. Jones:

I am pleased to learn that the City of Fridley is pursuing an application for Transportation Alternative Program funds for off-road trail and bike lane improvements to West Moore Lake Drive. I understand that the area proposed for improvements is near the Fridley High School and Fridley Middle School campuses. This project, coupled with other improvements being made with Safe Routes to Schools funds will help Fridley Public Schools and the City meet our collective goal of improving safe access to our schools for walkers and bikers. Since many of our students are open enroll students that must be driven by parents, there is a great deal of private vehicle traffic congestion between these two school campuses. Both the City and the School District are interested in assuring the safety of students who bike or walk to school. Having a contiguous off-road trail option for students is a key factor in encouraging parents to make that non-motorized transportation decision.

The improvements proposed for West Moore Lake Drive in Fridley will create a safer access to these two schools in our district for a large area of the walk shed of these schools. West Moore Lake Drive is the main arterial street in the middle of the walk shed area east and south of the schools. This street currently has limited off-road sidewalk to the south, causing both walkers and bicyclists to use the street. The City proposes to remove on-street parking on one side of the street to make room for a new raised 10' wide path that can accommodate walkers and bikers. The District encourages funding for these proposed improvements because it separates vehicle traffic from walkers and bikers, addressing safety goals for our students. Further, the District looks forward to continued partnership with the City of Fridley in encouraging more students to walk and bike to school.

Sincerely,

Peggy Flathmann, Ed. D.  
Superintendent



## Minnesota Department of Transportation

Metro District  
1500 West County Road B-2  
Roseville, MN 5511

Office Telephone: (651) 234-7700

Fax: (651) 234-7708

January 30, 2014

Mr. Jim Kosluchar, P.E.  
Public Works Director/City Engineer  
6431 University Ave. N.E.  
Fridley, MN 55432

Subject: 2017 TAP Solicitation - West Moore Lake Drive Bicycle/Pedestrian  
Facility

Dear Mr. Kosluchar:

Thank you for requesting a letter from MnDOT in support of Transportation Alternatives Program (TAP) funding for a bicycle/pedestrian facility project in 2017.

MnDOT, as the agency with jurisdiction over Trunk Highway 65, is aware of and understands the project being proposed and the potential impacts to our roadway system. We find that the project is consistent with the Minnesota 20-Year State Highway Investment Plan (MnSHIP) and the draft Twin Cities Regional Bicycle System Master Study. The proposed project provides a safe alternative to biking and walking along Trunk Highway 65 and connects local area schools.

MnDOT supports this proposed project for Federal TAP funding in 2017, but our support does not constitute financial commitment to share in the cost of the project. Additionally, MnDOT does not commit to operate and maintain the trail facility and expects that the city would assume this responsibility for the useful life of the improvement.

Sincerely,

A handwritten signature in black ink that reads "Scott McBride".

Scott McBride, P.E.  
Metro District Engineer

Cc: Wayne Norris, North Area Manager  
Pat Bursaw, Metro Planning, Program Management and Transit

An Equal Opportunity Employer





Medtronic, Inc.  
710 Medtronic Pkwy  
LC245  
Minneapolis, MN  
55432.5604

January 24, 2014

Julie Jones, Planning Manager  
Fridley Municipal Center  
6431 University Avenue NE  
Fridley, MN 55432

Subject: Letter of Support for Fridley TAP Grant Application

Dear Ms. Jones:

I am writing in support of the City of Fridley's effort to obtain Transportation Alternatives Program funding for an off-road trail along West Moore Lake Drive, near the Medtronic World Headquarters. When Medtronic constructed the World Headquarters facility, the company also constructed an off-road trail system on the north end of the facility, connecting to existing sidewalks near Highway 65. Unfortunately, while the City has been interested in providing bike and pedestrian connections to the Medtronic Parkway trail at West Moore Lake Drive, the City to date has been unable to fund the project. A previous attempt, which Medtronic supported, to obtain DNR Regional Trail grant funds was unsuccessful. Being close to Highway 65, West Moore Lake Drive is a heavily used transportation and recreation access to our facility.

Medtronic is dedicated to improving health and wellness of our employees, their families and our surrounding community. In addition to providing transportation options to school children and local residents, the TAP grant would enhance our ability to provide a safe and convenient trail for our employees to use for walking and biking both during their work day as well as for transportation. We have many employees who choose to bike to and from work, and this expansion of the trail would also benefit those who commute from the MRT bike trail along the Mississippi River and the Fridley Northstar train station and use the established bike route on 61<sup>st</sup> Avenue, which connects to Moore Lake Drive and onto Medtronic Parkway to our campus. The proposed connection to the existing Medtronic Parkway trail will provide a safer route to separate cyclist and walkers from the heavily used arterial.

We appreciate your consideration of this grant proposal.

Sincerely,

A handwritten signature in black ink that reads "Gen Barron". The signature is written in a cursive, flowing style.

Gen Barron  
Sr. Manager Global Wellness  
Medtronic, Inc.



Fridley Community Education  
6085 7<sup>th</sup> Street NE  
Fridley, Minnesota 55432  
Phone: 763-502-5104  
Fax: 763-502-5140  
toni.craft@fridley.k12.mn.us

**Toni Craft**  
**Community Education Director**

January 30, 2014

Re: City of Fridley TAP grant proposal

Dear City of Fridley Community Development and Planning Department,

Residents who enroll in Adult Enrichment and other programming provided through Fridley Community Education would benefit from the addition of a new trail along West Moore Lake Drive in Fridley. Our major class facility is located in the Fridley Community Center at the corner of Seventh St. NE and 61<sup>st</sup> Avenue. 61<sup>st</sup> Avenue intersects with West Moore Lake Drive a couple of blocks east of our building. Students young and old will experience greater safety and access to the Community Center facilities and our classrooms with the addition of this new trail route.

One of our community health and wellness goals focuses on obtaining 15 minutes of exercise twice daily. Walking or bicycling to and from Community Education classes can help our residents achieve this! A greater interest in bicycling these routes may also yield more demand for classes on bike repair, biking for young seniors and classes for women about biking safety.

We support the addition of this new trail along West Moore Lake Drive in Fridley in the TAP grant application. Thank you for your consideration of this worthy grant request.

Sincerely,

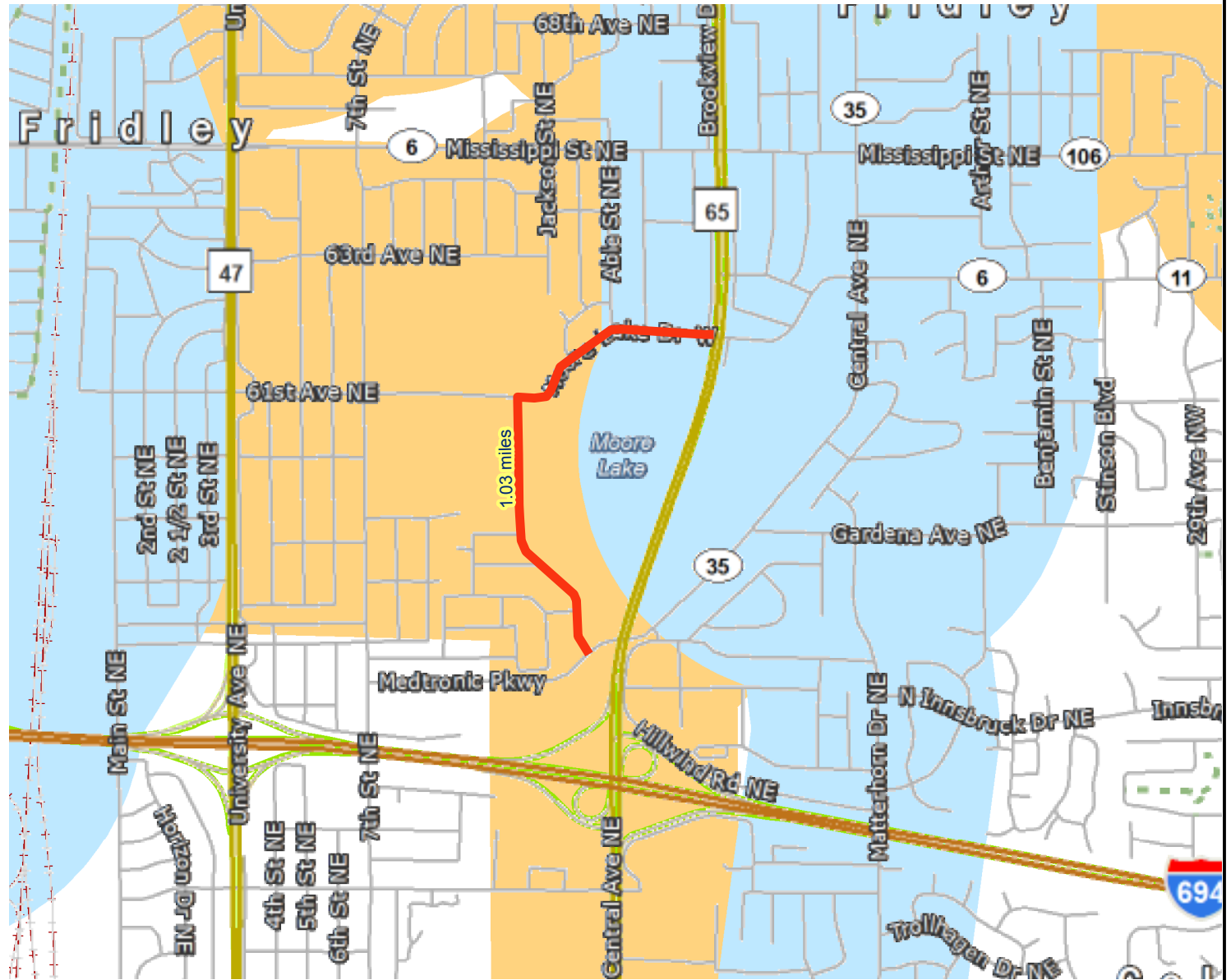
Toni Craft  
Director of Community Education  
Phone: 763-502-5104



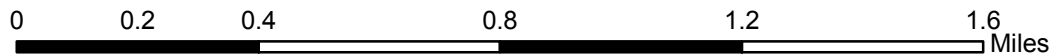
# RBTN Evaluation and Major Barriers

## Results

Project IN TIER 1 Bicycle Transport Corridor.



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



Created: 11/21/2014  
LandscapeRSA1



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

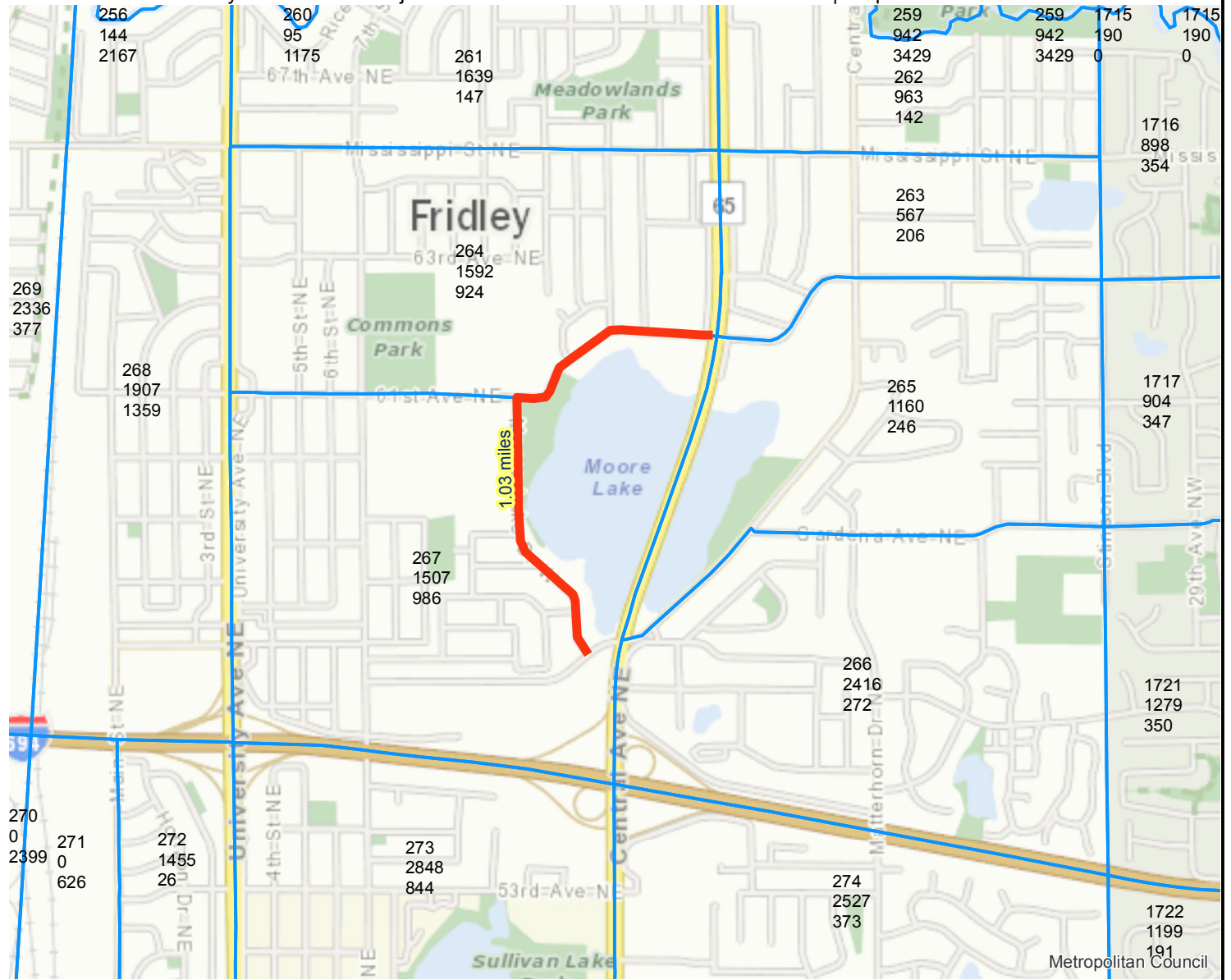


# Population Summary

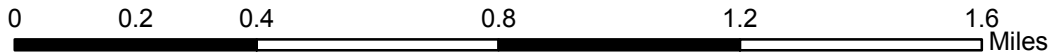
Multise Trails and Bicycle Facilities Project: West Moore Lake Trail and Bike Lanes | Map ID: 1416582999394

## Results

Within ONE Mile of project:  
 Total Population: 30941  
 Total Employment: 13275



- Project
- 2010 TAZ



Created: 11/21/2014  
 LandscapeRSA4



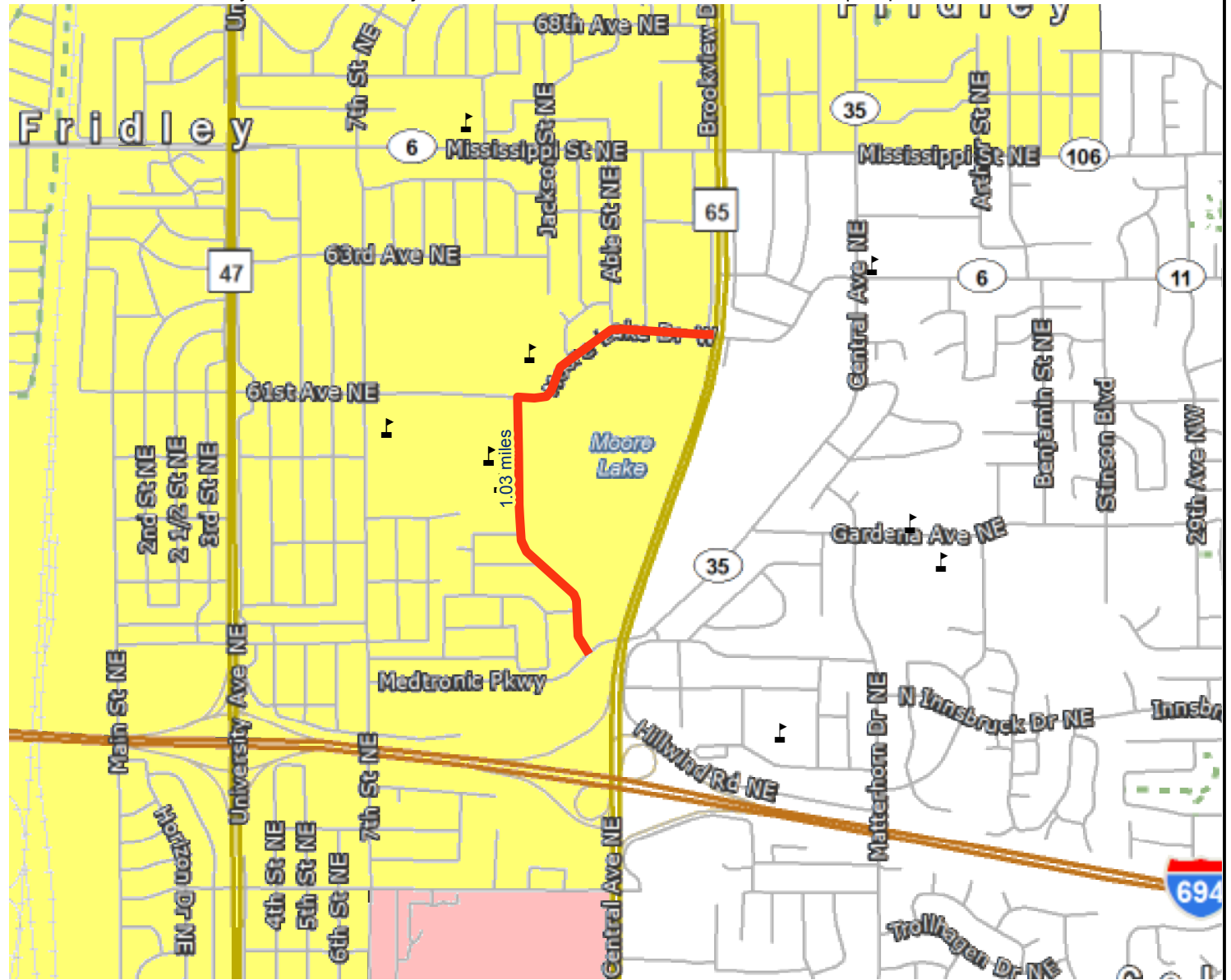
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



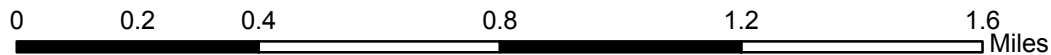


Results

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
- School



Created: 11/21/2014  
LandscapeRSA2



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# Transit Connections

Multiuse Trails and Bicycle Facilities Project: West Moore Lake Trail and Bike Lanes | Map ID: 1416582999394

## Results

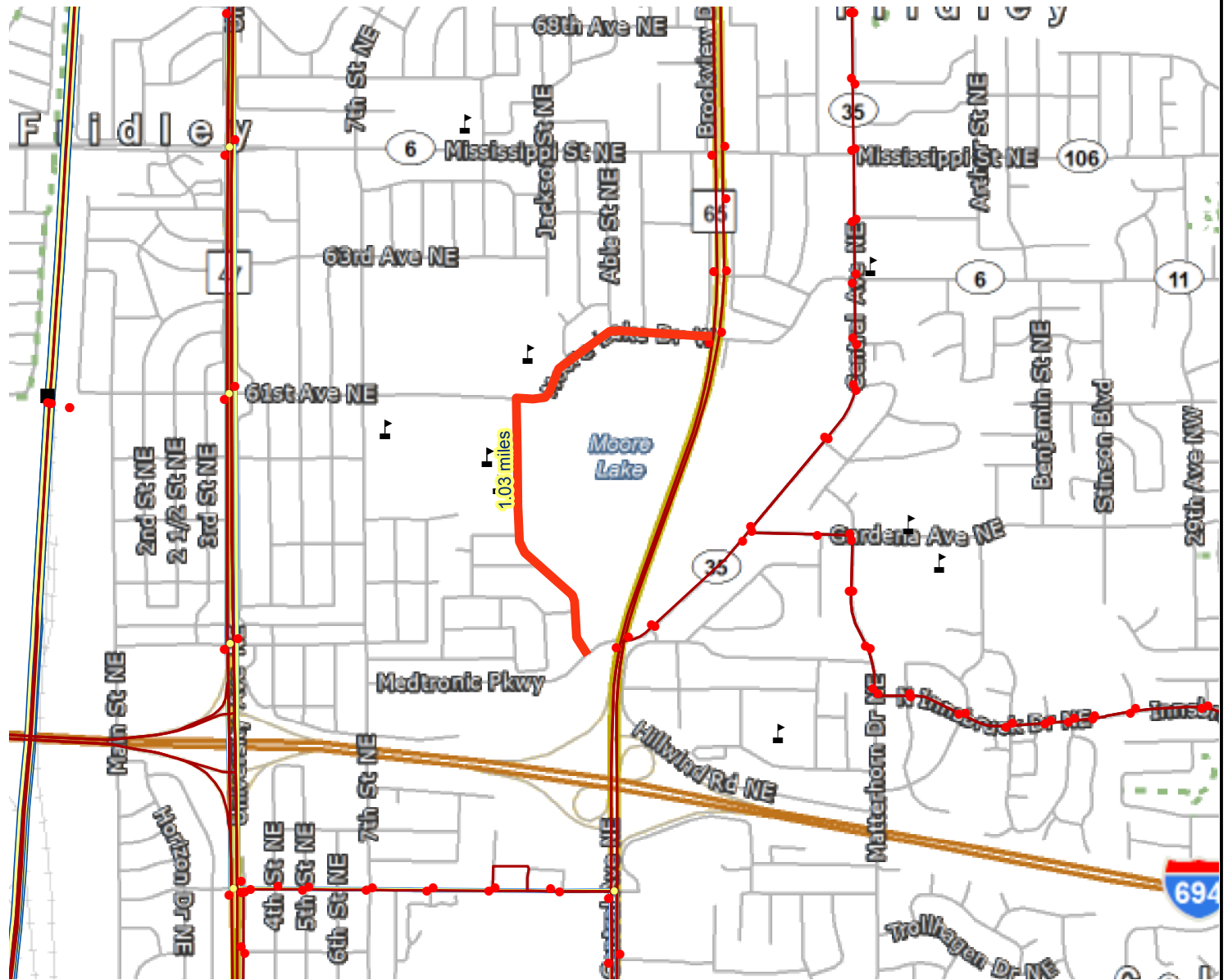
Transit with a Direct Connection to project:  
10 59

Transit within QTR mile of project:  
10 59

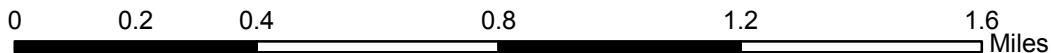
Transit within HALF mile of project:  
10 25 59 825  
\*Central

Transit within ONE mile of project:  
10 25 59 801 824 825 854 888  
\*Central

\*indicates Planned Alignments



- Project
- Active Stop
- ♫ School
- Commuter Rail, Northstar Line
- Arterial BRT
- Transit Routes
- Transitway**
- Northstar Line
- Planned Alignments**
- Arterial BRT



Created: 11/21/2014  
LandscapeRSA3



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

