



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10908 - Anoka Riverwalk West Rum River Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

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

Organization Information

Name: ANOKA, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website: www.ci.anoka.mn.us
Address: 2015 1ST AVE N

* ANOKA Minnesota 55303
City State/Province Postal Code/Zip

County: Anoka

Phone:* 763-576-2700
Ext.

Fax:

PeopleSoft Vendor Number 0000020920A2

Project Information

Project Name Anoka Riverwalk West Rum River Trail

Primary County where the Project is Located Anoka

Cities or Townships where the Project is Located: City of Anoka

Jurisdictional Agency (If Different than the Applicant):

The City of Anoka is seeking funding for a pedestrian bridge, pedestrian tunnel, and trail improvements (0.56 miles) along the Rum River. The trail improvements will run parallel to Highway 169 (Ferry Street) from Main Street to the Highway 169 Mississippi bridge crossing. At the southern termini, the proposed trail will extend across the Rum River by constructing the proposed pedestrian bridge. The proposed project will also address a Mississippi Regional Trail (MRT) crossing at Highway 169 and Benton Street, while creating a local pedestrian loop on both sides of the Rum River.

The proposed improvement at this location includes a pedestrian underpass that circumvents the physical barrier of crossing Highway 169. The current at-grade crossing pose several connectivity and safety issues (1 pedestrian crash between 2013 and 2015) when trying to access the MRT and Regional Bicycle Transportation Network (RBTN), in addition to connecting densely populated neighborhoods (e.g., apartments and senior facilities).

Several modes of transportation (e.g. pedestrians, bicyclists, vehicles, trucks and transit) all converge at this one location given the geographical constraints (e.g., Rum River and Mississippi River) and physical barriers (e.g., Highway 169 and Main Street) in the area. However, pedestrians and bicyclists face the biggest challenges in overcoming these barriers by using at-grade crossings and traveling large distances to cross the two rivers. The proposed improvements will remove two significant barriers by constructing the underpass at Highway 169 and Benton Street, and a pedestrian bridge over the Rum River. More importantly, these improvements will provide a much needed trail connection that offers safer pedestrian/bicycle

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

routes along Highway 169 (Principal Arterial) that experience large volumes of traffic (e.g., 45,000 AADT and 1,650 HCAADT) in and out of Anoka's Central Business District. Furthermore, these improvements will enhance the east-west and north-south connections between areas of concentrated poverty, which make up a large portion of Anoka's populations (see Socio Economic map).

The City has committed matching dollars to ensure this project is built. Future investments will be made along the trail corridor to enhance park amenities and expend recreational opportunities. Future investments will also include public art opportunities and interpretive signage depicting the community's historical context. These improvements are not part of this application. However, these investments cannot be made until the pedestrian bridge, pedestrian underpass, and trail improvements are implemented.

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Rum River Trail from Main Street to Highway 169 Mississippi River Bridge

Project Length (Miles)

0.57

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

\$5,000,000.00

Match Amount

\$1,309,600.00

Minimum of 20% of project total

Project Total

\$6,309,600.00

Match Percentage

20.76%

Minimum of 20%

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

Source of Match Funds

City of Anoka

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: 2020, 2021

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

Project Information

County, City, or Lead Agency Anoka County

Zip Code where Majority of Work is Being Performed 55303

(Approximate) Begin Construction Date 05/02/2022

(Approximate) End Construction Date 11/30/2022

Name of Trail/Ped Facility: Rum River Trail

(i.e., CEDAR LAKE TRAIL)

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

From: Main Street
(Intersection or Address)

To: Highway 16 9 - Mississippi River bridge
(Intersection or Address)

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 TRAIL, PED BRIDGE

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):

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:

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

- 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

(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.

List the applicable documents and pages:

The West River Corridor Master Plan was prepared in 2017. This master plan identified the proposed improvements and costs associated with this application. The proposed improvements also align with the City's 2040 (Draft) Comprehensive Plan goals and policies that support an enhanced pedestrian and bicycle network.

(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

01/01/2018

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

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.

Requirements - Bicycle and Pedestrian Facilities Projects

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	\$3,327,000.00
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	\$0.00
Other Roadway Elements	\$0.00
Totals	\$3,327,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,812,000.00
Sidewalk Construction	\$119,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00

Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$1,051,600.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$2,982,600.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

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

Total Cost	\$6,309,600.00
Construction Cost Total	\$6,309,600.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment	Yes
Tier 2, RBTN Corridor	Yes
Tier 2, RBTN Alignment	Yes
Direct connection to an RBTN Tier 1 corridor or alignment	Yes
Direct connection to an RBTN Tier 2 corridor or alignment	Yes

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 1530901888186_Bike.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	28886
Existing Employment Within One Mile (Integer Only)	18256
Upload the "Population Summary" map	1530901957233_PopEmploy.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)

www.ci.anoka.mn.us/?SEC=0B404B5F-7CED-4234-B6C3-4F7276358905

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

As part of the City's best practices, regional trails receive priority for clearing snow at the same time as other plow operations are underway in the area.

Upload Maintenance Plan (if no link is available)

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:

Yes

(up to 80% of maximum score)

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

(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.

A significant portion of Anoka's population is located in areas of concentrated poverty or color. Respectfully, the City has embraced various public engagement techniques to involve all members of the community. Recent engagement activities have been associated with the City's 2040 Comprehensive Plan Update, which included discussions on the community's pedestrian and bicycle network. Public engagement activities have included online comment tools, open houses and various workshops.

Response:

The River Walk Planning Task Force was also created to guide the master planning efforts for this project. The Task Force included representation from the City Council, Park Board, Heritage Preservation Commission, Planning Commission, and Housing & Redevelopment Authority, as well as local business owners and citizens of Anoka. The Task Force was open to all members of the community who wanted to participate. As the project moves towards implementation, the City will work with adjacent neighborhoods to address their issues and concerns.

(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.

A significant portion of Anoka's population is located in areas of concentrated poverty or race. This is shown in the attached figure and supported by the following 2016 American Community Survey findings:

- 14.7 percent of the population is non-white. A 4.8 percent increase since 2010.
- 17 percent of the population is over the age of 65. A 6.4 percent increase since 2010.
- 8.5 percent of the population is Black or African American. A 3.5 percent increase since 2010.
- 50.6 percent of the total household's income and benefits are less than \$49,999 a year.
- 11.8 percent of the population is below the poverty level.

Response:

Part of Anoka's diversity is contributed to a housing stock that meets the needs of low-income populations. For example, 32 percent of the total housing units are affordable to households with an income between 31 and 50 percent of the average median income, and 48 percent of the housing stock is rental.

It is important to recognize the above figures to demonstrate the proposed project's benefits to low-income populations, people of color, children, people with disabilities, and the elderly living in the area. In that respect, the proposed project will provide the following benefits to these populations:

- The proposed project will create social cohesion by linking neighborhoods of concentrated poverty and race to jobs, services and amenities. For

example, the proposed project will provide safer pedestrian/bicycle connections to the Anoka County Government Center, Anoka Central Business District, Northstar Commuter Rail, transit services to downtown Minneapolis, health care, and the Anoka Technical College.

- The proposed project will enhance underserved neighborhoods by linking populations to the recreational opportunities and natural amenities along the Rum River and Mississippi River.

- The proposed project will provide "Safe Routes to School" between neighborhoods and seven schools (e.g., Franklin Elementary School, Anoka Middle School for the Arts, Lincoln Elementary School for the Arts, and the Montessori Renaissance Academy) that are located within a one-mile (approximate) radius of the project.

- The proposed project will provide mobility options for seniors located within the project area and will be built to ADA standards. The proposed project is within close proximity (half a mile) to several senior complexes (e.g., Walker Methodist Plaza Senior Living, River Oaks of Anoka, and Applewood Pointe at Mississippi Crossings).

- The proposed project will create a local pedestrian loop between densely populated neighborhoods (e.g., apartments and senior facilities), while overcoming barriers (e.g., Highway 169 and Rum River).

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

There are no known negative externalities associated with the project. The project will not displace businesses or residents, but merely provide positive outcomes by enhancing the local and regional trail network. Construction impacts will be minimal, if any, from a dust and noise perspective. Construction will not result in the closure of any access points or removal of existing pathways. The appropriate construction mitigation measures will be put in place to address any potential issues that could disrupt local businesses and residents during construction.

Response:

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530902092233_Socio.pdf

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
Anoka	0.57	1.0	83.0	83.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.57

Affordable Housing Scoring

Total Project Length (Miles) or Population 0.57

Total Housing Score 83.0

Affordable Housing Scoring

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 proposed project will close a transportation network and circumvent physical barriers that limit safe and efficient pedestrian/bicycle movement throughout the region. This will be achieved through the following:

- Addressing a Missing Link: The proposed project will address a missing link between the Mississippi Regional Trail (MRT) and Anoka's Central Business District. The proposed pedestrian/bridge will also help better connect the regional trail network to neighborhoods of concentrated poverty and race.

- Connecting the Regional Bicycle Transportation Network (RBTN): The proposed project serves as a hub in linking together existing networks, while establishing alignments for a Tier 1 and Tier 2 RBTN route (see Bicycle map). The undefined RBTN alignments primarily run along the Mississippi River (on both sides), and Highway 169 between Highway 10 and the City of Dayton's northern limits. The proposed project will connect these search corridors with the existing MRT and a Tier 1 RBTN running along the Rum River north of Main Street.

- Separating Pedestrians/Bicycles from a Principal Arterial: The proposed project will separate pedestrians and bicyclists from Highway 169 (Principal Arterial), while providing a more defined route for the user. Current pathways along this segment of highway are difficult to maneuver, especially when linking to the MRT. Wayfinding signage and the Benton Street pedestrian tunnel will also help provide better continuity. More importantly, the proposed project (e.g., proposed trail and the Benton Street tunnel) will create a safer environment and help mitigate pedestrian/vehicle crashes. Between 2013 and 2015, the segment of Highway 169 that runs

Response:

parallel to the proposed project had one pedestrian/vehicle crash.

- Enhancing Neighborhood Connections: The pedestrian bridge will provide a much needed crossing over the Rum River for neighborhoods located south of Main Street, while creating a pedestrian loop. Both neighborhoods are identified as areas of concentrated poverty and race. Residents in the neighborhoods are required to travel out of their way to access the Main Street River crossing and back south to access the vast range of services, jobs and schools located along East River Road. Key destinations along this A Minor Arterial include Mercy Hospital and Anoka-Ramsey Community College (Coon Rapids Campus).

- Creating a Pedestrian Loop: The proposed project will create a pedestrian loop between densely populated neighborhoods, while providing better access to a vast range of services. More importantly, this project will address the number of constraint that limit safe connection between neighborhoods and services.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

The proposed project will provide a much needed trail connection that offers safer pedestrian/bicycle routes along Highway 169 (Principal Arterial) that experience large volumes of traffic (e.g., 45,000 AADT and 1,650 HCAADT). The proposed project will separate pedestrians and bicyclists from Highway 169, while providing a more defined route for the user. Current pathways along this segment of highway are difficult to maneuver, especially when linking to the Mississippi Regional Trail (MRT). Wayfinding signage and the Benton Street pedestrian tunnel will also help provide better continuity. More importantly, the proposed project (e.g., proposed trail and the Benton Street tunnel) will create a safer environment and help mitigate pedestrian/vehicle crashes. For example, one pedestrian/vehicle crash was reported along the Highway 169 corridor between 2013 and 2015. This finding demonstrates the need for the proposed project

Response:

The primary goals of this project are to reduce pedestrian exposure, improve pedestrian/bicycle access and mobility, and encourage walking and biking by enhancing aesthetics. The project anticipates accomplishing these goals by providing improved pedestrian/bicycle connections along Highway 169 and at the Benton Street crossing. The proposed pedestrian bridge will also help mitigate pedestrian/vehicle crashes along the Highway 169 corridor by diverting pedestrians/bicyclists to lower-volume roads. These improvements will enhance the east-west and north-south connections between areas of concentrated poverty, which make up a large portion of Anoka's populations.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed trail and pedestrian bridge is approximately 0.56 miles in length and will be constructed to 10 foot design standards. A significant, and key component to this project includes structures that overcome physical barriers. These include a pedestrian bridge over the Rum River and a pedestrian tunnel under Highway 169 at Benton Street. Combined, these improvements will address significant barriers that limit pedestrian and bicycle movement throughout the region. The proposed project will also provide a wealth of opportunities to enhance existing and planned multimodal systems. These examples include:

Response:

- Transit Service: The project area is currently served by three Metro Transit routes (i.e., 766, 850, and 852). These routes provide direct connections to downtown Minneapolis. The proposed improvements will enhance the user's experience, while providing a safer route for pedestrian and bicyclist to access the transit stops located along Highway 169 and within the adjacent neighborhoods.

- Northstar Commuter Rail: The proposed project has the opportunity to increase Northstar Ridership by overcoming the barriers that hamper pedestrian and bicycle connections between the Anoka Transit Station, Mississippi Regional Trail (MRT), and Regional Bicycle Transportation Network (RBTN).

- Safe Routes to School (SRTS): The proposed project will provide safe routes to school between neighborhoods and seven schools (e.g., Franklin Elementary School, Anoka Middle School for the Arts, Lincoln Elementary School for the Arts, and the Montessori Renaissance Academy) that are located within a one-mile (approximate) radius of the project. All components of this project can be view as SRTS enhancements/improvements.

- RBTN: The proposed project serves as a hub in

linking together existing networks, while establishing alignments for a Tier 1 and Tier 2 RBTN route. The undefined RBTN alignments primarily run along the Mississippi River (on both sides), and Highway 169 between Highway 10 and the City of Dayton's northern limits. The proposed project would connect these search corridors with the existing Mississippi River Trail (MRT) and a Tier 1 RBTN running along the Rum River north of Main Street.

(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.

100%

Attach Layout

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. Yes

50%

Attach Layout

1530902520858_2017 River Walk Cost Summary.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

07/31/2019

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

100%

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

Yes

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

100%

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

Yes

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

07/31/2019

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

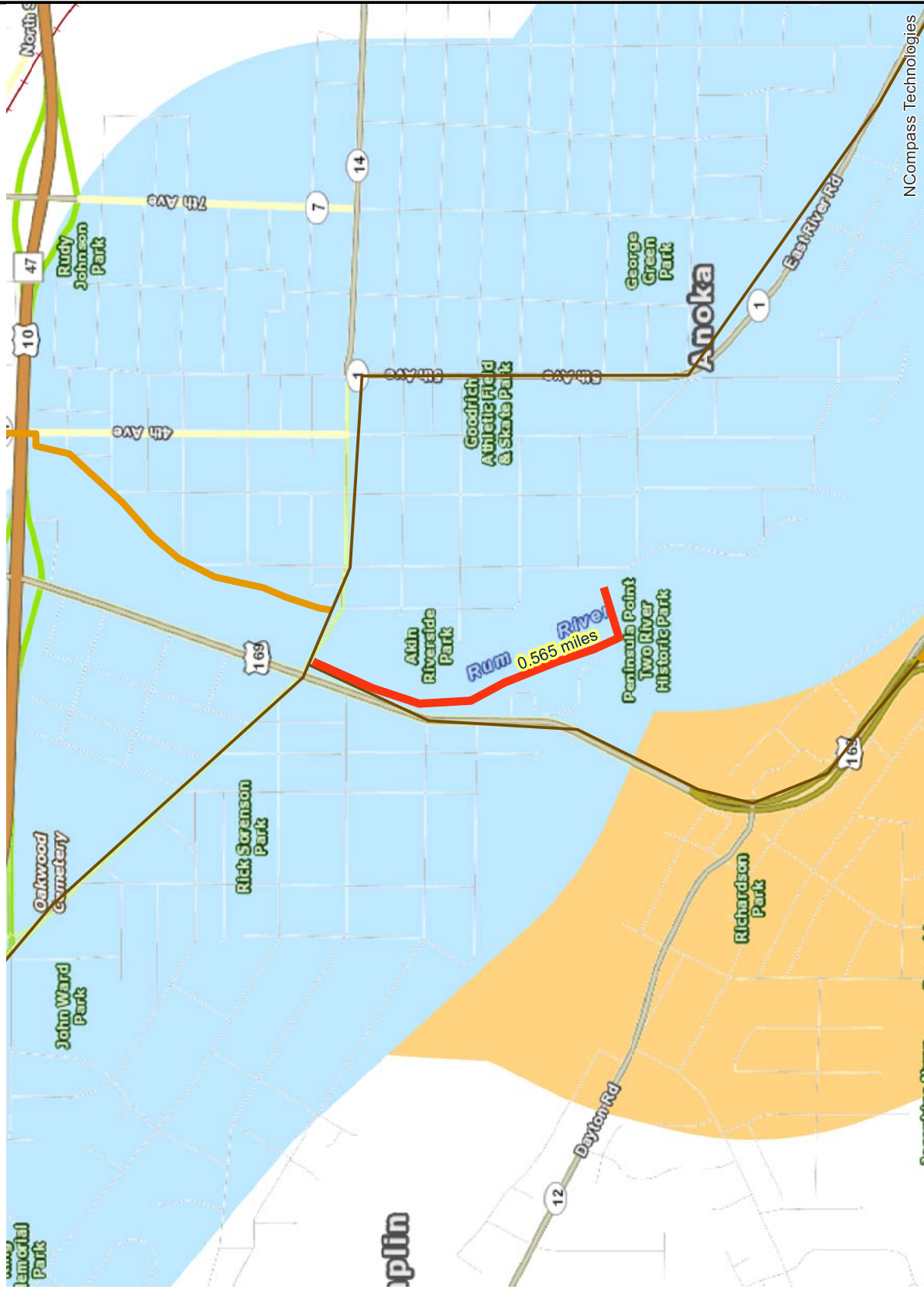
Total Project Cost (entered in Project Cost Form):	\$6,309,600.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$6,309,600.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

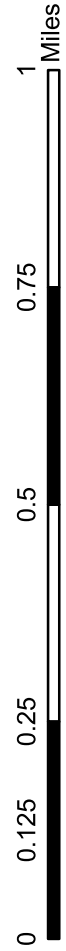
File Name	Description	File Size
River Walk Attachments.pdf	The required attachments are included in this PDF.	15.3 MB

Project to RBTN Orientation

Multise Trails and Bicycle Facilities Project: Rum River Corridor Improvements | Map ID: 1529325634278



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



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LandscapeRSAs6

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<https://gisweb.mn.state.mn.us/gis/notice/notice.aspx>



NCompass Technologies

Population/Employment Summary

Multise Trails and Bicycle Facilities Project: Rum River Corridor Improvements | Map ID: 1529325634278

Results

Within ONE Mile of project:
 Total Population: 28886
 Total Employment: 18256



- Project
- 2010 TAZ



Created: 6/18/2018
 LandscapeRSA4

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<http://gisweb.site.metc.state.mn.us/gis/ntn/notice.aspx>

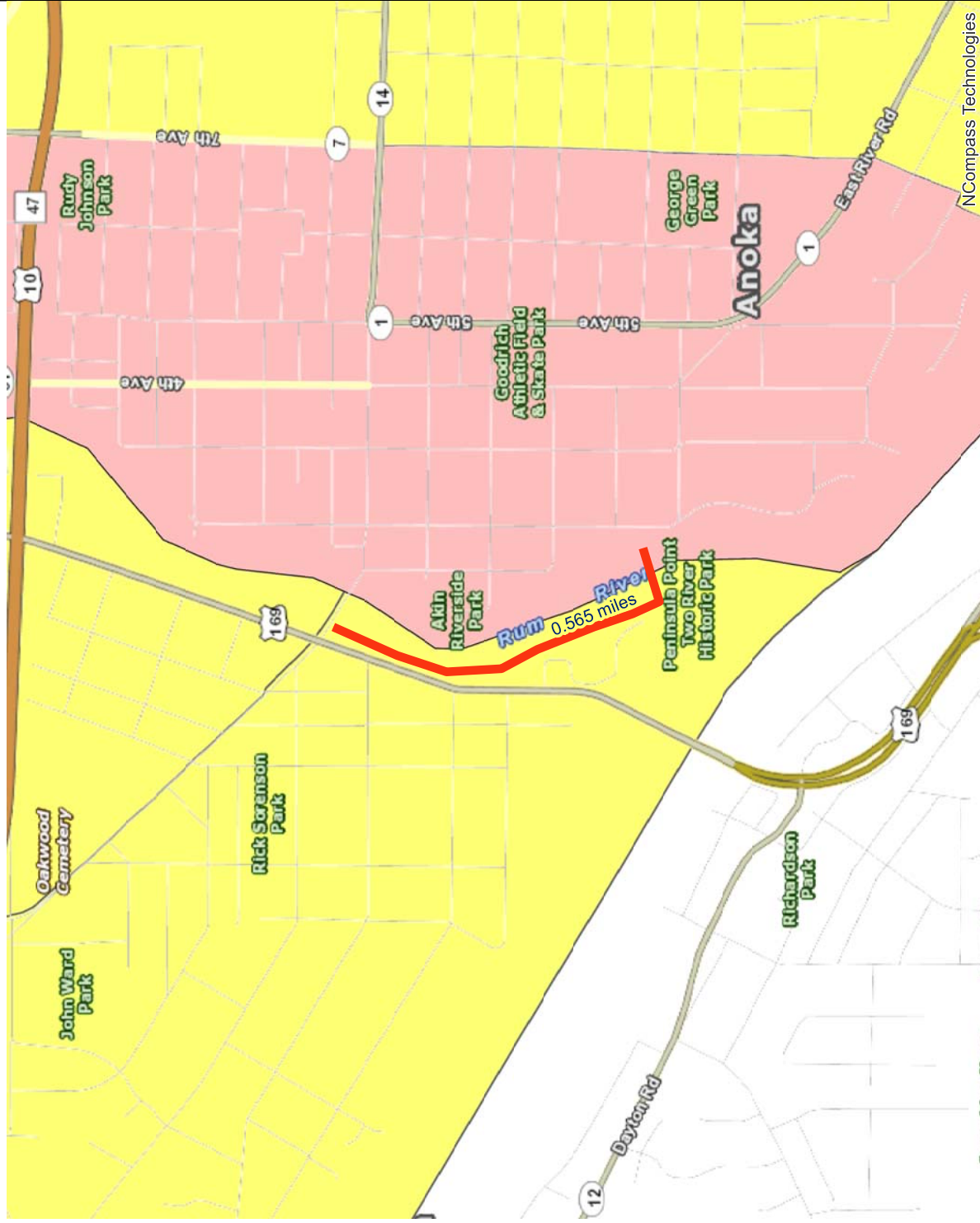


Socio-Economic Conditions

Multise Trails and Bicycle Facilities Project: Rum River Corridor Improvements | Map ID: 1529325634278

Results

Project located IN
Area of Concentrated Poverty:
(0 to 24 Points)



Project



Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty



Created: 6/18/2018
LandscapeRS2A

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<http://gisweb.metc.state.nm.us/gis/notice.aspx>



