



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10899 - Fridley 7th Street and 57th Ave Trail Connections

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/13/2018 3:08 PM

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## Primary Contact

<b>Name:*</b>	Julie	Jones		
	Salutation	First Name	Middle Name	Last Name
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<b>Address:</b>	Fridley Municipal Center			
	6431 University Ave NE			
*	Fridley	Minnesota	55432	
	City	State/Province	Postal Code/Zip	
<b>Phone:*</b>	763-572-3599			
	Phone	Ext.		
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<b>What Grant Programs are you most interested in?</b>	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

## Project Information

**Project Name** Fridley 7th Street and 57th Ave Trail Connections  
**Primary County where the Project is Located** Anoka  
**Cities or Townships where the Project is Located:** Fridley  
**Jurisdictional Agency (If Different than the Applicant):**  
  
**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)** Construction of a multi-use 10' raised trail within existing street right of way along 7th Street (MSAS 312 - a major collector city street) from 61st Ave to 53rd Ave and along a short portion of 57th Ave (MSAS 301 - also a major collector city street) from 7th St to University Ave (Hwy 47)  
  
(Limit 2,800 characters; approximately 400 words)  
**TIP Description Guidance (will be used in TIP if the project is selected for funding)** Construct multi-use trail on 7th St from 61st Ave to 53rd Ave and on 57th Ave from 7th St to Hwy 47  
**Project Length (Miles)** 1.3  
to the nearest one-tenth of a mile

## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?** No  
**If yes, please identify the source(s)**  
**Federal Amount** \$516,120.00

**Match Amount** \$129,030.00

*Minimum of 20% of project total*

**Project Total** \$645,150.00

**Match Percentage** 20.0%

*Minimum of 20%*

*Compute the match percentage by dividing the match amount by the project total*

**Source of Match Funds** City of Fridley's Capital Investment Fund

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*

### Preferred Program Year

**Select one:** 2022

*Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.*

**Additional Program Years:** 2021

*Select all years that are feasible if funding in an earlier year becomes available.*

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## Project Information

**County, City, or Lead Agency** Fridley

**Zip Code where Majority of Work is Being Performed** 55432

**(Approximate) Begin Construction Date** 06/01/2022

**(Approximate) End Construction Date** 08/31/2022

**Name of Trail/Ped Facility:** 7th Street and 57th Ave Trail Connections

*(i.e., CEDAR LAKE TRAIL)*

### TERMINI:(Termini listed must be within 0.3 miles of any work)

**From:**  
**(Intersection or Address)** 61st Ave and 7th St plus 7th St and 57th Ave

**To:**  
**(Intersection or Address)** 53rd Ave and 7th St plus 57th Ave and University Ave

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY  
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

**Or At:**

**Primary Types of Work** BIT BASE, BIT SURF, CURB EXTENSION, PED RAMPS,  
CROSSWALKS, SIGNS

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,  
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,  
PED RAMPS, BRIDGE, PARK AND 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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## 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 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

The proposed project is consistent with the 2040 Transportation Policy Plan's (TPP) goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies:

- Goal B: Safety and Security (page 2.20) - Objective A, Strategy B6

- Goal C: Access to Destinations (page 2.24) - Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C16, Strategy C17

- Goal D: Competitive Economy (page 2.38) - Objective A, Objective B, Strategy D3

- Goal E: Healthy Environment (page 2.42) - Objective A, Objective C, Objective D, Strategy E3

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.48) - Objective A, Objective C, Strategy F6, Strategy F7

**List the goals, objectives, strategies, and associated pages:**

*(Limit 2500 characters; approximately 750 words)*

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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.

-Safe Routes to School, Fridley Middle School,  
June 2017 (Page 19)

-Active Transportation Plan, 2013 (Pg. 23-24)

-City of Fridley 2030 Comprehensive Plan (Pg. 89)  
and draft 2040 Comprehensive Plan (p.89)

List the applicable documents and pages:

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. 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

6. 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

7. 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. Funding amounts by application category are listed below.

**Multiuse Trails and Bicycle Facilities:** \$250,000 to \$5,500,000

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$1,000,000

**Safe Routes to School:** \$150,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Yes

05/01/2017

12/31/2018

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

**(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.**

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

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

11. *The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.*

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

12. *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**

13. *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**

14. *The project applicant must send written notification regarding the proposed project to all affected state and local 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**

### Multiuse Trails on Active Railroad Right-of-Way:

2. *All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.*

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

[Upload Agreement PDF](#)

**Check the box to indicate that the project is not in active railroad right-of-way. Yes**

### Safe Routes to School projects only:

3. *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.**

4. *All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel 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 applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.**

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$27,000.00
Removals (approx. 5% of total cost)	\$54,000.00
Roadway (grading, borrow, etc.)	\$33,500.00
Roadway (aggregates and paving)	\$69,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$23,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$120,000.00
Traffic Control	\$13,000.00
Striping	\$10,000.00
Signing	\$5,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$20,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$58,650.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$433,150.00</b>

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### Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$165,000.00

Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$47,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$212,000.00</b>

## 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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

## Totals

<b>Total Cost</b>	<b>\$645,150.00</b>
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Construction Cost Total	\$645,150.00
Transit Operating Cost Total	\$0.00

## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

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, city or regional parks implementing agency plan.

Upload Map 1531415308875\_7th St\_57th Ave\_MUT\_RBTN.pdf

Please upload attachment in PDF form.

## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 28349

Existing Employment Within One Mile (Integer Only) 13367

Upload the "Population Summary" map 1531415407453\_7th St\_57th Ave\_MUT\_Population.pdf

Please upload attachment in PDF form.

## Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use: Yes

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan.

It is the City's policy to plow the streets first and then plow the sidewalks, starting with sidewalks closest to schools. Next plowed are bus stops, City trails, County trails, and lastly private trails.  
<http://www.ci.fridley.mn.us/630/Snow-Removal>

Upload Maintenance Plan (if no link is available) 1531498984953\_PathsPlowPolicy\_2017\_2018\_revised.pdf

Please upload attachment in PDF form.

## Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

**Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):**

*(up to 100% of maximum score)*

**Project located in Area of Concentrated Poverty:**

*(up to 80% of maximum score )*

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

Yes

*(up to 60% of maximum score )*

**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:**

*(up to 40% of maximum score )*

*1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.*

*Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

The project was identified during the 2016-2017 Safe Routes to School (SRTS) Planning process. The SRTS Team conducted in-classroom workshops with students to identify barriers and opportunities for walking and biking. There are more than 46 languages spoken in Fridley Public Schools. 34% of students are black or African-American, 12% are Hispanic or Latino, 7% are Asian, and 2% are American Indian. 16% of the students in the district are English Language Learners, and 15% receive Special Education. 63% of the students qualify for Free and Reduced Lunch rates. During the planning process, all communication materials were provided in both Spanish and English.

**Response:**

In 2017, the City of Fridley and the SRTS Team conducted a demonstration of trail options along 7th St. For 2 hours, (3) trail options were temporarily installed, to-scale, to simulate the user experience. Participants voted on their preferred design and provided feedback. City staff fielded questions and discussed ideas with participants, which represented a diverse cross-section of the community. Overwhelmingly, for reasons of safety for all age and abilities, participants were in favor of creating a raised, multi-use trail on the east side of 7th St., which is the design selected for this project.

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

*2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.*

According to the City of Fridley Active Transportation Plan (2013), the population around the 7th Street corridor is older (over 75 years old) than other parts of the city. Additionally, the percent of mobile disabled people living within walking distance of the project area is between 6.2-10.8%. A 2018 study in the draft 2040 Comprehensive Plan shows that the project area has a disproportionately high number of households that do not own a vehicle.

Currently, 7th Street has a gap in the pedestrian network, between 53rd Avenue and 59th Avenue NE, with no pedestrian facilities provided. 7th Street is an important north-south connection for kids walking to school, as well as a connection to a large employment area (Medtronic). Today, 57th Avenue NE has no pedestrian facilities.

7th Street is also identified as a bike route, providing north-south connection through Fridley and Columbia Heights, crossing under Hwy 694, and servicing low-income neighborhoods.

The 7th Street trail corridor was also identified during the 2016-2017 SRTS Planning process as an opportunity to increase the options for children to walk or bike safely to school, as well as improve connections to the Fridley Community Center. The project proposal was modified since 2017 to extend the connection to employment areas, commercial areas along 57th Avenue, public transit, and to an identified Area of Concentrated Poverty in Columbia Heights. The project will leverage an existing trail along Medtronic Parkway, as well as an existing sidewalk along 7th Street along the Fridley Community Center and High School ballfields. The project will leverage future investment in two planned roundabouts, intended to be constructed at the intersections of 57th Avenue and 7th Street and at 7th Street and Medtronic Parkway.

The 7th Street and 57th Avenue multi-use trail segments will enable pedestrians and bicyclists,

**Response:**

with particular benefit for children, the elderly, and the disabled, a safe means of traveling from their homes to school, work, and commercial areas.

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

*3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.*

*Below is a list of negative impacts. Note that this is not an exhaustive list.*

*Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.*

*Increased noise.*

*Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.*

*Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.*

*Increased speed and/or cut-through traffic.*

*Removed or diminished safe bicycle access.*

*Inclusion of some other barrier to access to jobs and other destinations.*

*Displacement of residents and businesses.*

*Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.*

*Other*

The proposed project is not anticipated to negatively impact low-income populations, people of color, children, the elderly, and/or disabled populations in the long-term. Short-term impacts from construction activities such as increased noise and dust may impact these populations more than the general population. Standard construction mitigation measures such as limiting hours of construction and reducing dust will be utilized in compliance with the City of Fridley standards. By constructing the raised multi-use trail within the right of way, personal property will not be affected by the new facility.

Today, all of the adjacent residential properties along the proposed trail route have private driveways, accommodating more than one vehicle. Observation of parking along the trail route shows a lack of evidence that residents rely on the existing on-street parking to meet their daily needs. City code currently prohibits street parking overnight from April to November, as well as prohibits parking of any vehicle for more than 24 hours any time of the year. Study of the parking habits on 7th Street, in the  $\frac{3}{4}$  mile stretch from 53rd to 59th Avenues, demonstrated that only an average of 3 cars are parked on the east side of the street, which is the side that would lose the 10' wide parking lane, where the 10' wide trail would be built. Thus, removing parking on the east side of 7th Street will only inconvenience a few residents, yet benefit many more bikers and walkers. Elimination of on-street parking on one side of the street in the project area may cause an inconvenience for some residents for the occasional party or large family gathering.

**Response:**

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

**Upload Map**

1531415910468\_7th St\_57th Ave\_MUT\_SocioEcon.pdf

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## **Measure B: Affordable Housing**

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Fridley	1.3	1.0	84.0	84.0

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## Total Project Length

Total Project Length (as entered in the "Project Information" form) 1.3

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## Affordable Housing Scoring

Total Project Length (Miles) or Population	1.3
Total Housing Score	84.0

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## Affordable Housing Scoring

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

Check all that apply:

*Gap improvements can be on or off the RBTN and may include the following:*

- *Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility;*

- *Improving crossings at busy intersections (signals, signage, pavement markings); OR*

- *Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.*

*Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).*

**Closes a transportation network gap and/or 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

The 7th Street and 57th Avenue multi-use trail project will provide a key missing link in the bicycle and pedestrian network. Seventh Street is located between Hwy. 47 (University Ave) and Hwy 65 (Central Ave), so it provides a safer north-south route between these highways. It also provides a safe access under I-694, which is highly congested in the Fridley area and carries 152,000 vpd. The speed limit on Hwy 47 is 50 mph in the project area and carries 34,000 vpd. Hwy 65 has a 55 mph speed limit in the project area and carries 31,500 vpd (2016 data).

Currently, 7th Street and 57th Avenue are identified as Roadway Bike Routes with paved shoulders, and these streets are within an RBTN Tier 2 Corridor. Construction of a raised, multi-use trail will improve this bike route through physical separation between bicycle and vehicles from the roadway. Today, there is an existing 5-ft sidewalk along the east side of 7th Street between 61st Avenue and 59th Avenue, adjacent to Fridley High School ball fields and the Fridley Community Center. This sidewalk lacks the width necessary for cyclists and pedestrians to share safely, and right of way width provides an opportunity to replace with a 10-foot multi-use trail, consistent with the proposed trail segments south along 7th Street.

Sidewalk exists north of the project area on 7th Street to Mississippi Street. North of Mississippi Street, traffic levels are significantly less, where walking or biking in the street is much safer the few blocks north to the Rice Creek Regional Trail. There also is sidewalk west of the 57th Avenue project area for pedestrians to walk to shops and restaurants located directly adjacent to the project area.

The multi-use trail location on 7th Street is parallel to University Avenue/US TH 47, which will provide a safer and more comfortable alternative for bicyclists and pedestrians who wish to travel along a lower volume road to reach their destinations.

Response:

The 7th Street multi-use trail will connect to the existing trails on Medtronic Parkway and Central Avenue and will complete a north-south connection over and to Rice Creek Regional Trail. This vital connection will connect trail users to major employers such as Cummins Power, Unity Hospital, Target, Walmart and Minco. Finally, the multi-use trail will connect to Columbia Heights, the city directly to the south of Fridley, at 53rd Avenue.

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

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## **Measure B: Project Improvements**

Currently, 7th Street and 57th Avenue are identified as Roadway Bike Routes, with on-road paved shoulders as the existing facility. However, the shoulders are also designated as on-street parking, creating a conflict as bicyclists are forced to share the drive lane with vehicles when passing a parked car. The elimination of on-street parking along the east side of 7th Street between 53rd and 59th Avenues and the elimination of parking on the north side of 57th Avenue, in combination with the construction of a 10-ft wide raised multi-use trail, will create a physical separation between bicyclists and pedestrians, from vehicles on the road. Widening of the existing 5' sidewalk along the east side of 7th Street between 59th Avenue and 61st Avenue and creating a raised 10-foot multi-use trail will also provide separation between bicyclists and moving vehicles along this section of 7th Street, which is often congested with parking on both sides of the street for school events or ballgames. Offering cyclist an off-road option in this area is a major safety improvement. Sometimes, non-motorized street users in this area include students on roller blades and skate boards, so having a raised trail creates a greater level of safety for people on various wheeled modes than just bicycles.

**Response:**

Between 2011 and 2015, there were five reported bicycle and pedestrian collisions along 7th Street and 57th Avenue in the project area. Three of these incidents involved vehicle-pedestrian collisions, and two of the incidents involved vehicle-bicycle collisions. In all of the past incidents, physical separation between the pedestrian and bicycle from the roadway vehicles would have likely prevented collision. It should be noted that the number of incidents over 2011-2015 is higher along University Avenue. Providing an alternative north-south route for pedestrians and bicyclists will likely reduce the number of incidents along University Avenue as

well, as people will have a safer north-south alternative route.

It is important to note that 7th Street south of 53rd, the Fridley/Columbia Heights border connects to a key bike route on 7th Street south into Columbia Heights. This part of Columbia Heights is a concentrated area of poverty. Providing residents of this part of Columbia Heights a designated off-road trail will provide a connection to an abundance of jobs in Fridley, including trail connections to Fridley's top two employers (Medtronic and Cummins) who provide a total of over 4,600 jobs.

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

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## **Measure A: Multimodal Elements**

The construction of the multi-use trail will connect bicyclists and pedestrians with the existing public transit opportunities along University Avenue/US TH 47 by connecting directly to an existing bus stop at 57th Avenue/University via the proposed 57th Avenue multi-use trail segment. The intersection of 57th and University is the main retail hub of Fridley, with many restaurant options and a Cub Foods Store. The intersection of 57th and University Avenue (Hwy. 47) is slated to be one of the stops on the future Central Bus Rapid Transit line, running from downtown Minneapolis to Northtown Shopping Mall in Blaine.

The 7th Street segment will connect users to 61st Avenue, which has an existing sidewalk and existing on-street bicycle facilities, and links to an existing bus stop at 61st Avenue and University Avenue. The 61st/University Avenue intersection is also scheduled to be a BRT stop on the Central Line, which is anticipated for construction, if funded, in 2021. The sidewalks on 61st Street also lead to the East Fridley Northstar Train Station, which is less than a 10-minute walk west from the project area.

Funding permitted, the current bus route #10 along University Avenue (4 blocks west of 7th Street and connecting to the 57th Avenue trail connection) will become the Central Bus Rapid Transit (BRT) line in 2021. This transition will likely increase ridership and heighten the need for safe and connected pedestrian and bicycle facilities at and near the BRT stations.

The multi-use trail location is leveraging two planned round-about intersection projects which will be constructed at 57th Avenue/7th Street, as well as at 7th St./Medtronic Parkway. These roundabout projects are intended to alleviate traffic congestion during rush hours. The multi-use trail project, in combination with the round-about project, will ease

**Response:**

congestion, improve safety and improve comfort for pedestrians, bicyclists, transit users, and vehicles. Each trail crossing at street intersections will be installed with truncated domes per ADA requirements and painted crosswalks. New directional signage will be added to the intersection of 61st and 7th St pointing out the direction/distance to the Northstar Station and the Rice Creek Regional Trail.

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

---

## Transit Projects Not Requiring Construction

*If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**

---

## Measure A: Risk Assessment - Construction Projects

### 1)Layout (30 Percent of Points)

*Layout should include proposed geometrics and existing and proposed right-of-way boundaries.*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

**Attach Layout**

1531509944718\_7th St\_57th St Layout.pdf

*Please upload attachment in PDF form.*

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

**Attach Layout**

*Please upload attachment in PDF form.*

Layout has not been started

0%

**Anticipated date or date of completion**

08/31/2022

### 2)Review of Section 106 Historic Resources (20 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

**There are historical/archeological properties present but determination of no historic properties affected is anticipated.**

100%

**Historic/archeological property impacted; determination of no adverse effect anticipated**

80%

**Historic/archeological property impacted; determination of adverse effect anticipated**

40%

**Unsure if there are any historic/archaeological properties in the project area.**

0%

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

### **3)Right-of-Way (30 Percent of Points)**

**Right-of-way, permanent or temporary easements either not required or all have been acquired**

Yes

100%

**Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete**

50%

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

25%

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

0%

**Anticipated date or date of acquisition**

### **4)Railroad Involvement (20 Percent of Points)**

**No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)**

Yes

100%

#### **Signature Page**

*Please upload attachment in PDF form.*

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

50%

**Railroad Right-of-Way Agreement required; negotiations have not begun.**

0%

**Anticipated date or date of executed Agreement**

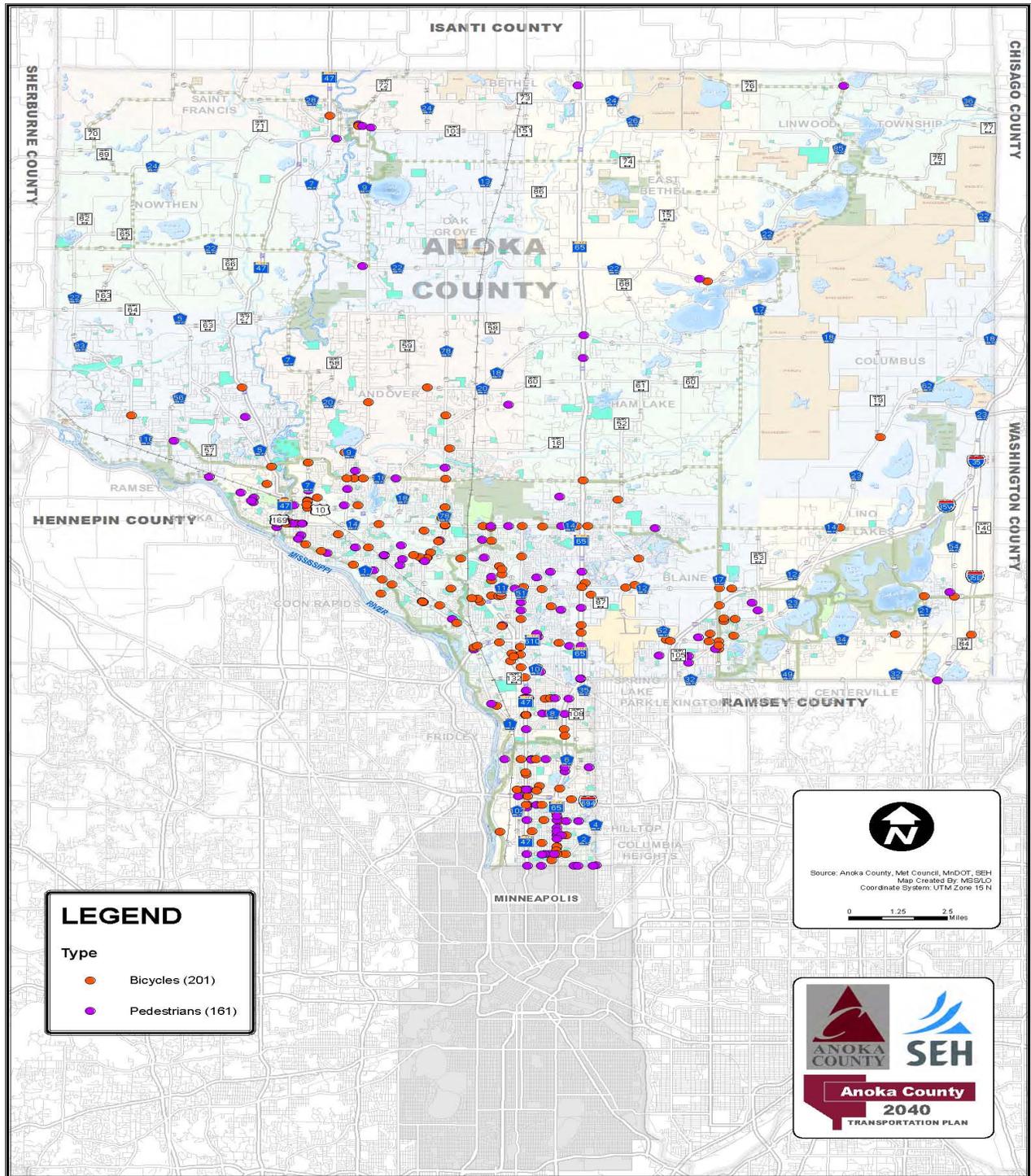
---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$645,150.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$645,150.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

## Other Attachments



**PEDESTRIAN AND BICYCLE CRASH LOCATIONS  
 2011-2015**

**DRAFT**  
 FIGURE 17

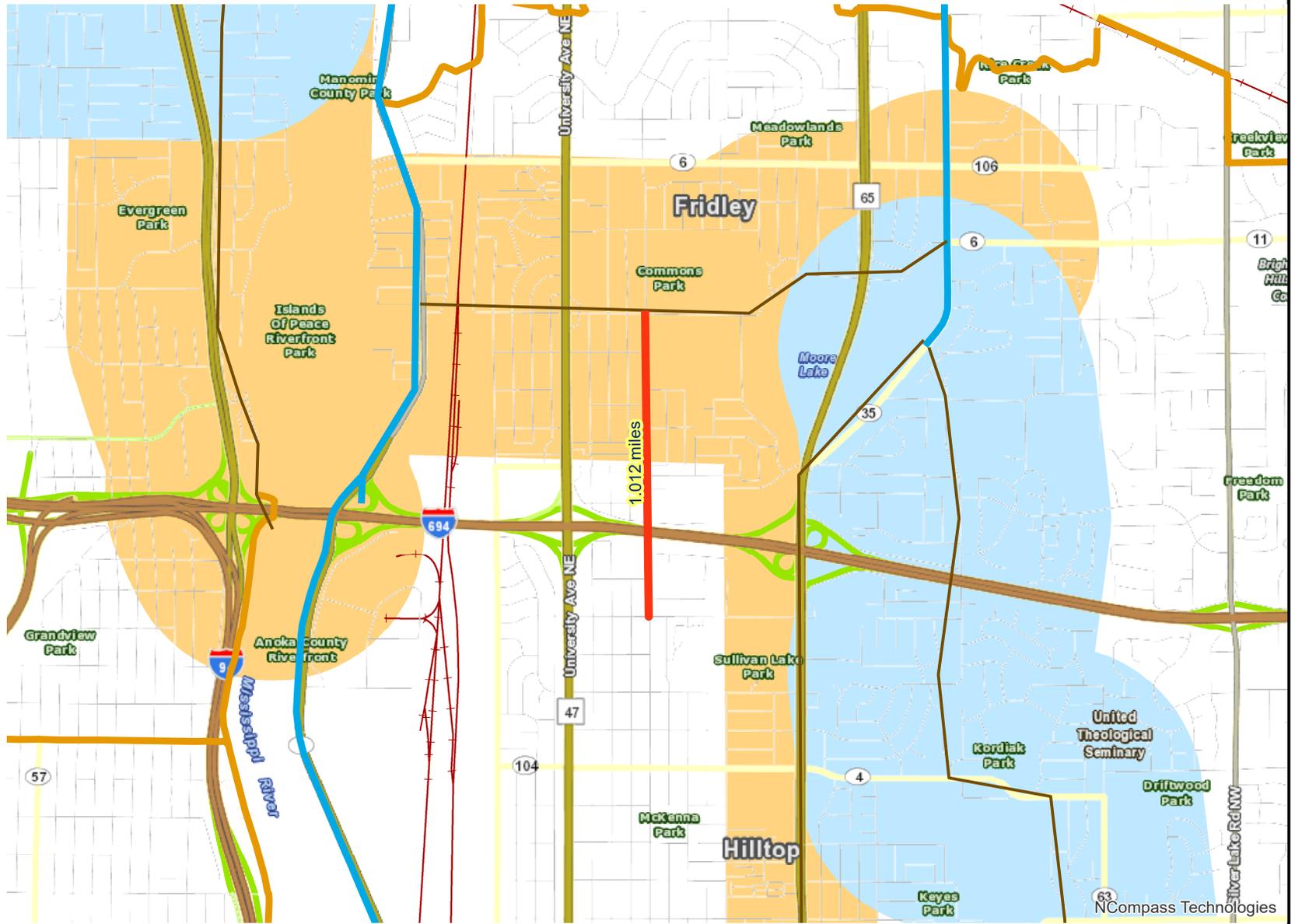
Crash Data 2011-2015

517 KB

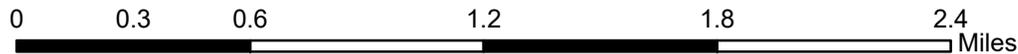
<b>File Name</b>	<b>Description</b>	<b>File Size</b>
7th St_57th Ave_MUT map.pdf	Project Map	1.5 MB
Anoka Co.pdf	Letter of Support: Anoka County	388 KB
CofColumbiaHeights.pdf	Letter of Support: Columbia Heights	75 KB
CofFridley.pdf	Letter of Support: Fridley	102 KB
Fridley_Active_Transportation_Plan_Bike _Map_201503311023051210.pdf	Active Transportation Bike Map	1.8 MB
ISD 14.pdf	Letter of Support: ISD 14	358 KB
Medtronic.pdf	Letter of Support: Medtronic	50 KB
MnDOT.pdf	Letter of Support: MnDOT	467 KB
Photo summary.pdf	Project photo summary	1.3 MB
Photos of street segments.pdf	Photo Summary 2	587 KB
PopulationOver75.pdf	Elderly Distribution Map	639 KB
Project Summary.pdf	Project Summary	1.8 MB
Report_ Fridley7thStreetDemonstration.pdf	7th Street Demonstration Report	5.5 MB
Resolution executed.pdf	City of Fridley Resolution	338 KB
SRTS Plan.pdf	SRTS Recommendations	688 KB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: 7th Street/57th Ave. Multi-use Trail | Map ID: 1529936576091



- Project
- RBTN Tier 2 Alignment
- RBTN Tier 1
- RBTN Tier 2
- RBTN Corridor Centerlines
- Principal Arterials
- Minor Arterials
- Railroads
- RBTN Tier 1 Alignment



Created: 6/25/2018  
LandscapeRSA6



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

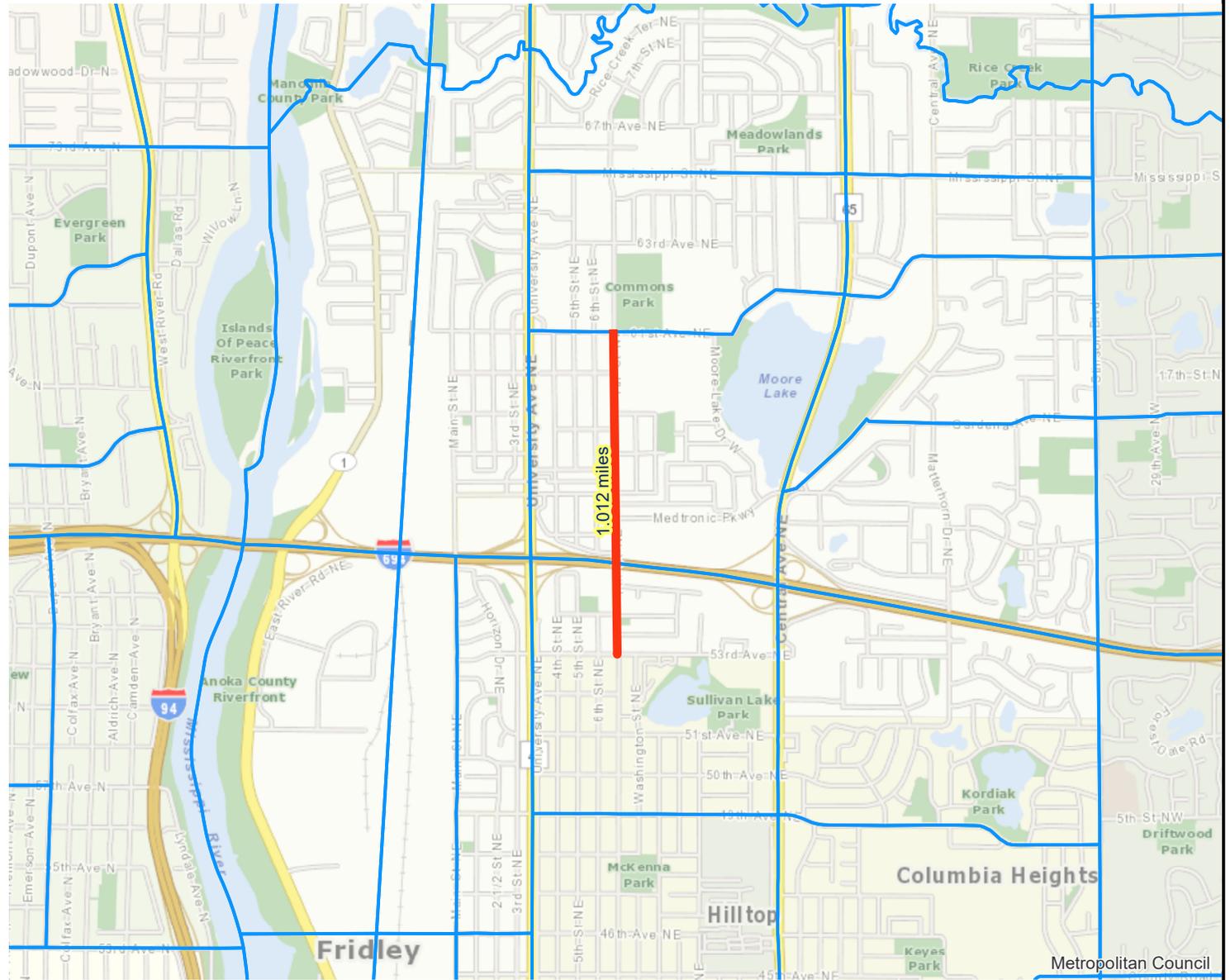


# Population/Employment Summary

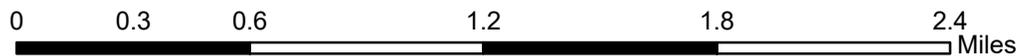
Multiuse Trails and Bicycle Facilities Project: 7th Street/57th Ave. Multi-use Trail | Map ID: 1529936576091

## Results

Within ONE Mile of project:  
Total Population: 28349  
Total Employment: 13367



- Project
- 2010 TAZ



Created: 6/25/2018  
LandscapeRSA4



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





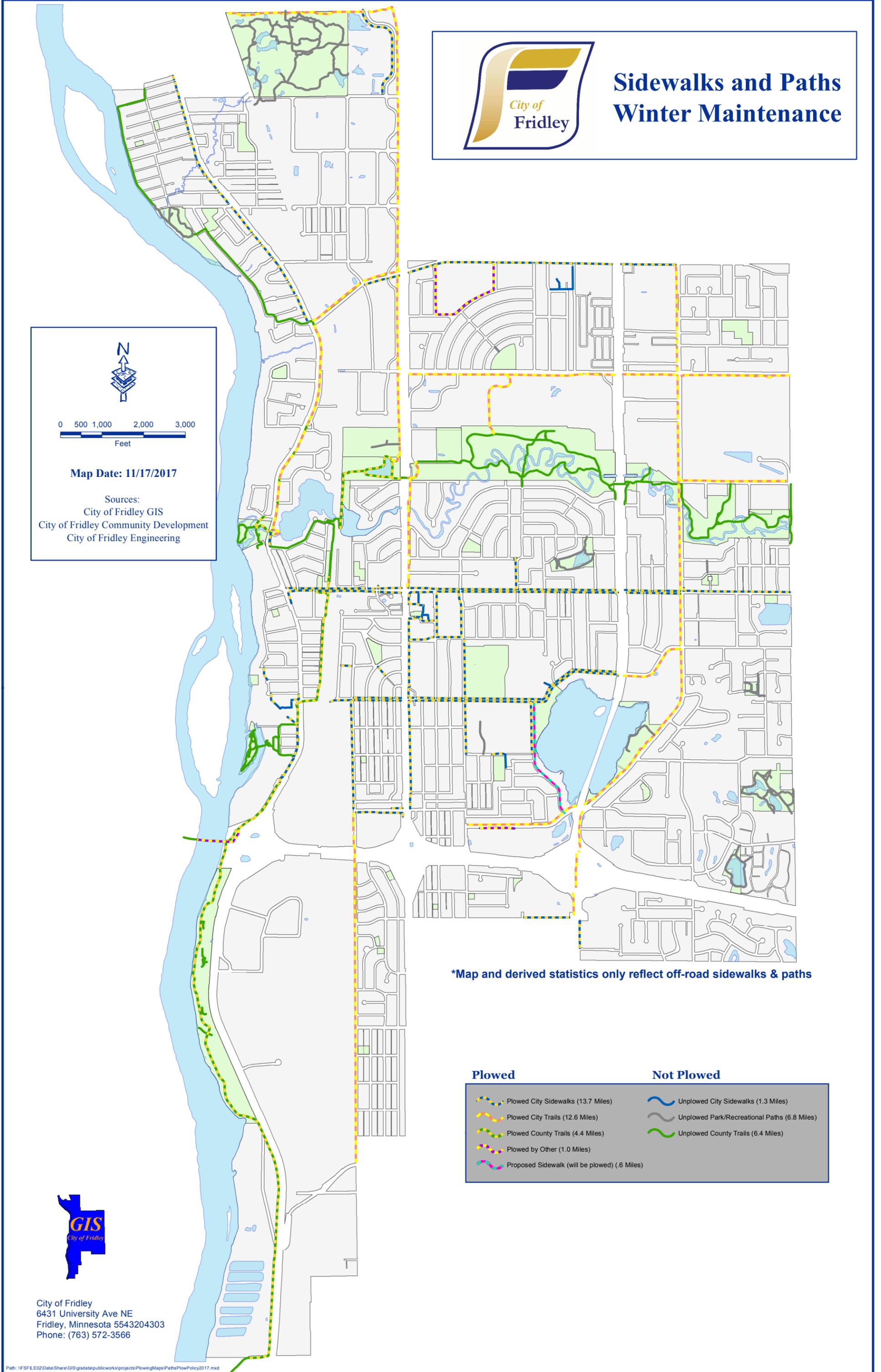
# Sidewalks and Paths Winter Maintenance



0 500 1,000 2,000 3,000  
Feet

**Map Date: 11/17/2017**

Sources:  
City of Fridley GIS  
City of Fridley Community Development  
City of Fridley Engineering



**\*Map and derived statistics only reflect off-road sidewalks & paths**

Plowed	Not Plowed
 Plowed City Sidewalks (13.7 Miles)	 Unplowed City Sidewalks (1.3 Miles)
 Plowed City Trails (12.6 Miles)	 Unplowed Park/Recreational Paths (6.8 Miles)
 Plowed County Trails (4.4 Miles)	 Unplowed County Trails (6.4 Miles)
 Plowed by Other (1.0 Miles)	
 Proposed Sidewalk (will be plowed) (.6 Miles)	



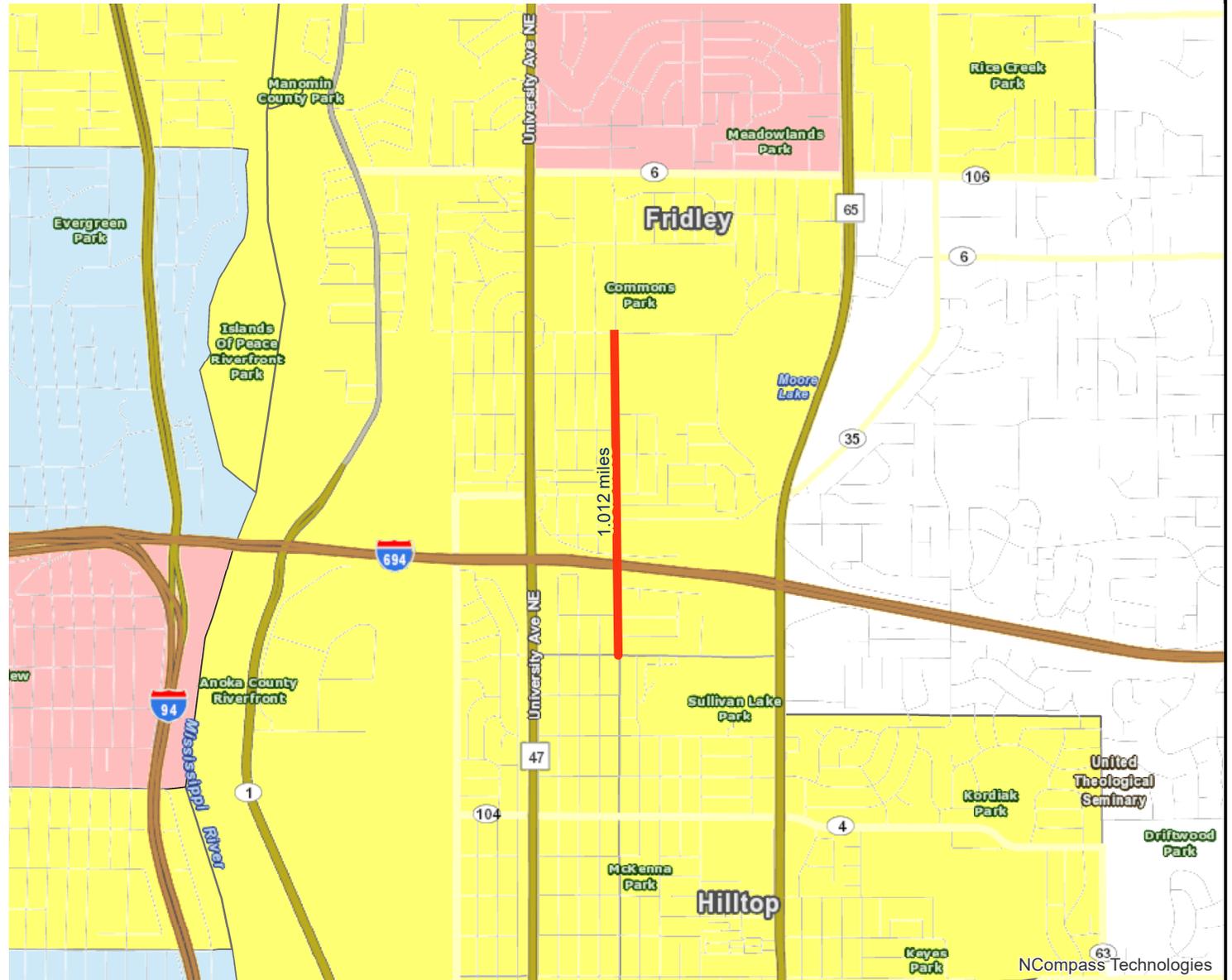
City of Fridley  
6431 University Ave NE  
Fridley, Minnesota 5543204303  
Phone: (763) 572-3566

# Socio-Economic Conditions

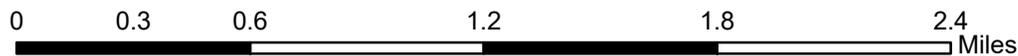
Multiuse Trails and Bicycle Facilities Project: 7th Street/57th Ave. Multi-use Trail | Map ID: 1529936576091

## Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



-  Project
-  Area of Concentrated Poverty > 50% residents of color
-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty

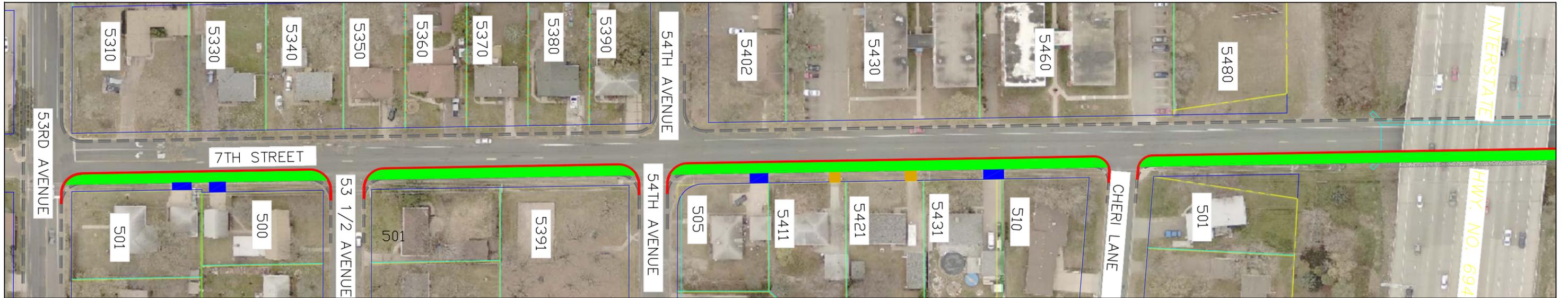


Created: 6/25/2018  
LandscapeRSA2

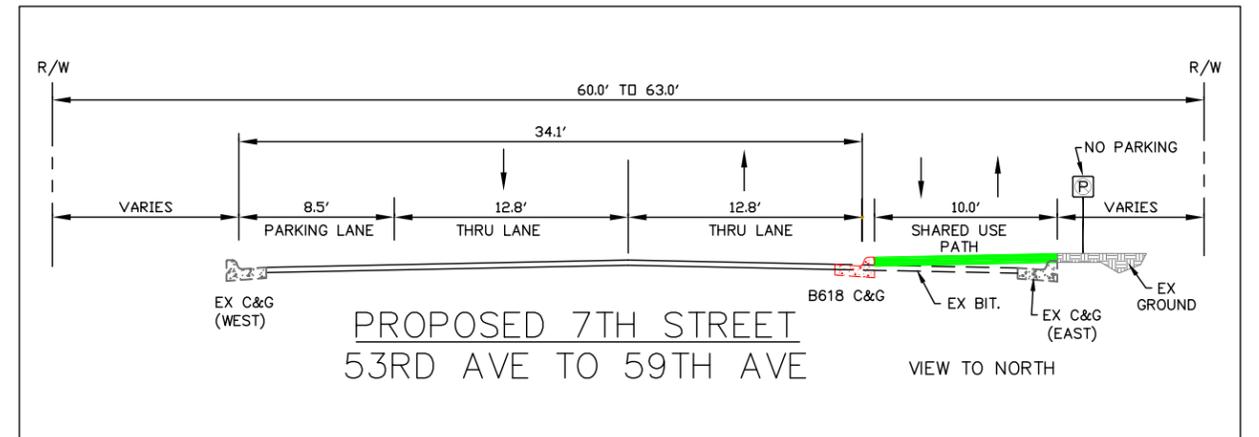
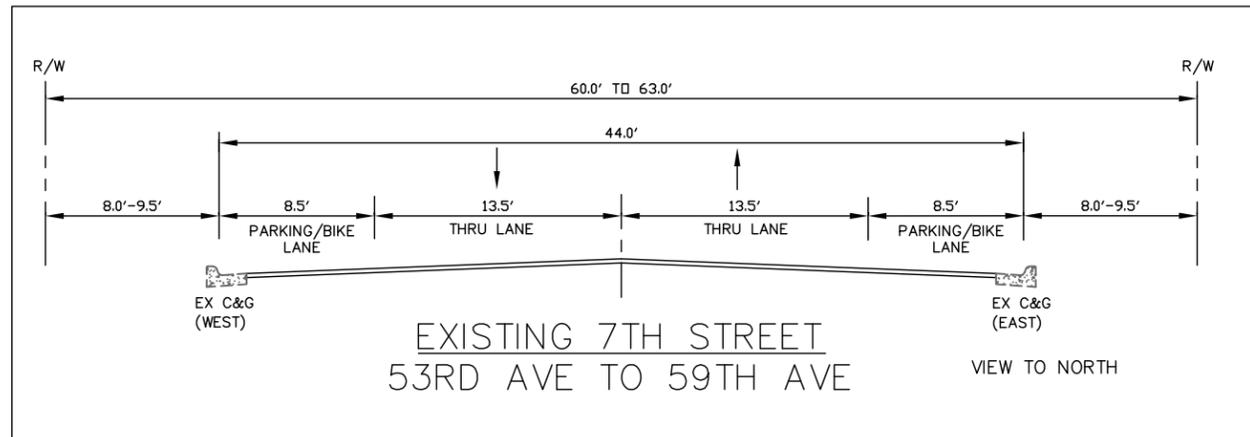


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>





- LEGEND**
- CURB & GUTTER
  - BITUMINOUS PATH
  - BITUMINOUS DRIVEWAY
  - CONCRETE DRIVEWAY



THE CONTRACTOR IS REQUIRED TO CONTACT "GOPHER STATE ONE CALL" @ 651-454-0002 FOR UTILITY LOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY UTILITY CAUSED BY HIS CONSTRUCTION OPERATION.



I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

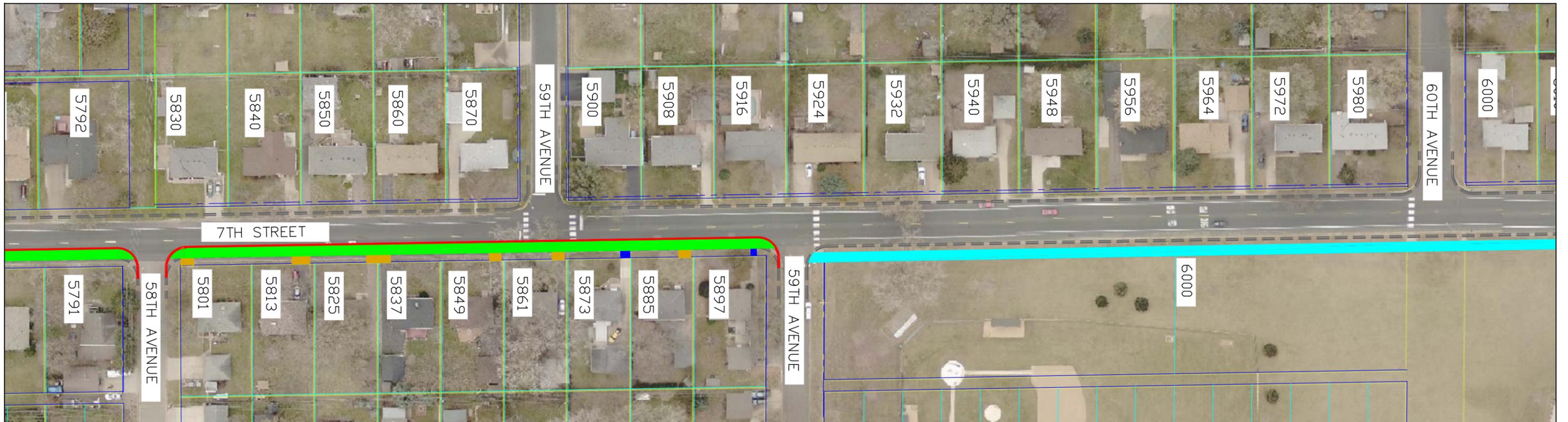
SIGNATURE: \_\_\_\_\_  
 JAMES P. KOSLUCHAR, P.E.  
 DATE: \_\_\_\_\_ LICENSE NUMBER: 26460

REVISIONS	DATE	DESCRIPTION	DESIGNED BY: BB

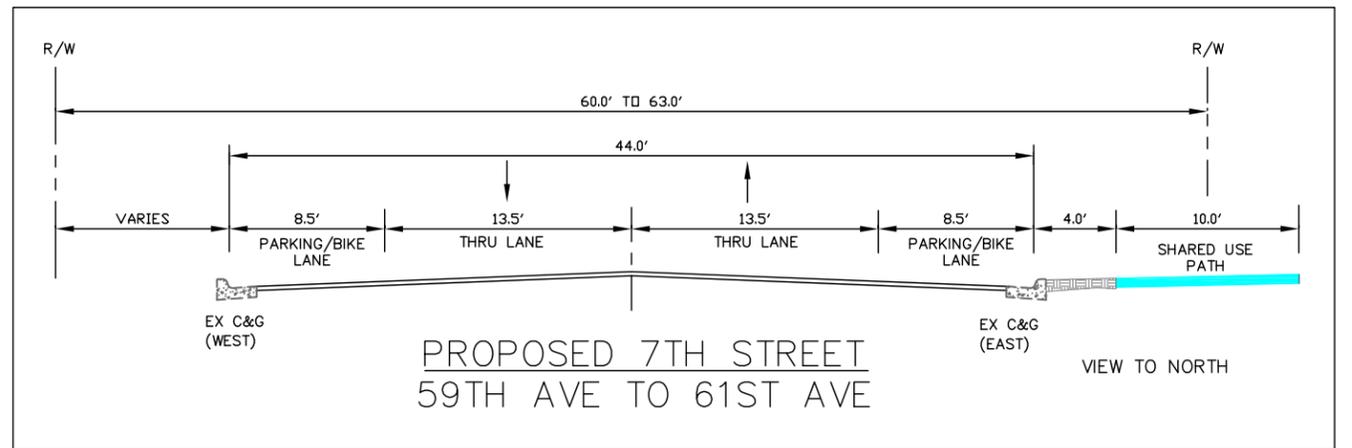
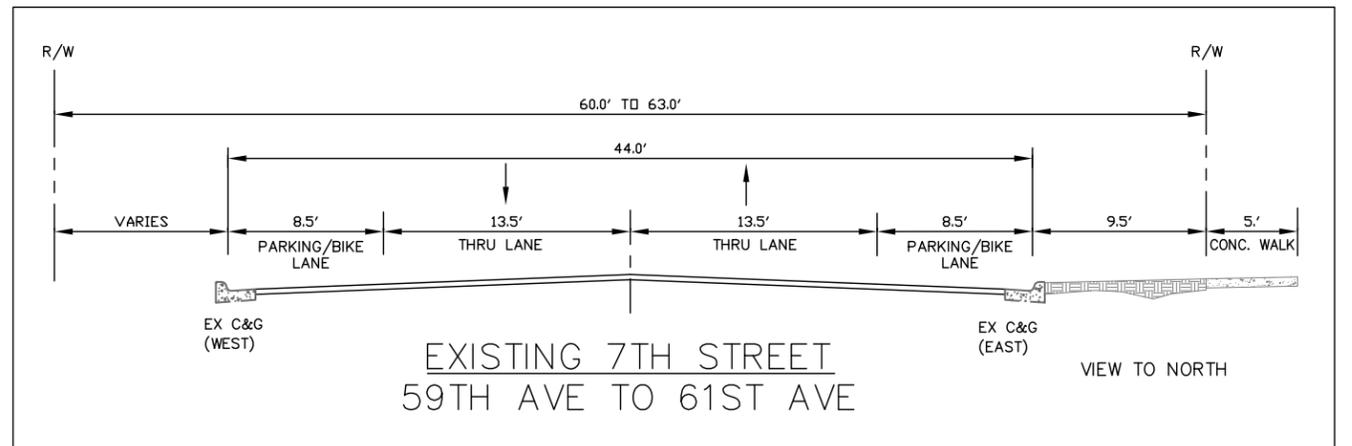
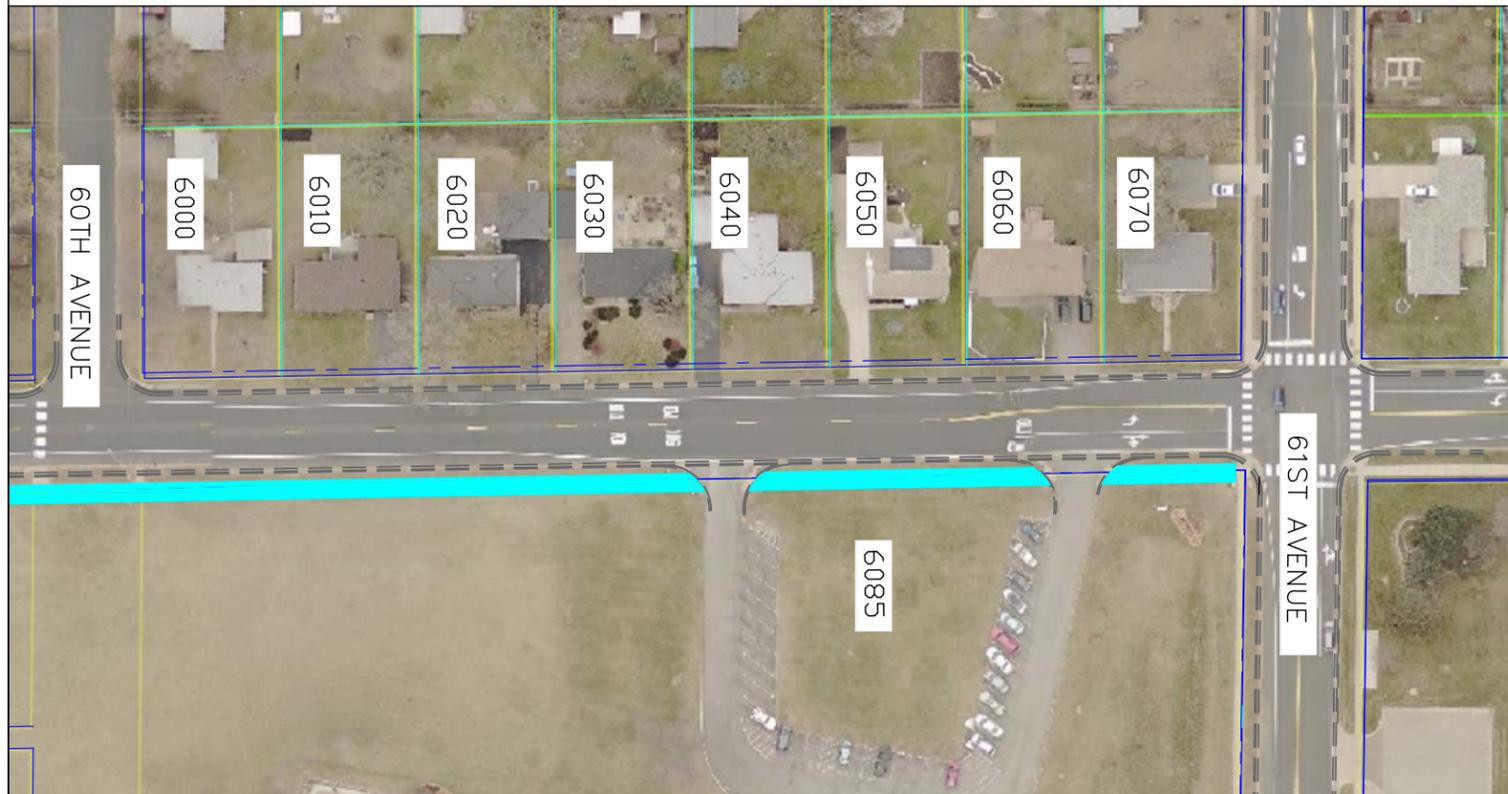
DRAWN BY: RRS  
 CHECKED BY: JPK

**PROPOSED SHARED USE PATH**  
7TH STREET (53RD AVE TO 59TH AVE)

DATE: XX/XX/2018  
 PROJECT NO. \_\_\_\_\_  
 SHEET: 1 OF 3



- LEGEND**
- CURB & GUTTER █
  - CONCRETE WALK █
  - BITUMINOUS PATH █
  - BITUMINOUS DRIVEWAY █
  - CONCRETE DRIVEWAY █



THE CONTRACTOR IS REQUIRED TO CONTACT "GOPHER STATE ONE CALL" @ 651-454-0002 FOR UTILITY LOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY UTILITY CAUSED BY HIS CONSTRUCTION OPERATION.



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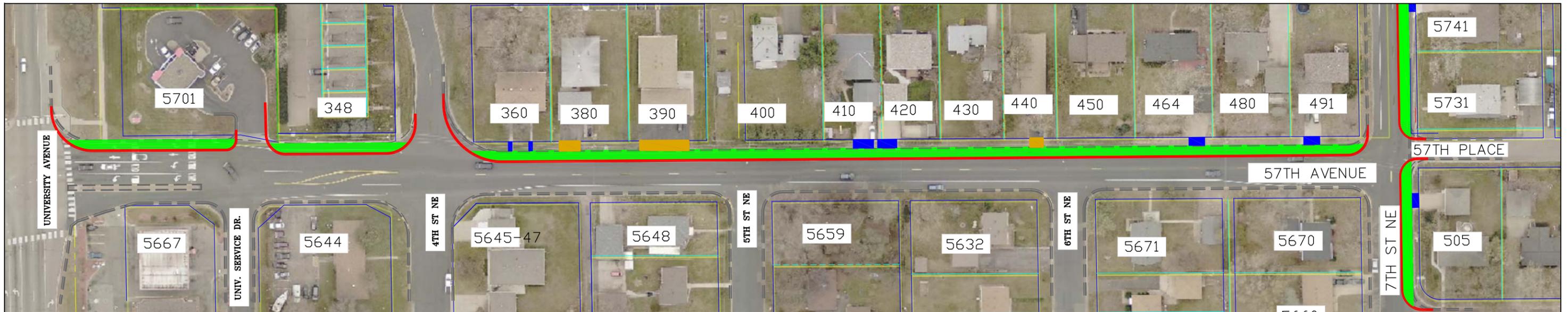
SIGNATURE: \_\_\_\_\_  
 JAMES P. KOSLUCHAR, P.E.  
 DATE: \_\_\_\_\_ LICENSE NUMBER: 26460

REVISIONS

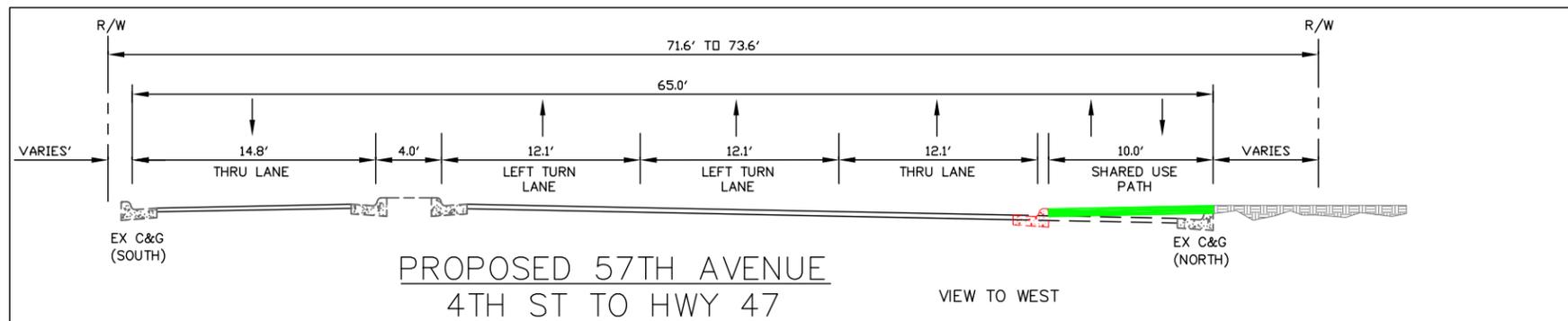
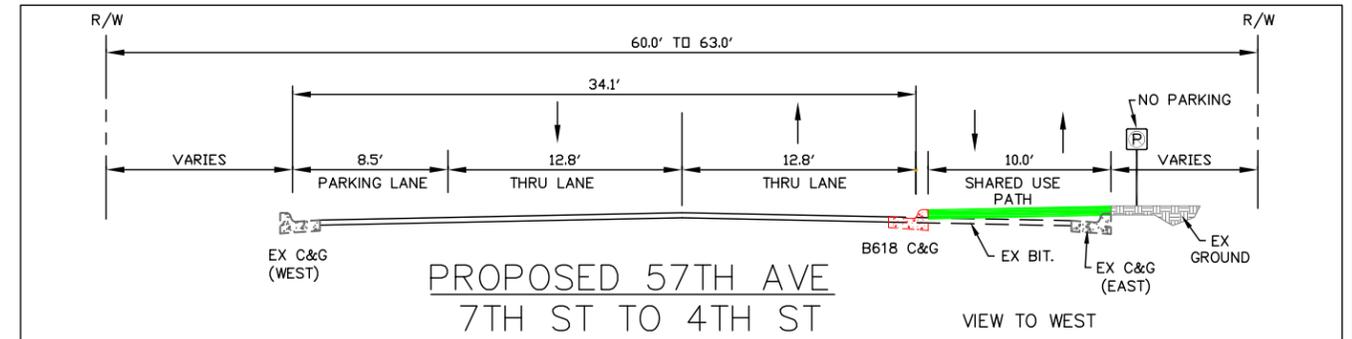
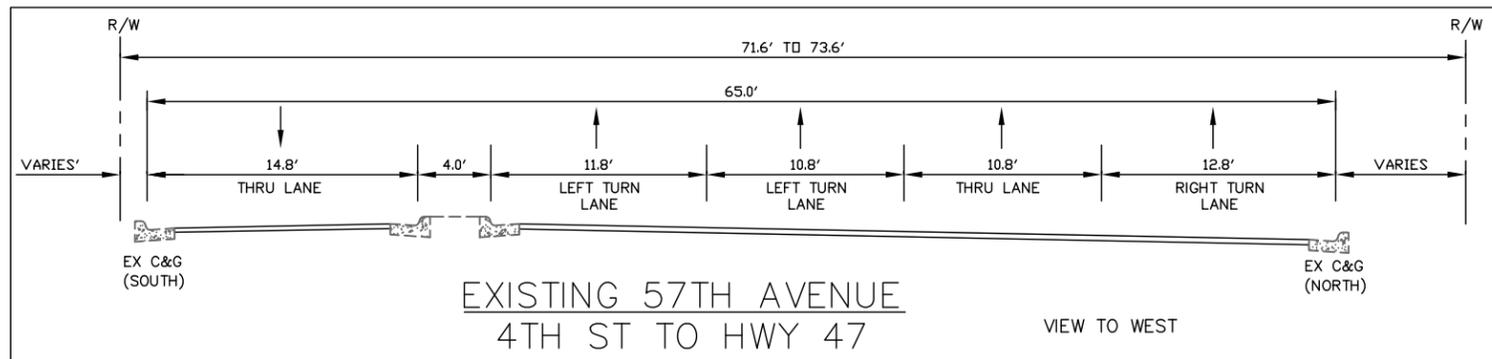
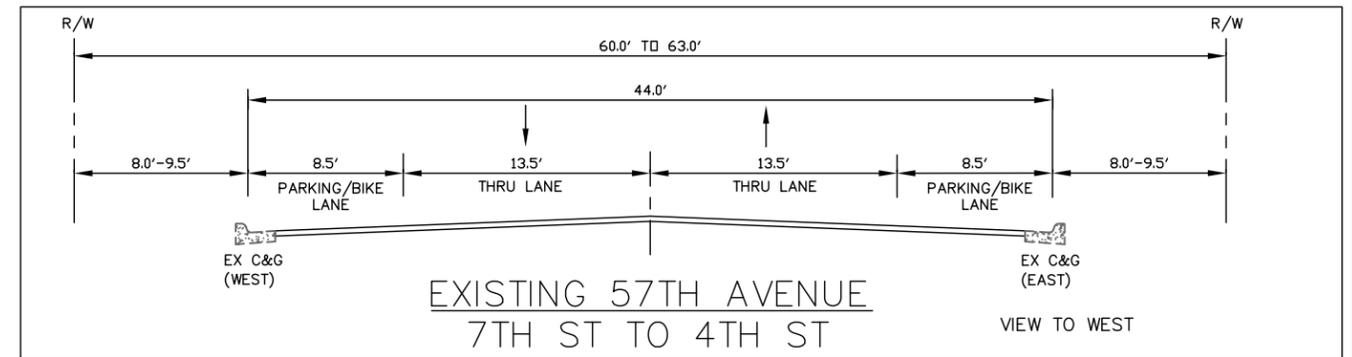
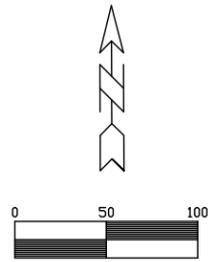
DATE	DESCRIPTION	DESIGNED BY: BB
		DRAWN BY: RRS
		CHECKED BY: JPK

**PROPOSED SHARED USE PATH**  
7TH STREET (59TH AVE TO 61ST AVE)

DATE: XX/XX/2018  
 PROJECT NO.  
 SHEET: 2 OF 3



- LEGEND**
- CURB & GUTTER █
  - BITUMINOUS PATH █
  - BITUMINOUS DRIVEWAY █
  - CONCRETE DRIVEWAY █



THE CONTRACTOR IS REQUIRED TO CONTACT "GOPHER STATE ONE CALL" @ 651-454-0002 FOR UTILITY LOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY UTILITY CAUSED BY HIS CONSTRUCTION OPERATION.



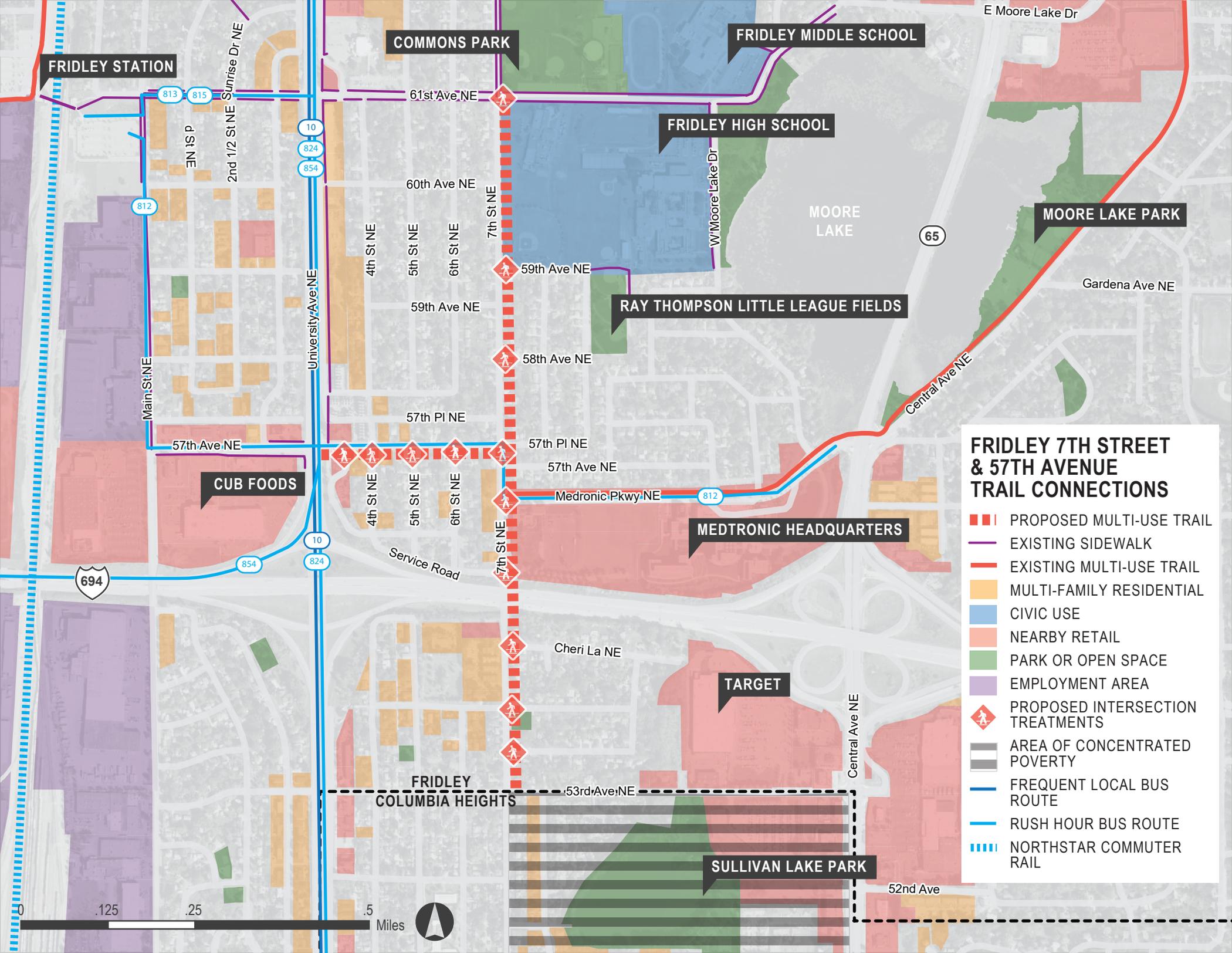
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNATURE: \_\_\_\_\_  
 JAMES P. KOSLUCHAR, P.E.  
 DATE: \_\_\_\_\_ LICENSE NUMBER: 26460

REVISIONS	DATE	DESCRIPTION	DESIGNED BY: BB
			DRAWN BY: RRS
			CHECKED BY: JPK

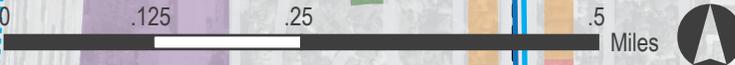
**PROPOSED SHARED USE PATH**  
57TH AVENUE (HWY 47 TO 7TH ST)

DATE: XX/XX/2018  
 PROJECT NO.  
 SHEET: 3 OF 3



### FRIDLEY 7TH STREET & 57TH AVENUE TRAIL CONNECTIONS

- ▬▬▬ PROPOSED MULTI-USE TRAIL
- ▬▬▬ EXISTING SIDEWALK
- ▬▬▬ EXISTING MULTI-USE TRAIL
- MULTI-FAMILY RESIDENTIAL
- CIVIC USE
- NEARBY RETAIL
- PARK OR OPEN SPACE
- EMPLOYMENT AREA
- ◆ PROPOSED INTERSECTION TREATMENTS
- AREA OF CONCENTRATED POVERTY
- ▬▬▬ FREQUENT LOCAL BUS ROUTE
- ▬▬▬ RUSH HOUR BUS ROUTE
- ▬▬▬ NORTHSTAR COMMUTER RAIL





# Anoka County

## TRANSPORTATION DIVISION

Respectful, Innovative, Fiscally Responsible

Highway

Transit

Surveyor

GIS

Fleet

July 9<sup>th</sup>, 2018

Ms. Julie Jones  
Planning Manager  
City of Fridley Planning and Zoning  
6431 University Avenue NE  
Fridley, MN 55432

Dear Ms. Jones,

On behalf of the Anoka County Transportation Division, I am writing in support of the City of Fridley application for the Anoka County Statewide Health Improvement Program (SHIP) Regional Solicitation Grant for the Safe Routes to School regarding Fridley Middle School.

This grant would help improve the connection of Fridley's trails allowing users to have a safer route to school, work, and transit stops. Safe, convenient trails encourage healthy, economical, and environmentally friendly modes of transportation such as walking and biking.

With the City of Fridley, Anoka County is committed to making alternatives to driving alone the easy choice through the incorporation of active living principles into multimodal transportation planning. The joint effort of reducing single occupancy vehicle trips, increasing safe access to trails, and encouraging active living will allow Anoka County to provide a better area to live, work, and play.

Sincerely,

Douglas W. Fischer, PE  
Transportation Division Manager/County Engineer

Our Passion Is Your Safe Way Home

1440 Bunker Lake Boulevard N.W. ▲ Andover, MN 55304-4005  
Office: 763-324-3100 ▲ Fax: 763-324-3020 ▲ [www.anokacounty.us/highway](http://www.anokacounty.us/highway)

Affirmative Action / Equal Opportunity Employer



July 12, 2018

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

Dear Ms. Jones:

On behalf of the City of Columbia Heights Engineering Division, I would like to express the City's support for the City of Fridley's effort to create a trail connection to our city's border on 7<sup>th</sup> Street. This is a heavily used pedestrian area that is in great need of safer non-motorized transportation opportunities. It is a good fit for use of Regional Solicitation funding.

While 7<sup>th</sup> Street has 10' wide shoulders, a raised trail with curb separation from motor vehicle traffic would provide a level of safety that parents of school children prefer. The intersection of 7<sup>th</sup> Street and 53<sup>rd</sup> Avenue, the southern border of Fridley's proposed project, is the location of a Metro Transit bus stop and a school bus stop, so this is a key location for a trail. Fridley's proposed project is also near Sullivan Lake, a popular recreation destiny for residents of Columbia Heights and Fridley. And while 53<sup>rd</sup> Avenue does not have sidewalks or trails, both cities that share this roadway are planning to incorporate both into the plans when 53<sup>rd</sup> Avenue is resurfaced. The 53<sup>rd</sup> Avenue construction project is expected to occur in the next five years. Pedestrian and bicycling accommodations are being planned for 53<sup>rd</sup> Avenue as this roadway is on a heavily used bus route. That bus route is scheduled to become the Central Bus Rapid Transit line in 2021, making safe, contiguous, pedestrian access on and to 53<sup>rd</sup> Avenue critical. Therefore, the timing of the Fridley project on 7<sup>th</sup> Street will match adjoining projects in Columbia Heights

Providing multi-modal transportation options is a top priority in Columbia Heights planning. Along with the trail connections that the City of Columbia Heights is planning for the future, a new trail on 7<sup>th</sup> Street would help provide the low income residents of Columbia Heights that do not own a car more options to get to school, work, and medical appointments.

The City of Columbia Heights Public Works Department has a sound working relationship with the City of Fridley staff, and we look forward to working together on these future street improvement projects.

Sincerely,

CITY OF COLUMBIA HEIGHTS

Kevin Hanson  
City Engineer



# Interoffice Memo

To: Jim Kosluchar, Public Works Director/City Engineer  
Scott Hickok, Community Development Director  
Julie Jones, Planning Manager

From: Deborah Dahl, Director of Community Services and Employee Resources

Date: July 2, 2018

Re: **LETTER OF SUPPORT FOR 7<sup>TH</sup> STREET TRAIL**

---

On behalf of the Community Services and Employee Resources Division of the City of Fridley, I would like to express my favorable support for the effort to create safer non-motorized transportation opportunities in the City.

The next trail link that the City is seeking funding for on 7<sup>th</sup> Street and 57<sup>th</sup> Avenue satisfies a key recreational and safety need for the community. Creating an off-road trail on 7<sup>th</sup> Street will complete a 3.1 mile loop around Moore Lake and a shorter 1.9 mile loop around the Lakeview Neighborhood. People like to have a set distance loop to recreate, so completion of these loops is something the City has been striving to create for decades.

While 7<sup>th</sup> Street has 10' wide shoulders that can accommodate walkers and bikers, a vast majority of Fridley parents surveyed in that area, stressed that they prefer a curb-separated trail for their families to use due to the level of traffic on this arterial street. The need for a grade separate trail is even greater on 57<sup>th</sup> Avenue, which has even higher levels of traffic as it is a key route to the Medtronic Headquarters building and the City's main commercial district.

Providing a trail on 7<sup>th</sup> Street is also going to provide this part of the City a key on-street route to get to the Rice Creek Regional Trail, directly north of the project area. Just a little over a mile north of the 61<sup>st</sup> Avenue and 7<sup>th</sup> Street intersection, is a connection to the Rice Creek Trail. The Rice Creek Regional Trail runs through one of the City's largest parks, Locke Park, which includes the City's only dog park and several other amenities due to the recent \$1 million investment Metropolitan Council made to the park.

As a SHIP partner City, Fridley is committed to creating an environment that promotes active living for our residents and our employees. The proposed improvements in Fridley's Regional Solicitation grant will make it easier for:

- Kids to safely walk/bike to nearby schools
- People to walk/bike to the City's main commercial area on 57<sup>th</sup> Avenue
- Residents and employees in the area to recreate
- Residents and employees to get to nearby transit
- The high concentration of disabled residents in this area to get outdoors

Thank you for your efforts to seek funding for this long-term need, which will improve safety, increase access and reduce barriers to outdoor physical activity in the heart of Fridley. If you have any further questions, I can be reached at 763-572-3575 or e-mail: [deborah.dahl@fridleymn.gov](mailto:deborah.dahl@fridleymn.gov).

Sincerely,

Deborah Dahl, Director  
Community Services and Employee Resources  
City of Fridley



**SPRINGBROOK NATURE CENTER**  
 Springbrook Nature Center, a City of Fridley Park, features three miles of hiking trails through beautiful forests, prairies, an oak savannah, and wetlands. The interpretive center is home to interactive exhibits and a variety of native snakes, turtles and amphibians. Throughout the year, Springbrook Nature Center offers special events, school programs, birthday parties and educational opportunities for visitors of all ages.



**BANFILL-LOCKE CENTER FOR THE ARTS**  
 A non-profit community art center located in a historic former tavern and farm house, Banfill-Locke is on the Mississippi River in Fridley at 6666 East River Rd., just off the MRT trail. Erected in 1847, the building functioned as the John Banfill Wayside Inn—a stop for soldiers and fur traders. Within a few years the building was expanded to include a post office and general store. In 1912, the Locke family purchased the property for use as a dairy farm and eventually, summer home.

Converted later into an art center, the Banfill-Locke Center of the Arts provides inspiration, enrichment and education through the arts. BLCA supports and encourages the work of developing and established artists and provides resources and opportunities in the arts for individuals of all ages, backgrounds, and skill levels.



**ISLANDS OF PEACE**  
 The Park is located west on Charles Street NE off of East River Road behind several apartment complexes. Islands of Peace is part of the Anoka County Riverfront Regional Park and offers two miles of paved trails for hiking and biking. The wide walking bridge leads from the shoreline to Chase Island but the other two islands -- Dunham and Gil Hodges -- are accessible only by water. Benches, tables, and a picnic shelter are available.



**RIEDEL FARM ESTATE**  
 Enjoy the simple elegance of this restored estate for meetings, receptions, or celebrations. The estate offers a seating room, fireplace room, dining room, kitchen, three-season porch, and a large gazebo.

Built in the 1880's, this former home of dairy farmer Albin E. Riedel now serves as a renovated special event facility. The 140 acre Riverfront Regional Park surrounding the property features biking and walking trails, picnicking, a boat launch, and plenty of open play areas.



**FRIDLEY MUNICIPAL CENTER**  
 6431 University Avenue NE | 763.571.3450  
 City Hall, Police and Fire Services, Council Meetings are housed here. Picnic tables are available outdoors.



# City of Fridley

## Active Transportation Map

Getting Around Without A Car



**ANOKA COUNTY LIBRARY  
 FRIDLEY MISSISSIPPI BRANCH**  
 410 Mississippi St. NE  
 For information on events and hours:  
[www.anoka.lib.mn.us/about/locations/acl-mississippifacilities](http://www.anoka.lib.mn.us/about/locations/acl-mississippifacilities)



**FRIDLEY COMMUNITY EDUCATION  
 AND SENIOR CENTER**  
 The Community Center is a multi-purpose location for senior programming, Tiger Club pre-school child care, the Fridley High School Area Learning Center and a variety of adult and youth programs. City meetings and community listening sessions also take place here.

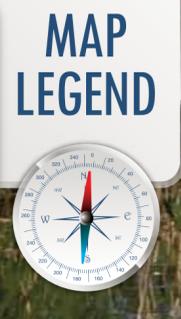


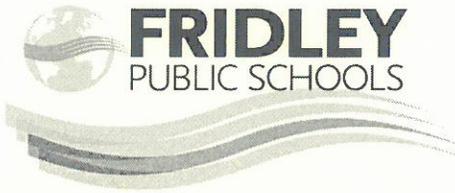
**MOORE LAKE PARK**  
 The park has five open-air picnic shelters which have tables, grills and garbage/recycling receptacles. Outdoor restroom facilities are also located throughout the park. Other amenities include play equipment, tennis and basketball courts, sand volleyball courts, and two fishing piers. The beach is open mid-June through mid-August, with outdoor shower facilities and indoor restrooms available during the swimming season.

Bus Route Numbers 10 25 250 801 824 829 852 854

- Bus Stop (Covered)
- Bus Stop (Uncovered)
- Mississippi River Trail - Bikeway
- Unpaved Trail
- Paved Trail (Bike/Walk)
- NO SHOULDER Roadway Bike Route
- SHOULDER Roadway Bike Route
- Sidewalks

- Bike Racks
- Bike Lockers
- Northstar Station
- Railroad
- Commercial/Stores
- Lake, River, Stream
- High Traffic Intersection
- Local Destination
- Local Government
- Shopping Center
- Place of Worship
- Fire Station
- Anoka County Library
- Cafe/Specialty Food
- Fast Food
- Gas Station/Mini-Mart
- Large Retailer
- Medical
- Pharmacy
- Restaurant
- Grocery Store
- Hospital
- School
- Bank





A World-Class Community of Learners

Peggy Flathmann, Ed. D.  
SUPERINTENDENT

FRIDLEY PUBLIC SCHOOLS  
6000 West Moore Lake Drive | Fridley, MN 55432  
Phone: 763-502-5001 | Fax: 763-502-5040  
Peggy.flathmann@fridley.k12.mn.us

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

June 8, 2018

Re: Fridley Regional Solicitation Grant Application for 7<sup>th</sup> St. NE Trail Improvements

Dear Ms. Jones,

The Fridley School District and the City of Fridley have worked together for many years to help improve student safety and traffic congestion at our schools. Recently, we cooperatively created a Safe Route to School Plan for the Fridley School District. One of the infrastructure improvements agreed to in the Fridley Middle School Plan was to create an off-road bike/walk trail on 7<sup>th</sup> Street. This route serves access to the Fridley Middle School and Fridley High School. This street is also a key route to outdoor ball fields and facilities used for preschool and afterschool extra-curricular activities.

The City has made the effort to host many public meetings to make sure the proposed improvements are favored by the majority of the affected property owners as well, positively impacting the public's acceptance of the proposed changes.

I highly endorse this project and recommend that Regional Solicitation funding be allocated to 7<sup>th</sup> Street improvements for the benefit of our students and their caregivers.

Sincerely,

Dr. Peggy Flathmann  
Superintendent of Fridley Schools

cc: Matthew Hammer, Director of Finance & Operations  
Jason Bichler, Director of Buildings & Grounds



INTERNATIONAL BACCALAUREATE (IB) PROGRAMME

Our IB World Schools provide:  
Primary Years Programme (PYP) in Preschool  
Primary Years Programme (PYP) in grades Pre K-4  
Middle Years Programme (MYP) in grades 5-10  
Diploma Programme (DP) in grades 11-12

OUR SCHOOLS

Hayes Elementary School  
R.L. Stevenson Elementary School  
Fridley Middle School  
Fridley High School  
Area Learning Center

# Medtronic

## Operational Headquarters

Facility Operations - North America  
710 Medtronic Parkway NE, LS120  
Fridley, MN 55432-5604  
USA  
[www.medtronic.com](http://www.medtronic.com)

June 28, 2018

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

Dear Ms. Jones:

As a supportive member of the Fridley community, Medtronic would like to express our support for the city's application for Regional Solicitation funds to create safer non-motorized transportation enhancements on 7th Street and 57th Avenue. Creating an off-road trail on 7th Street will complete a 1.9-mile loop around the Lakeview Neighborhood, which is the neighborhood on our operational headquarters campus' north border.

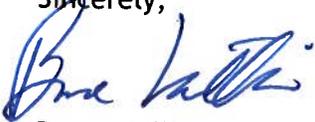
Medtronic originally constructed a tree-lined parkway and multi-use trail along the north edge of our campus with plans that someday it would connect to other trails that would not only support the wellness of our employees but also contribute to the wellness of the local neighborhoods. The additional 1.9-mile distance will significantly add exercise options for our active employees and add value to the surrounding neighborhoods.

While 7th Street has 10' wide shoulders that can accommodate walkers, runners and bikers, a curb-separated trail would be much safer for our employees to use due to the level of traffic on this arterial street. The grade separate trail proposed for 57th Avenue would make it safer for Medtronic employees to walk or bike to work from the bus and train transit options within a mile of our campus. It would also make it safer for employees to walk or bike to retail options nearby on 57th Avenue.

There are well over 1,000 employees at Medtronic's operational headquarters site commuting on the same streets during morning rush hours that Fridley Middle and High School students are using to bike, skateboard, or walk to school. Separating students from car traffic with a raised, curb-separated trail would greatly improve their safety in this busy part of the City as many of our employees start work in the morning at the same time these schools start their day.

Thank you for your continued efforts to seek funding for this long-needed project.

Sincerely,



Bruce Williams  
Senior Director of Facility Operations - North America



**MnDOT Metro District**  
**1500 West County Road B-2**  
**Roseville, MN 55113**

June 20, 2018

Julie Jones  
Planning Manager  
City of Fridley  
6431 University Ave., N.E.  
Fridley, MN 55432

**Re: Letter of Support for the City of Fridley  
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for the 7<sup>th</sup>  
Street and 57<sup>th</sup> Avenue Trail Connections Project**

Dear Ms. Jones,

This letter documents MnDOT Metro District's support for Fridley's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the 7<sup>th</sup> Street and 57<sup>th</sup> Avenue Trail Connections Project.

As proposed, this project would impact MnDOT right-of-way on University Av./TH47. As the agency with jurisdiction over TH47, MnDOT will support the City of Fridley and will allow the improvements proposed in the application for the 7<sup>th</sup> Street and 57<sup>th</sup> Avenue Trail Connections project. Details of a future maintenance agreement with the City of Fridley will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project. In addition, the Metro District currently does not anticipate any available discretionary funding in years 2022-23 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. However, I would request that you please continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with the City of Fridley as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at Sheila.Kauppi@state.mn.us or 651-234-7718.

Sincerely,

A handwritten signature in blue ink that reads 'Scott McBride'.

Scott McBride  
Metro District Engineer

CC: Sheila Kauppi, Metro District North Area Manager  
Lynne Bly, Metro Program Director  
Dan Erickson, Metro State Aid Engineer

*Equal Opportunity Employer*

# 7th Street & 57th Avenue Trail Connection

FRIDLEY, MN



Photo: City of Fridley

View along 7th Street within the project area. The project will extend the curb with a boulevard and trail, eliminating parking along the east side of 7th Street and 57th Avenue.



Photo: City of Fridley

View along 7th Street within the project area. Currently, pedestrians are forced to walk in the road. The proposed project will separate bicyclists and pedestrians from vehicular traffic and provide a necessary community amenity



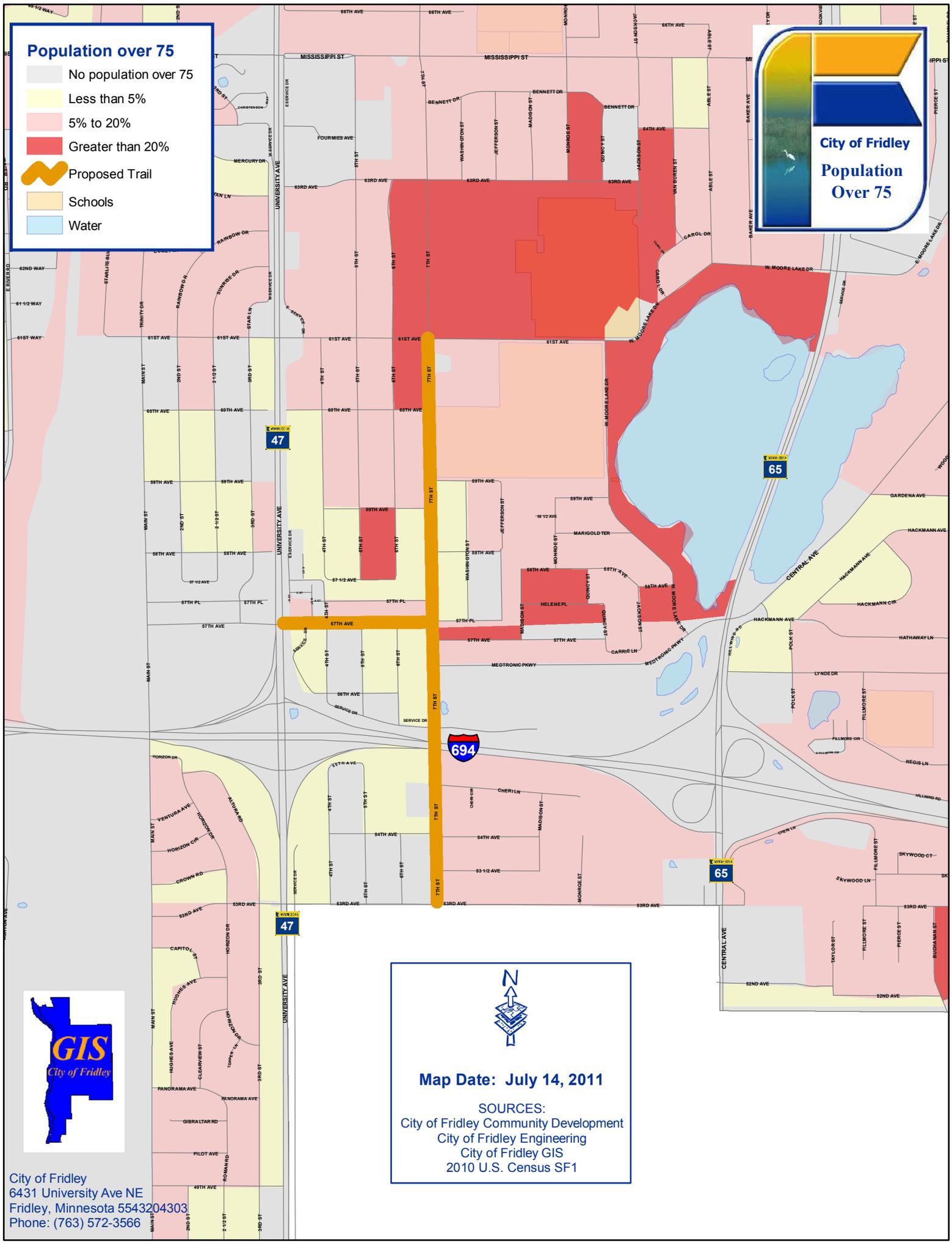
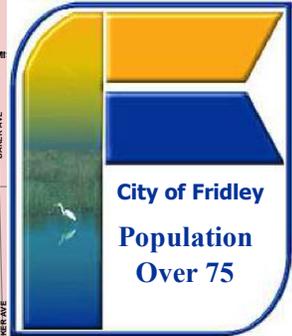
Photo: City of Fridley

View of 7th Street at Medtronic Parkway. Currently, bicyclists share the road with vehicles along this bike route



### Population over 75

- No population over 75
- Less than 5%
- 5% to 20%
- Greater than 20%
- Proposed Trail
- Schools
- Water



**Map Date: July 14, 2011**

SOURCES:  
City of Fridley Community Development  
City of Fridley Engineering  
City of Fridley GIS  
2010 U.S. Census SF1

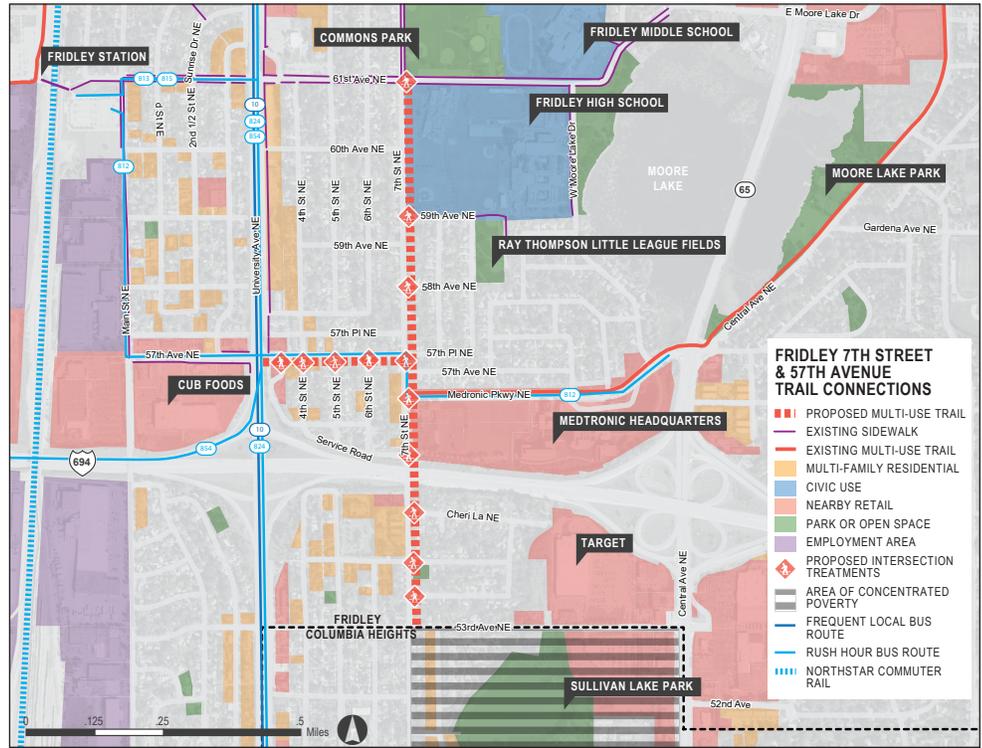
City of Fridley  
6431 University Ave NE  
Fridley, Minnesota 5543204303  
Phone: (763) 572-3566

# 7th Street & 57th Avenue Trail Connection

FRIDLEY, MN

## PROJECT DESCRIPTION

The 7th Street and 57th Avenue Trail Connection project will complete a gap in the bicycle and pedestrian network in an area that is key to public transit and multi-modal connections to schools, employment areas, and commercial areas. The project includes the construction of a raised multi-use trail along the east side of 7th Street between 61st Avenue and 53rd Street, construction of a multi-use trail on 57th Avenue between 7th Street and University Avenue. The trail design includes extension of a curb and boulevard, high visibility crossing treatments, curb ramps and associated signage.



Proposed trail route

## PROJECT BENEFITS

- » Completes a gap in the bicycle and pedestrian trail network in a key location in Fridley
- » Builds off of the existing multi-modal network of public transportation in the area, linking users to the Fridley Station and multiple bus routes
- » Provides a neighborhood amenity for the elderly, people with disabilities, and people with mobility challenges
- » Services a neighborhood with low-income populations and lower rates of car ownership
- » Identified in Safe Routes to School Planning, as well as identified in the Fridley Active Transportation Plan and supported by the City of Fridley Comprehensive Plan
- » Proposed trail design and alignment was determined through a thorough community engagement effort which included installation of a temporary demonstration trail and gathering community feedback, as well as outreach at Fridley Middle and High School
- » Trail to be built completely within the right of way, with no easements or tree removal necessary for construction

Project Location:	Fridley
Requested Award Amount:	\$129,030
Total Project Cost:	\$645,150



Photo: City of Fridley

View along 7th Street within the project area. Currently, pedestrians are forced to walk in the road. The proposed project will separate bicyclists and pedestrians from vehicular traffic and provide a necessary community amenity

## Fridley Safe Routes to School Planning Project

# Report: 7th Street Demonstration

## 1. Introduction

The City of Fridley is participating in MnDOT 2016-2017 Safe Routes to School Planning Grants. Recommendations for improving walking and biking connectivity along 7th Street were included as recommendations in the plans developed for the city.

The city had previously explored implementation of a new walk/bike trail connecting 53rd Avenue to 61st Avenue along 7th Street:



As part of the city's followup and MnDOT's implementation support for the trail and the Safe Routes to School recommendation, the city implemented a pilot demonstration of the facility on Friday, June 16th, 2017 from 5:30 pm to 7:30 pm. The city was assisted by staff from Community Design Group, who is part of the MnDOT Safe Routes to School Planning Grants project team.

The city and the project team used a variety of materials and tools to build demonstrate the facility and to request public comments and guidance, including:

- Physical implementation of three design options (the demonstration project)
- A set of information and voting boards and
- An online survey (hosted by the City at <http://www.ci.fridley.mn.us/1290/Survey-on-Streets-Sidewalks-and-Getting->)

## 2. Details about activities

The purpose of the demonstration was to temporarily install and communicate the three alternatives being considered for the reconstruction of 7th Street NE, and to obtain participants' guidance for their preferred options.

The proposed options include a new shared-use path and modifications to the street's current configuration, including potential changes to boulevard widths, removal of on-street parking, and modification of lane widths, among others. Activities included:

- Pilot demonstration featuring the three design options, built to scale with temporary materials to simulate different pedestrian and bicycle infrastructure designs and options,
- Dot-voting exercises where participants selected the street design that they prefer for three distinct sections of 7th Street NE,
- Dot-voting exercises where participants selected the ideas that would make them more likely to walk or ride a bike in the city
- A hands-on, interactive "design-your-own-street" activity for children (participants were asked to design their preferred street by using magnet cut-outs of driving lanes, bike lanes, sidewalks and other streetscape elements to large poster boards), and
- Conversation with Public Works and Planning staff to discuss the city's proposed street improvements.



*Photo: Participants discussing options for 7th Street.*



*Photo: Temporary striping and cones allow residents to see what the implementation options look like.*



*Photos: Children participating in street design activity (left). A bouncy house(right), free bike helmets, and other displays invited local resident and overall participation.*

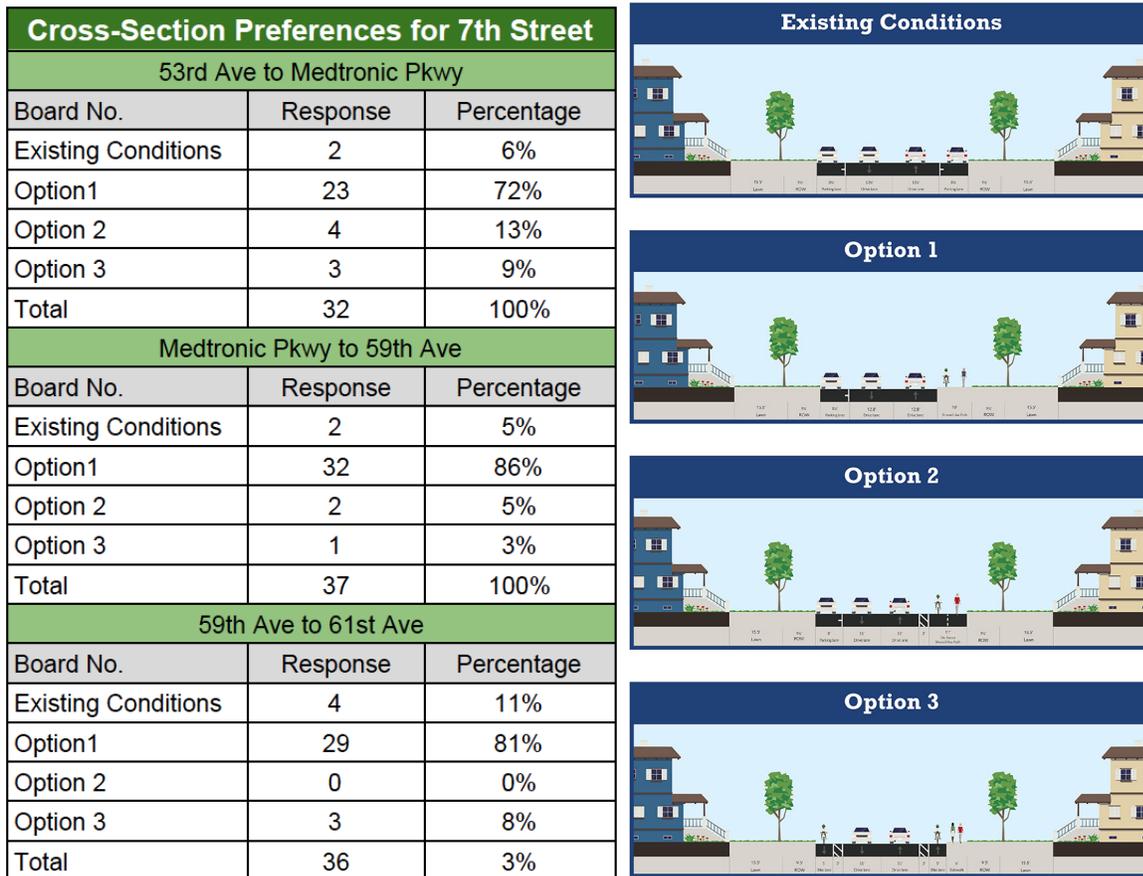
### 3. Event photos

Photos of the event and of the boards used can be found at the following Box.com link:  
[Demonstration Album >](#)

## 4. Results: Demonstration Project

### Preferences for cross-section

- Participants favored the option that adds a 10-foot shared use path and removes parking along the eastern edge of 7th Street from 53rd Avenue to 59th Avenue. From 59th Avenue to 61st Avenue, participants voted to keep parking and expanding the sidewalk by reducing the width of existing boulevard
- In all cases, Option 1, developed by the city, was preferred among all other options (including the no-change option)

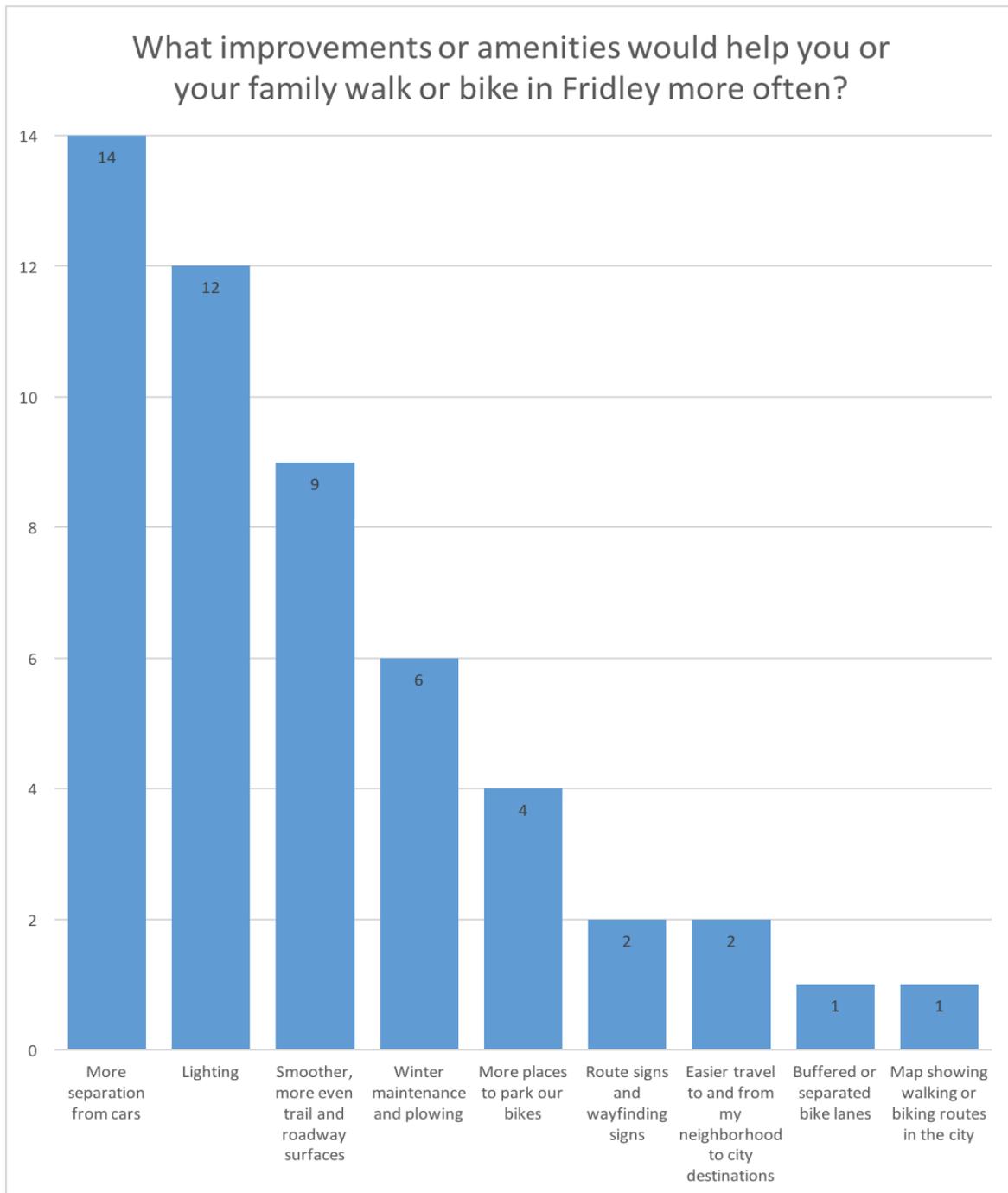


Images: Tally of “dot voting” engagement boards for cross sections (L) and options shown for one of the segments implemented and discussed at the event.

## Preferred amenities for increasing walking and biking

Boards asking “What improvements or amenities would help you or your family walk or bike in Fridley more often?” were also shared with members of the public

- Participants favored providing more separation from cars, improved lighting, smoother trails and roadway surfaces, winter maintenance and plowing, and providing more places to park bikes.



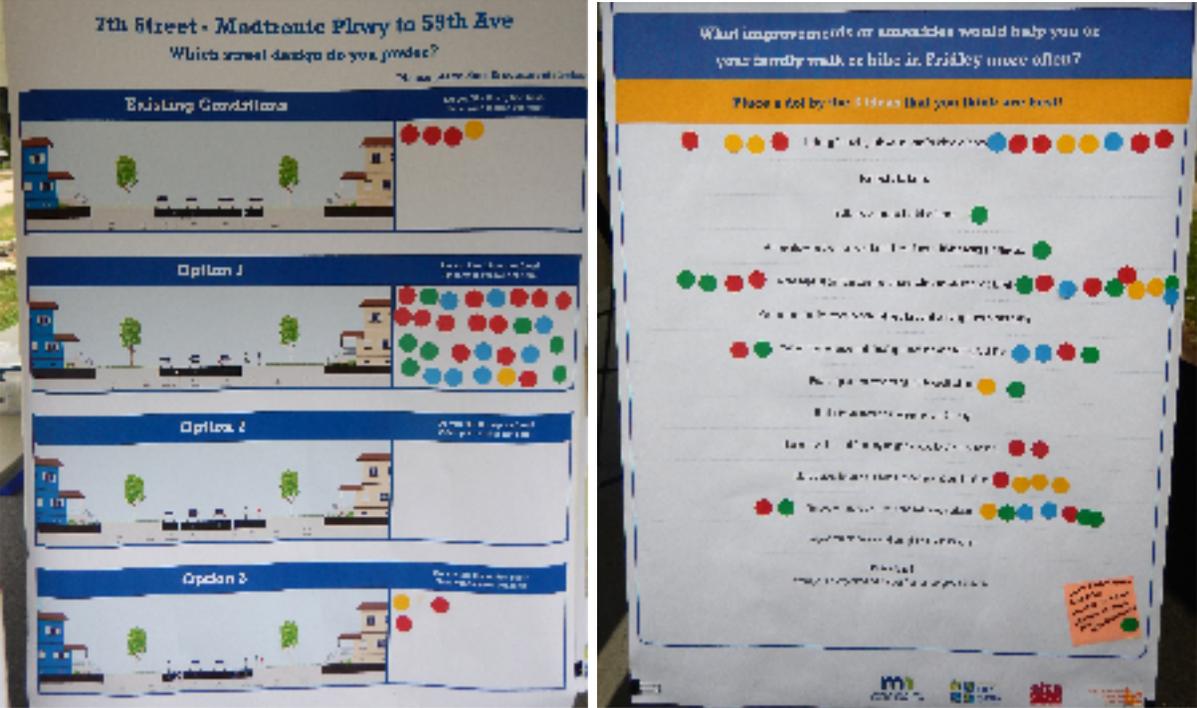
## Other comments received

Several participants provided comments to the project team verbally and also in writing. These comments were:

- Written and verbatim spoken
  - I like what you are doing here with this project. The City should do something similar along 57th Street.
  - Retail should be accessible by side streets. I want to get to Cub. There are no sidewalks. There's no "bridge" to connect the residential to the retail.
  - The trail by the drug store by the fire station is horrible. It needs to be maintained.
  - We love these! [Pointing to the RRFB image on the infrastructure toolkit]
  - There should be better speed limits on 53rd. They need to be enforced. We have a drinking game where we sit at the corner and take a drink every time someone runs the stop sign. You get drunk pretty fast!
  - There is no parking by the apartments. There needs to be more parking for guests.
  - There needs to be parking on both sides of the street near the park and high school [board that has 59th to 61st]. These blocks fill up and parking is needed on both sides
  - I like the idea of curb extensions to slow traffic.
  - There should be a pedestrian bridge across University.
  - 2-feet is too small for a grass buffer.
  - Pathway by the school needs better maintenance. I know it doesn't relate to this project, but the paths around the school are all very bad.
- Spoken (summarized)
  - Several participants mentioned that they disliked the on-street bike lanes because there wasn't enough separation from automobiles.
  - A few participants commented that there isn't a need for parking on both sides of the street near the residential neighborhoods, only north of 59th Avenue near the sports fields. Others commented that parking on 7th Street is useful for hosting guests.
  - Many participants asked for more details on who would maintain the trail and boulevard spaces.



Photo: Engagement boards that depicted several options for implementation along 7th Street NE.



Photos: "Dot voting" engagement boards with preferences received during the event.

**RESOLUTION NO. 2018 - 33**

**RESOLUTION AUTHORIZING APPLICATION TO THE TRANSPORTATION ADVISORY BOARD (TAB) FOR 2018 REGIONAL SOLICITATION GRANT FUNDS TO SUPPORT CONSTRUCTION OF A MULTI-USE TRAIL ALONG 7<sup>TH</sup> STREET AND 57<sup>TH</sup> AVENUE.**

WHEREAS, the Metropolitan Council and the Transportation Advisory Board have announced a solicitation for 2022 and 2023 federal funding for motorized and non-motorized transportation projects; and

WHEREAS, the program will fund up to 80 percent of project right-of-way and construction costs; and

WHEREAS, non-federal funds must account for the remaining 20 percent of the project costs; and

WHEREAS, an application must be submitted to the Metropolitan Council by July 13, 2018, for consideration; and

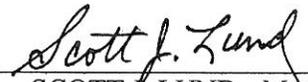
WHEREAS, the City of Fridley has identified 7<sup>th</sup> Street NE and 57<sup>th</sup> Avenue NE as an important element of the City and regional bicycle/pedestrian network as identified in the City's Active Transportation Plan; and

WHEREAS, the City of Fridley strongly supports construction of a multi-use trail along 7<sup>th</sup> Street NE between 61<sup>st</sup> Avenue and 53<sup>rd</sup> Avenue, as well as a multi-use trail along 57<sup>th</sup> Avenue between University Avenue and 7<sup>th</sup> Street, and all associated intersection treatments for bicycle and pedestrian safety;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Fridley supports seeking Regional Solicitation Grant Funding for the construction of a multi-use trail along 7<sup>th</sup> Street and 57<sup>th</sup> Avenue.

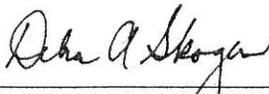
BE IT FURTHER RESOLVED, that the City Council for the City of Fridley hereby approves the submittal of a Regional Solicitation application for the construction of a multi-use trail on 7<sup>th</sup> Street and 57<sup>th</sup> Avenue.

**PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF FRIDLEY, MINNESOTA, THIS 9<sup>TH</sup> DAY OF JULY, 2018.**



SCOTT J. LUND - MAYOR

ATTEST:



DEBRA A. SKOGEN - CITY CLERK

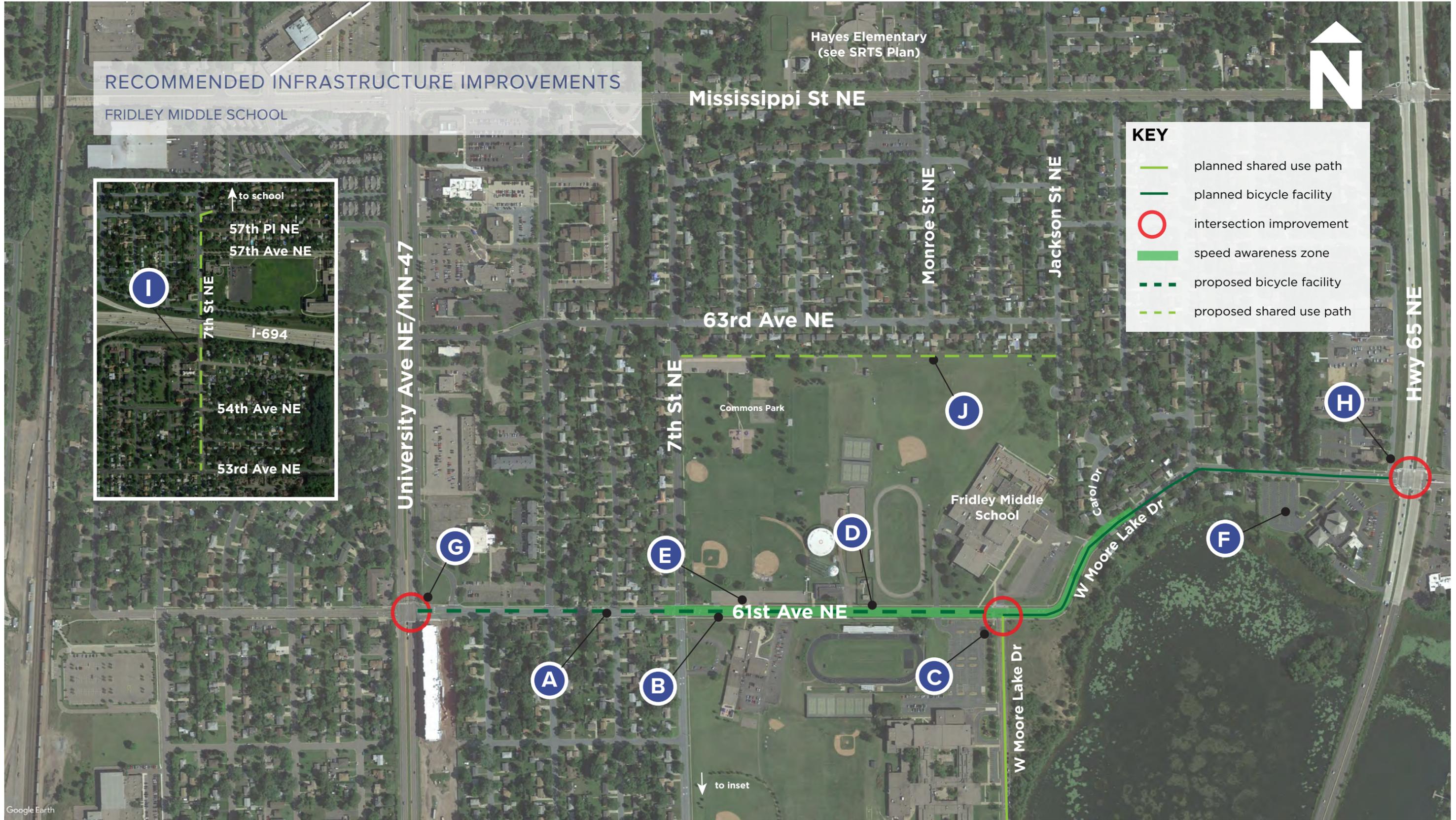
# RECOMMENDED INFRASTRUCTURE IMPROVEMENTS

## FRIDLEY MIDDLE SCHOOL



**KEY**

- planned shared use path
- planned bicycle facility
- intersection improvement
- speed awareness zone
- proposed bicycle facility
- proposed shared use path



Google Earth