



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10938 - Coon Creek Regional Trail and Pedestrian Bridge over Coon Rapids Boulevard

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 07/12/2018 1:13 PM

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## Primary Contact

**Name:\*** Mr. Mark Christian Hansen  
Salutation First Name Middle Name Last Name

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**Department:** Public Works

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**\*** Coon Rapids Minnesota 55433  
City State/Province Postal Code/Zip

**Phone:\*** 763-767-6465  
Phone Ext.

**Fax:** 763-767-6573

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

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## Organization Information

**Name:** COON RAPIDS,CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City  
**Organization Website:**  
**Address:** 11155 NW ROBINSON RD  
  
\* COON RAPIDS Minnesota 55433  
City State/Province Postal Code/Zip  
**County:** Anoka  
**Phone:\*** 763-755-2800  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 0000020934A1

## Project Information

**Project Name** Coon Creek Regional Trail and Pedestrian Bridge over Coon Rapids Boulevard  
**Primary County where the Project is Located** Anoka  
**Cities or Townships where the Project is Located:** City of Coon Rapids  
**Jurisdictional Agency (If Different than the Applicant):**  
  
**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)**  
New trail and pedestrian bridge for Coon Creek Regional Trail over CSAH 1 (Coon Rapids Boulevard) approximately 400' northwest of the intersection of Avocet Street with Coon Rapids Boulevard in Coon Rapids. Coon Rapids Boulevard is an A Minor Arterial that carries approximately 29,000 vpd.  
  
*(Limit 2,800 characters; approximately 400 words)*  
**TIP Description Guidance (will be used in TIP if the project is selected for funding)** Construct new ped bridge for Coon Creek Regional Trail over CSAH 1 near Avocet St. in Coon Rapids  
**Project Length (Miles)** 0.1  
*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)**

<b>Federal Amount</b>	\$3,600,000.00
<b>Match Amount</b>	\$900,000.00
<i>Minimum of 20% of project total</i>	
<b>Project Total</b>	\$4,500,000.00
<b>Match Percentage</b>	20.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
<b>Source of Match Funds</b>	City of Coon Rapids
<i>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</i>	
<b>Preferred Program Year</b>	
<b>Select one:</b>	2022
<i>Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.</i>	
<b>Additional Program Years:</b>	2020, 2021
<i>Select all years that are feasible if funding in an earlier year becomes available.</i>	

## Project Information

<b>County, City, or Lead Agency</b>	City of Coon Rapids
<b>Zip Code where Majority of Work is Being Performed</b>	55433
<b>(Approximate) Begin Construction Date</b>	05/02/2022
<b>(Approximate) End Construction Date</b>	11/30/2022
<b>Name of Trail/Ped Facility:</b>	Coon Creek Regional Trail
<i>(i.e., CEDAR LAKE TRAIL)</i>	
<b>TERMINI:(Termini listed must be within 0.3 miles of any work)</b>	
<b>From:</b>	
<b>(Intersection or Address)</b>	
<b>To:</b>	
<b>(Intersection or Address)</b>	
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
<b>Or At:</b>	400' northwest of Avocet Street
<b>Primary Types of Work</b>	New construction of trail bridge and approach trails
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	
<b>BRIDGE/CULVERT PROJECTS (IF APPLICABLE)</b>	
<b>Old Bridge/Culvert No.:</b>	N/A
<b>New Bridge/Culvert No.:</b>	
<b>Structure is Over/Under (Bridge or culvert name):</b>	Coon Rapids Boulevard

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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 Coon Creek Regional Trail Overpass project is consistent with the goals, objectives and strategies of the 2040 Transportation Policy Plan in the following ways:

TPP Page 17:

- Overcome physical barriers: The project provides a grade separation for Coon Creek Regional Trail over Coon Rapids Boulevard, a very busy four-lane divided highway.
- Facilitate safe and continuous trips to regional destinations: The grade separation eliminates pedestrian and cyclist exposure to vehicle traffic on Coon Rapids Boulevard, which improves safety. The grade separation also improves continuity of trips on the Coon Creek Regional Trail by eliminating the need to stop at the existing traffic signal and wait to cross Coon Rapids Boulevard.
- Accommodate a broad range of cyclist abilities and preferences to attract a wide variety: The project eliminates the concern that the elderly, young and disabled trail users have crossing a busy four-lane highway at-grade.
- Integrate and / or supplement existing and planned infrastructure: The project integrates with the existing Coon Creek Regional Trail and is a planned infrastructure improvement (see next section).

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

TPP Page 18

- Consider opportunities to enhance economic development: The project will enhance the development potential for the vacant land on the south side of Coon Rapids Boulevard. Currently the City of Coon Rapids is working with a developer on a large residential development that is planning for

connections to the Coon Creek Regional Trail overpass.

TPP Page 20:

- Protected bikeway: The project creates a protected bikeway over Coon Rapids Boulevard, replacing the existing at-grade crossing.

TPP Page 23:

- Along existing high-frequency arterial bus route in suburban community: Metro Transit bus routes 850 and 852 have bus stops on both sides of Coon Rapids Boulevard at the location of the proposed overpass.

*(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:**

City of Coon Rapids Port Riverwalk Plan,  
September 2013, pages 25-26

*(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.** Yes

03/06/2018

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.**

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



Retaining Walls	\$0.00
Noise Wall (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
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$300,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$4,000,000.00
Pedestrian-scale Lighting	\$100,000.00
Streetscaping	\$100,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$4,500,000.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00

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

Total Cost	\$4,500,000.00
Construction Cost Total	\$4,500,000.00
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 Yes

Tier 2, RBTN Corridor

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 1530203980452\_Met Council - Bike Corridors Map.pdf

*Please upload attachment in PDF form.*

### Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	20069
Existing Employment Within One Mile (Integer Only)	4245

Upload the "Population Summary" map

1530204065186\_Met Council - Population Employment Map.pdf

Please upload attachment in PDF form.

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## 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.

Upload Maintenance Plan (if no link is available)

1530204126186\_2620\_Snow and Ice Policy 1-5-06.pdf

Please upload attachment in PDF form.

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## 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.

**Response:**

Relevant community engagement began in 2000 with the development of the Coon Rapids Boulevard Framework Plan, which recommended a shift away from large-scale retail environments towards smaller-scale, more easily navigable development. Through later outreach for the Coon Rapids Boulevard/East River Road Corridor Study (2010) and the Port Riverwalk Master Plan (2013) residents expressed support for safer boulevard crossings. Specifically they came out in support of a grade-separated crossing, based on concerns that children and senior citizens have a slower pace which makes at-grade crossings a barrier to pedestrian activity. Throughout 2018 City Staff have engaged with residents at neighborhood park meetings around potential pedestrian and bicycle improvements and have received continuous positive feedback.

*(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.*

Bridging the trail facilities on opposing sides of Coon Rapids Boulevard improves connectivity for the greater regional corridor while also providing immediate benefits for local residents. The trail currently provides a direct route for people walking and biking to navigate the length of the corridor, which would otherwise be difficult in a disjointed suburban street pattern. Outreach for the 2013 Port Riverwalk Master Plan identified uncomfortable crossings on Coon Rapids Boulevard as a barrier to greater pedestrian activity in the area. This bridge overcomes that barrier by providing a safe crossing to connect diverse communities with a range of employment, educational, and recreational opportunities.

**Response:**

Improving a critical junction in the regional trail system provides significant transportation and recreational value along the entire corridor. The Coon Creek Regional Trail connects communities along Coon Rapids Boulevard with green spaces such as the Coon Rapids Regional Dam, Erlandson Park and Bunker Hills Regional Park. The Rush Creek Regional Trail and Mississippi River Regional Trail provide additional links to expansive greenway systems. It also strengthens a key link to Mercy Hospital and the Anoka-Ramsey Community College Coon Rapids campus, which are major employment centers in the area. Providing a safe and convenient trail corridor encourages greater bicycle use for transportation and recreation, along with the positive public health outcomes associated with greater physical activity including reduced risk of cardiovascular disease and improved mental health.

This project also serves to benefit the immediately adjacent communities. According to U.S. Census data, the census tract encompassing the proposed

bridge has a far higher rate of residents below the poverty line (25.7%) than surrounding tracts (averaging 8.9%). The surrounding neighborhoods contain a number of multi-family housing developments, as well as the alternative Anoka-Hennepin Regional High School. The school serves as a community resource, offering night classes for all ages and other adult educational opportunities. The bridge will make it easier for residents of any age to reach these and other resources, such as existing transit stops for residents to reach employment in downtown Minneapolis. Creating a safe connection between these locations opens up the adjacent community to greater economic and social mobility.

Looking forward these benefits will grow more pronounced with development activity slated for the south side of Coon Rapids Boulevard adjacent to the project site. Future development is anticipated to bring additional housing units (single and multi-family), as well as retail opportunity to an otherwise residential neighborhood.

*(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*

Response:

The only anticipated negative externalities are temporary inconveniences related to construction. While bridge and trail infrastructure are being reconstructed, the City and partners will ensure that fully accessible, alternative routes are provided for residents navigating at street level.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530204224968\_Met Council - Socio Economic Map.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
Coon Rapids	0.1	1.0	100.0	100.0

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## Total Project Length

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

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## Affordable Housing Scoring

Total Project Length (Miles) or Population

Total Housing Score

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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**



## Coon Creek Regional Trail Crossing of Coon Rapids Boulevard Closes a Transportation Network Gap

Coon Rapids Boulevard is a high traffic volume roadway that is a barrier to pedestrian and bicycle connections on the Coon Creek Regional Trail. A traffic signal exists at Avocet Street, where the Coon Creek Regional Trail intersects with Coon Rapids Boulevard, that allow pedestrians and cyclists to cross Coon Rapids Boulevard. However, comments received during the planning process revealed a perception that the pedestrian crossing is difficult and a barrier to pedestrian use, particularly for children and senior citizens that may have a slower walking pace. In the future, this pedestrian unease will increase as Coon Rapids Boulevard is widened (see Anoka County 2010 Coon Rapids Boulevard Corridor Study) and as traffic volumes increase.

### Response:

There is a need in for a pedestrian bridge or other separated crossing near the Avocet Street intersection with Coon Rapids Boulevard. In addition to the usual concerns regarding the extreme width of the right of way and high traffic volumes, the portion of Coon Rapids Boulevard east of Avocet Street has a curving, somewhat rural highway feel which can lead to conflicts with pedestrians and cyclists if motorists don't recognize they are reentering an urbanized area that could have pedestrians crossing the street.

The Coon Creek Regional Trail bridge also improves the connection to the Mississippi River Regional Trail, which is less than a mile south of Coon Rapids Boulevard and provides access for Coon Rapids residents to other regional, state and national trails.

(Limit 2,800 characters; approximately 400 words)

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## Measure B: Project Improvements

Response:

Crash data: The exposure rate of Coon Creek Regional Trail cyclists and pedestrians crossing Coon Rapids Boulevard at-grade is significant. Coon Rapids Boulevard has an ADT of 29,000 vpd. The only crash data at this intersection, between the years of 2011-2015, is one pedestrian/bicycle related crash that resulted in a fatality.

Reduction in conflict points: With the construction of a Coon Creek Regional Trail bridge over Coon Rapids Boulevard, a total of 6 bicycle / pedestrian conflict points will be reduced.

(Limit 2,800 characters; approximately 400 words)

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## Measure A: Multimodal Elements

Response:

Existing transit service in the project area include Metro Transit Routes 850 and 852. Both of these routes have stops on both sides of Coon Rapids Boulevard at the location of the proposed Coon Creek Regional Trail overpass. The overpass will provide a grade separated option for pedestrians to cross Coon Rapids Boulevard, improving the travel experience and safety for transit users.

(Limit 2,800 characters; approximately 400 words)

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## 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**

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## 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**

*Please upload attachment in PDF form.*

**Layout has not been started**

0%

**Anticipated date or date of completion**

**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

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### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$4,500,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$4,500,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

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### Other Attachments

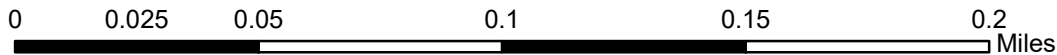
<b>File Name</b>	<b>Description</b>	<b>File Size</b>
Anoka County Letter of Support - CCRT Ped Bridge at CRB.pdf	Anoka County Highway Department Letter of Support	500 KB
Coordination 01 - Coon Rapids Resolution No. 18-78.pdf	Coon Rapids City Council Resolution	74 KB
Coordination 02 - Anoka County Parks Letter of Support.pdf	Anoka County Parks Letter of Support	489 KB
Maps 01 - Concept Drawing.pdf	Concept drawing	977 KB
Maps 02a - Met Council - Bike Corridors Map.pdf	Met Council Bike Corridor Map	2.5 MB
Maps 02b - Met Council - Population Employment Map.pdf	Met Council Population Employment Map	2.9 MB
Maps 02c - Met Council - Socio Economic Map.pdf	Met Council Socio Economic Map	2.1 MB
Summary 01- One Page Project Summary.pdf	One page project summary	1.2 MB
Summary 02 - Existing Conditions Photo.pdf	Existing conditions photo	622 KB

# Project to RBTN Orientation



NCompass Technologies

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



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<https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Population/Employment Summary

## Results

Within ONE Mile of project:  
Total Population: 20069  
Total Employment: 4245



Project  
2010 TAZ

0 0.0275 0.055 0.11 0.165 0.22 Miles

Created: 6/28/2018  
LandscapeRSA4



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



**CITY OF COON RAPIDS  
PUBLIC WORKS DEPARTMENT  
SNOW AND ICE CONTROL POLICY**

**I. INTRODUCTION**

The City of Coon Rapids believes that it is in the best interests of the residents to assume basic responsibility for control of snow and ice on City streets, sidewalks, and pathways. Reasonable ice and snow control is necessary for routine travel and emergency services. The City will provide such control in a safe and cost effective manner, keeping in mind safety, budget, personnel, and environmental concerns. The City will use City employees, equipment, and/or private contractors to provide this service.

**II. COMMENCEMENT OF SNOW OR ICE CONTROL OPERATIONS**

The Public Works Superintendent will decide when to begin snow and ice control operations. The basic criteria for that decision are:

- A. Snow removal operations will begin when three (3) inches or more accumulate, or when the Public Works Superintendent, or the Streets Supervisor determines plowing is necessary. Night time plowing will usually begin at approximately 3:00 a.m. However, starting times may vary according to weather conditions.
- B. Drifting of snow that causes problems for travel.
- C. Icy conditions which seriously affect travel; and
- D. Time of snowfall in relationship to heavy use of streets

Snow and ice control operations are expensive and involve the use of limited personnel and equipment. Consequently, snowplowing operations will not generally be conducted for snowfall of less than three (3) inches.

**III. HOW SNOW WILL BE PLOWED**

Snow will be plowed in a manner so as to minimize traffic obstructions. The center of the roadway will be plowed first. Snow will then be pushed from left to right and finally moved to the boulevard. When a plow goes over a bridge, the driver shall slow down so that the snow does not go over the bridge if possible. In times of extreme snowfall, streets will not always immediately be able to be completely cleared of snow.



Snow will be removed from major arterial streets first. Plow drivers from various routes will work together in the cleaning of these streets (i.e. tandem plowing). These streets will be maintained even in a blizzard event. These major arterial streets are identified on the plowing route maps. Any additional plowing during a blizzard or heavy snow, six (6) inches or above will be determined by emergency needs only. The Public Works Department will coordinate with Police and Fire operations to accommodate emergencies.

#### **IV. SNOW REMOVAL**

The Streets Supervisor will determine when snow will be removed from an area. Such snow removal will occur in areas where there is no room on the boulevard for snow storage and in areas where accumulated piles of snow create hazardous conditions.

Snow removal operations will not commence until other snow plowing operations have been completed. Snow removal operations may also be delayed depending on weather conditions, personnel, and equipment available. The snow will be removed and hauled to a snow storage area. The snow storage area will be located so as to minimize environmental problems.

#### **V. STREET PLOWING PRIORITIES AND SCHEDULING**

The City has classified City streets based on the street function, traffic volume, and importance to the welfare of the community. Those streets classified as “Snow Plow Routes” will be plowed first. These are high volume roads which connect major sections of the City and provide access for emergency fire, police, and medical services.

Second priority streets are those streets providing access to schools and businesses. The third priority streets are low volume residential streets. The fourth priority areas are City parking lots and City park facilities.

All low volume residential streets will be plowed with a different starting point for each snow event where possible. This will ensure the same plowing sequence is not always followed.

#### **VI. SIDEWALK AND PATHWAY SNOW REMOVAL**

The City will maintain most sidewalks in the City. Sidewalk plowing will begin as soon as possible after a significant snowfall. As there are a limited number of personnel available, the City will only maintain sidewalks and pathways by moving snow with a snow blower or plow. When practical, the City will maintain pathways only after sidewalks are plowed. Not all pathways will be plowed and pathways will be plowed according to a prioritization system (see pathway map). Parks with pathways that are connected to the City regional trail system will be plowed. Sidewalks and pathways will be cleared of accumulated snow, but will **not** be maintained to a “clean pavement” condition (i.e. one to two inches of snow may remain on sidewalks after removal operations). Handwork will not be performed and surface irregularities and slippery conditions may result. No sanding or ice control (sanding or salting) will be performed.

## **VII. USE OF SALT/SAND**

The City will use salt, sand, and other chemicals when there are hazardous icy or slippery conditions, on steep grades, and on high volume intersections and curves. The Streets Supervisor, or snowplow operators may vary sand/salt/chemical mix to address varying conditions of wind, temperature, etc. to produce, in his/her judgment, the most effective results. Application will be limited on low volume streets and cul-de-sacs. The City is concerned about the effect of such chemicals on the environment and will limit its use for that reason.

## **VIII. WEATHER CONDITIONS**

Snow and ice control operations will be conducted only when weather conditions do not endanger the safety of City employees and equipment. Factors that may delay snow and ice control operations include: severe cold, significant winds, and limited visibility.

## **IX. SUSPENSION OF OPERATIONS**

Generally, operations will continue until all roads are passable. Any decision to suspend operations will be made by the Streets Supervisor or his/her designated representative and shall be based on the conditions of the storm.

Safety of the plow operators and the public is paramount. Therefore, snow clearing or removal operations may be suspended after twelve (12) hours to allow personnel adequate time for rest. There may be instances when suspension of operations is not possible thereby instituting staggered shifts after four (4) hours of rest. In these cases, the Streets Supervisor will decide if and what portion of the plowing crew will stand down. Operations may also be suspended during periods of limited visibility. The Public Works Department will do its best to provide access for emergency fire, police and medical services during a storm event. In case of personnel or equipment shortages, contractors may be called in to supplement City forces.

## **X. PROPERTY DAMAGE**

Snow plowing and ice control, by its nature, can cause harm to areas adjacent to the street even under the best of circumstances. The City's plow operators make every effort to avoid damage to areas adjoining the street; however, such damage does occur from time to time. The majority of damage occurs to improvements in the City right-of-way which extends approximately 10 feet to 15 feet beyond the streets curbs, in the boulevard.

City policies for repair of damaged property are noted as follows:

- Mailboxes - Individual residential mailboxes damaged during snow removal will not be authorized for repair unless there is physical evidence that the snow removal vehicle actually hit the mailbox. If due to snow build-up on the boulevards, mailboxes are tipped or knocked over from the weight of the snow, it shall be the

responsibility of the property owner to repair or replace the mailbox. If the City is responsible, the City will reimburse the owner up to \$50.00 for materials purchased for repairs (materials only–no labor), upon proof of purchase. *This maximum reimbursement amount will be adjusted annually using the City’s Construction Cost Index. If the City makes payment for replacement, the mailbox must be constructed and located in accordance with U.S. Postal Service requirements.*

- Sod - Sod damaged during snow removal will be repaired the following spring. The Street Maintenance Division or contractor will repair the damage using black dirt and grass seed.
- Boulevard Intrusions - City Code prohibits intrusions in boulevards on street public right-of-way (R.O.W.) without City approval. This includes structures and items such as landscape boulders, posts and fences, improperly positioned mailboxes, masonry structures, timbers, stakes, lawn sprinkler systems and other objects within the street R.O.W. These intrusions can damage snowplow equipment or become damaged by the weight of snow or equipment contact. Intruding items in the boulevard (R.O.W.) are not replaced or repaired by the City if damaged.
- Garbage/Recycling Container - Efficient snow plowing requires that garbage and recycling containers be accessible for pick-up and placed off street to allow snow removal. The container(s) may have to be placed in the driveway to meet both of these requirements. It is the responsibility of the resident to see that the containers are located so as not to interfere with snow removal. These containers will not be repaired or replaced if damaged during City snow removal.

## **XI. DRIVEWAYS**

One of the most frequent and most difficult problems in removal of snow from public streets is the snow deposited in driveways during plowing operations. City personnel do not provide driveway cleaning.

## **XII. MAIL DELIVERY**

The snowplow operators make every effort to remove snow as close to the curb line as practical and to provide access to mailboxes for the postal service. However, it is not possible to provide perfect conditions and minimize damage to mailboxes with the size and type of equipment the City operates. Therefore, the final cleaning adjacent to mailboxes is the responsibility of each resident.

## **XIII. SNOW ON ROADWAYS**

According to the laws of the State of Minnesota, depositing snow in any fashion onto a public street/right-of-way of highway is illegal and punishable as a misdemeanor. Minnesota Statute 160.27 and 169.42, and City of Coon Rapids Ordinances/Policies prohibit plowing, shoveling, blowing or placing snow onto public roadways. The act of

placing snow onto a public roadway may subject a person to a civil liability if a road hazard such as a slippery area, frozen rut or bump occurs and causes a traffic accident. This civil liability may extend to both the property owner and the person who actually placed the snow on the roadway/right-of-way. The City of Coon Rapids asks all citizens to comply with these rules which are designed to keep the street, right-of-ways, and highways safe during the winter months.

#### **XIV. WINTER PARKING REGULATIONS**

The City of Coon Rapids winter parking restrictions are listed as follows:

- A. Snowbirds - (1) No person, firm, or corporation shall, at any time, park or permit to be parked any vehicle within any block or any public street when within the preceding 24 hours, falling or blowing snow or a combination of falling and blowing snow has accumulated to a depth of three (3) inches or more at street level anywhere within that block. Provided, however, that parking shall be permitted within any block of any public street where not otherwise prohibited whenever the entire length of roadway of such block has been cleared of snow from curb to curb, or in the case of streets without curbs, between the outer edges of the shoulders of such streets. Any vehicle parked in violation of this Section may be removed as provided by City Code Section 9-116.
- (2) No person, firm, or corporation shall at any other time park or permit to be parked any vehicle upon a public street when such parking interferes with the snow removal operations of the City and any vehicle so parked may be removed by the City at the owner's expense in accordance with the provisions of City Code Section 9-116, provided that the owner of said vehicle is notified of the City's intention to remove snow by the placement of a warning tag on such vehicle at least 24 hours prior to removal.
- (3) Any person, firm, or corporation violating the provisions of this Section shall be guilty of a misdemeanor and upon conviction thereof shall be subject to a fine not exceeding \$25.
- B. Winter Parking Ban - No person shall park or permit to be parked any vehicle on a public street in the City of Coon Rapids between the hours of 2:00 a.m. and 6:00 a.m. between the first (1<sup>st</sup>) day of November and the first (1<sup>st</sup>) day of April next following, both dates inclusive. Any vehicle parked in violation of this Section may be removed as provided by Revised City Code–1982, Section 9-116.
- C. Parking Restrictions–Snow Removal -
- (1) The Director of Public Works is hereby authorized to erect official signs within or abutting commercial and industrial areas of the City prohibiting parking on the odd numbered side of a street on odd numbered days and on the even numbered side of a street on even numbered days. Such restriction shall be imposed for snow removal purposes only and shall only be in effect between the first day of November and the first day of April next following, both dates inclusive.

(2) When official signs restricting parking are erected as authorized herein, no person shall park a vehicle upon any such street in violation of any such sign.[Revised 1/26/93, Emergency Ordinance 1435]

**XV. DISCLAIMER**

To the extent that any previous rule, regulation, policy or past practice, written or unwritten, is in conflict with the provisions of this policy, such is hereby withdrawn, voided and all personnel should conduct themselves in conformity with the policy. This policy is not intended to create any duty to any individual member of the public or to protect any particular or circumscribed class of persons. All parts of this policy may be affected by at least one or more of the following which will delay all or some of the services provided:

- equipment breakdowns
- vehicles disabled in deep snow;
- weather so severe as to cause crews to be called in front from the streets, i.e. whiteout conditions;
- equipment rendered inadequate by the depths of the snow or drifts;
- crew breaks, and breaks required for refueling, refilling of material spreaders and installing chains or new blades; and
- unforeseen emergencies.





# Socio-Economic Conditions

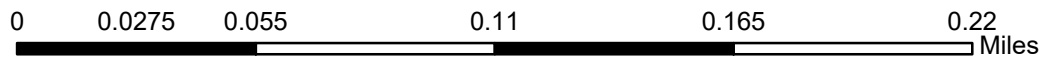
## Results

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



NCompass Technologies

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



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LandscapeRSA2



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# Anoka County

## TRANSPORTATION DIVISION

Highway

Douglas W. Fischer, PE  
County Engineer

July 10, 2018

Mr. Jim Hovland, Chair  
Transportation Advisory Board  
Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

Re: City of Coon Rapids' Regional Solicitation Application  
Coon Creek Regional Trail Bridge Over Coon Rapids Boulevard  
(Multiuse Trails and Bicycle Facilities)

Dear Mr. Hovland and Board Members:

We support the City of Coon Rapids' application for Federal Highway Administration (FHWA) funding for a Coon Creek Regional Trail bridge over Coon Rapids Boulevard. Project funding is an important element to improving bicyclist and pedestrian safety at this existing high-speed and high-volume at-grade crossing and to improve access to the regional trail system and regional destinations.

The Coon Creek Regional Trail connects Bunker Hills Regional Park with Coon Rapids Dam Regional Park, and ultimately Hennepin County. The trail is also part of the Regional Bicycle Transportation Network (RBTN) as a Tier 2 alignment. It is strategically located within regional and local park systems that connect residential, commercial, and industrial areas to outdoor recreation opportunities. A majority of the trail corridor follows Sand Creek and Coon Creek through heavily wooded areas which provide an aesthetically pleasing and relaxing trail experience. Coon Rapids Boulevard is a high-volume, high-speed six-lane County road, creating a safety concern for trail users.

By creating a bridge for the Coon Creek Regional Trail over Coon Rapids Boulevard, the City of Coon Rapids and Anoka County will improve the safety and reliability of the regional trail for all trail users. This improvement will eliminate Coon Rapids Boulevard as a barrier to access, improve safety, improve the efficiency of the non-motorized transportation network and enhance the experience of regional trail users.

We strongly support the City of Coon Rapids in their application for this important funding.

Sincerely,

Douglas W. Fischer, P.E.  
Transportation Division Manager / County Engineer

for

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

**RESOLUTION NO. 18-78**

**RESOLUTION AUTHORIZING SUBMITTAL OF FEDERAL FUNDING APPLICATION  
FOR CONSTRUCTION OF COON CREEK REGIONAL TRAIL BRIDGE  
OVER COON RAPIDS BOULEVARD**

**WHEREAS**, the Coon Creek Regional Trail (the "Trail") connects Bunker Hills Regional Park with Coon Rapids Dam Regional Park; and

**WHEREAS**, the Trail is strategically located within regional and local park systems that connect residential, commercial and industrial areas to outdoor recreation opportunities; and

**WHEREAS**, Coon Rapids Boulevard is a high-volume, high-speed six-lane County road, creating a safety concern and a barrier to access for pedestrians and bicyclists; and

**WHEREAS**, creating a bridge for the Trail over Coon Rapids Boulevard will eliminate Coon Rapids Boulevard as a barrier to access, improve safety, improve the efficiency of the non-motorized transportation network and enhance the experience of Trail users; and

**WHEREAS**, the City of Coon Rapids accepts responsibility for an amount equal to or greater than 20 percent of the eligible project construction cost, together with the cost for design, administration, right-of-way and peripheral costs; and


**WHEREAS**, the City of Coon Rapids is committed to the operation and maintenance of the improvements under the City's jurisdiction for the design life of these improvements.

**NOW, THEREFORE, BE IT RESOLVED** the City Council of Coon Rapids, Minnesota supports the request for Federal Funds for the Coon Creek Regional Trail Bridge over Coon Rapids Boulevard.

**BE IT FURTHER RESOLVED** by the City Council that the Engineering Department is hereby authorized to submit an application through the Metropolitan Council's 2018 Regional Solicitation program to the Transportation Advisory Board to receive federal transportation funds to make bicyclist and pedestrian safety improvements by creating a bridge for the Coon Creek Regional Trail over Coon Rapids Boulevard in the Multiuse Trails and Bicycle Facilities category.

**BE IT FURTHER RESOLVED** by the City Council that a copy of this Resolution be provided to the Metropolitan Council Transportation Advisory Board and Technical Advisory Commission as part of the Coon Creek Regional Trail Bridge over Coon Rapids Boulevard application for Federal Funds under the Regional Solicitation Program.

Adopted this 3rd day of July, 2018.

  
\_\_\_\_\_  
Jerry Koch, Mayor

ATTEST:

  
\_\_\_\_\_  
Joan Lenzmeier, City Clerk







**Anoka County**  
PARKS DEPARTMENT

Parks and  
Recreation Office  
763-324-3300

Park  
Maintenance  
763-324-3326

Park Services  
763-324-3425

Natural Resources  
763-324-3413

Bunker Beach  
Water Park  
763-324-3310

Chomonix  
Golf Course  
763-324-3434

Wargo  
Nature Center  
763-324-3350

July 7, 2018

Mr. Jim Hovland, Chair - Transportation Advisory Board  
Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

**Subject:** City of Coon Rapids' Regional Solicitation Application for Coon Creek Regional Trail Bridge Over Coon Rapids Boulevard (Multiuse Trails and Bicycle Facilities)

Dear Mr. Hovland and Board Members:

We are writing in support of the City of Coon Rapids' application for Federal Highway Administration (FHWA) funding for a Coon Creek Regional Trail bridge over Coon Rapids Boulevard. Project funding is an important element to improving bicyclist and pedestrian safety at this existing high-speed and high-volume at-grade crossing and to improve access to the regional trail system and regional destinations.

The Coon Creek Regional Trail connects Bunker Hills Regional Park with Coon Rapids Dam Regional Park and ultimately Hennepin County. The trail is also part of the Regional Bicycle Transportation Network as a Tier 2 alignment. It is strategically located within regional and local park system that connects residential, commercial, and industrial areas to outdoor recreation opportunities. The majority of the trail corridor follows Sand Creek and Coon Creek through heavily wooded areas which provide an aesthetically pleasing and relaxing trail experience. Coon Rapids Boulevard is a high-volume, high-speed six-lane County road, creating a safety concern and a barrier to access for pedestrians and bicyclists.

By creating a bridge for the Coon Creek Regional Trail over Coon Rapids Boulevard, the City of Coon Rapids and Anoka County will improve safe and reliable regional trail access for non-motorized users. This improvement will eliminate Coon Rapids Boulevard as a barrier to access, improve safety, improve the efficiency of the non-motorized transportation network and enhance the experience of regional trail users. In addition, it will provide a safe route to students attending Crossroads High School.

We at Anoka County Parks welcome this opportunity to support the City of Coon Rapids in their efforts to improve the regional trail system and encourage more non-motorized transportation.

We strongly support the City of Coon Rapids in their application for this important funding.

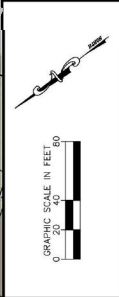
Sincerely,



Jeff Perry  
Parks Director



**Kimley»Horn**



MAY 2018

**COON RAPIDS BOULEVARD AT PORT RIVERWALK**  
 CONCEPTUAL PLAN RENDERING  
 COON RAPIDS, MN  
 ANOKA COUNTY



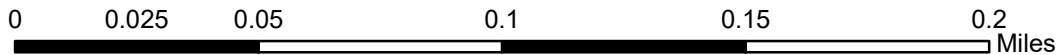
DRAFT - WORK IN PROCESS

# Project to RBTN Orientation



NCompass Technologies

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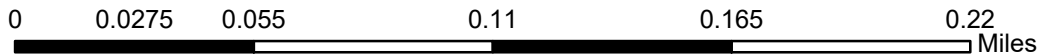
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## Results

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Total Employment: 4245



— Project  
□ 2010 TAZ



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# Socio-Economic Conditions

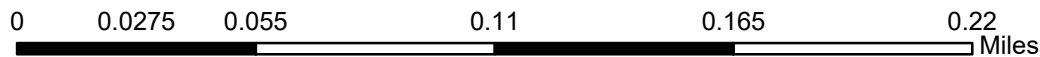
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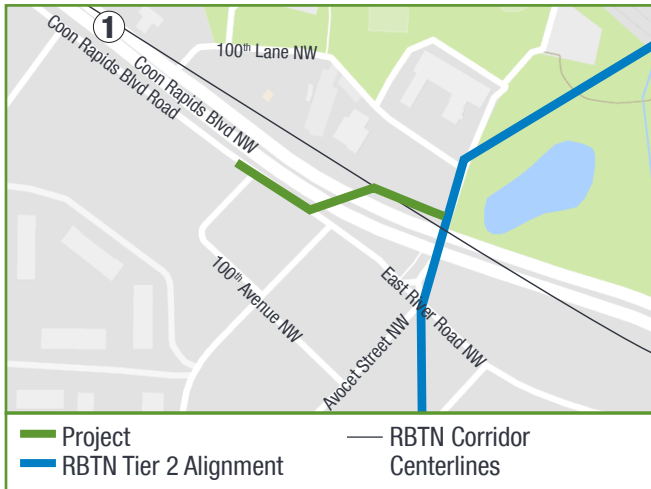
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# COON CREEK REGIONAL TRAIL AND PEDESTRIAN BRIDGE OVER COON RAPIDS BOULEVARD



## PROJECT MAP:



## APPLICANT:

City of Coon Rapids

## ROUTE:

CSAH 1

## CITY WHERE PROJECT IS LOCATED:

Coon Rapids

## COUNTY WHERE PROJECT IS LOCATED:

Anoka

## REQUESTED AWARD AMOUNT:

\$3,360,000

## TOTAL PROJECT COST:

\$4,500,000

## PROJECT DESCRIPTION:

Coon Creek Regional Trail Crossing of Coon Rapids Boulevard Closes a Transportation Network Gap.

Coon Rapids Boulevard is a high traffic volume roadway that is a barrier to pedestrian and bicycle connections on the Coon Creek Regional Trail. A traffic signal exists at Avocet Street, where the Coon Creek Regional Trail intersects with Coon Rapids Boulevard, that allow pedestrians and cyclists to cross Coon Rapids Boulevard. However, comments received during the planning process revealed a perception that the pedestrian crossing is difficult and a barrier to pedestrian use, particularly for children and senior citizens that may have a slower walking pace. In the future, this pedestrian unease will increase as Coon Rapids Boulevard is widened (see Anoka County 2010 Coon Rapids Boulevard Corridor Study) and as traffic volumes increase.

There is a need in for a pedestrian bridge or other separated crossing near the Avocet Street intersection with Coon Rapids Boulevard. In addition to the usual concerns regarding the extreme width of the right of way and high traffic volumes, the portion of Coon Rapids Boulevard east of Avocet Street has a curving, somewhat rural highway feel which can lead to conflicts with pedestrians and cyclists if motorists don't recognize they are reentering an urbanized area that could have pedestrians crossing the street.

The Coon Creek Regional Trail bridge also improves the connection to the Mississippi River Regional Trail, which is less than a mile south of Coon Rapids Boulevard and provides access for Coon Rapids residents to other regional, state and national trails.

## PROJECT BENEFITS:

- Increased safety for trail users due to grade separation over 29,000vpd four lane highway
- More efficient regional trail crossing will reduce delays compared to existing at-grade crossing
- Facilitate continuous trips to regional destinations (Coon Rapids Dam Regional Park and Bunker Hills Regional Park)
- Accommodate a broad range of cyclist abilities and preferences to attract a wide variety of users
- Enhances economic development in the Port Riverwalk development area
- Provides connections to high-frequency arterial bus route in suburban community



Existing Conditions



Visualization of Proposed Bridge



Conceptual Plan Rendering

## PREPARED BY:





**COON RAPIDS BOULEVARD AT PORT RIVERWALK**  
EXISTING CONDITIONS  
COON RAPIDS, MN  
ANOKA COUNTY

MAY 2018



DRAFT WORK IN PROCESS