



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14026 - Coon Creek Regional Trail and Pedestrian Bridge over Coon Rapids Boulevard

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 05/13/2020 9:37 AM

Primary Contact

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

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

Organization Information

Name: COON RAPIDS,CITY OF

Jurisdictional Agency (if different):

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

* **City:** COON RAPIDS **State/Province:** Minnesota **Postal Code/Zip:** 55433
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 ft 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 31,000 VPD. The new pedestrian bridge will remove a significant pedestrian and bicycle crossing barrier in the immediate project area and in the regional trail system, connecting the Anoka-Hennepin High School, multiple affordable housing developments, and many green spaces in Coon Rapids with the Coon Creek Regional Trail and the Mississippi River Trail system.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)

Construct new ped bridge for Coon Creek Regional Trail over CSAH 1 near Avocet St. in Coon Rapids.

Project Length (Miles) 0.2

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 \$2,400,000.00

Match Amount \$2,350,000.00

Minimum of 20% of project total

Project Total \$4,750,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 49.47%

Minimum of 20%

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

Source of Match Funds City of Coon Rapids, State Bonding Bill

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: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years: 2021, 2022, 2023

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

Project Information

County, City, or Lead Agency City of Coon Rapids

Zip Code where Majority of Work is Being Performed 55433

(Approximate) Begin Construction Date 05/02/2024

(Approximate) End Construction Date 11/30/2024

Name of Trail/Ped Facility: Coon Creek Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address)

To:
(Intersection or Address)

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

Or At: 400 ft northwest of Avocet Street

Miles of trail (nearest 0.1 miles): 0.2

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 0.2

Is this a new trail? No

Primary Types of Work New construction of trail bridge and approach trails

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): CSAH 1 (Coon Rapids Boulevard)

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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 THRIVE MSP 2040 (2014) and the following adopted regional plans:

The Coon Creek Regional Trail Overpass project is consistent with the 2040 Transportation Policy Plan in the following ways:

TPP Page 7.11:

- Overcome physical barriers: The project provides a grade separation for Coon Creek Regional Trail over Coon Rapids Boulevard, a high-speed (45 MPH) very busy six-lane divided highway with turn lanes serving over 31,000 vehicles per day.

- 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 for those users and improves efficiency for vehicles making longer trips on this Minor Arterial County Road. 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 creates a safe, grade-separated crossing to the Coon Creek Regional Trail for vulnerable users such as elderly, young, or mobility challenged trail users, who might otherwise feel uncomfortable crossing a busy five-lane highway at-grade.

- Integrate and / or supplement existing and planned infrastructure: The project enhances the existing Coon Creek Regional Trail, as called for in multiple plans for improved recreational and transportation infrastructure (see next section). The project is also in an RBTN Tier 1 Corridor, and links

Briefly list the goals, objectives, strategies, and associated pages:

with a future RBTN Tier 2 alignment to the south.

TPP Page 7.12

- 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 7.23:

- Protected bikeway: The project creates a protected bikeway over Coon Rapids Boulevard, replacing the existing at-grade crossing, and provides the highest level of bikeway protection encouraging trail users from 8 to 80 who may be deterred by the existing at-grade crossing.

TPP Page 7.31:

- 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 2,800 characters; approximately 400 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.

This project has documented need and support from the city, county, and economic development agencies near the site.

Coon Rapids Boulevard/East River Road Corridor Study, June 2010, page 5-14

List the applicable documents and pages:

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

Anoka County, Coon Creek Regional Trail Master Plan, May 2015; amendment in progress for completion summer/fall 2020.

(Limit 2,800 characters; approximately 400 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 State Aid 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: \$250,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 03/06/2018

Link to plan: <https://www.coonrapidsmn.gov/DocumentCenter/View/5889/ADA-Transition-Plan-Final?bidId=>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4.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.

5.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	\$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
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$318,000.00
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)	\$4,326,000.00
Pedestrian-scale Lighting	\$106,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$4,750,000.00

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	\$4,750,000.00
Construction Cost Total	\$4,750,000.00
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 1589377973495_04a_RBTN Orientation.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) 4779

Upload the "Population Summary" map 1589378034522_04b_Pop-Employment Summary.pdf

Please upload attachment in PDF form.

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

*1. **Sub-measure: Equity Population Engagement:** A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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.*

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. Attendees supported 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, Coon Rapids city staff engaged with residents at neighborhood park meetings about potential pedestrian and bicycle improvements and received continuous positive feedback.

Response:

The most recent engagement events targeting current and potential bridge users occurred in February and March of 2020. They were conducted by Anoka County Park staff with support from the City of Coon Rapids. Events were held at a variety of locations and were designed to engage all demographics from the local population, including elderly, youth, low-income populations, people of color, and disabled. The first open house event, held on February 19, 2020, was held at Parkview Estates Apartments to hear from renters and those that live near the proposed pedestrian bridge. A second open house was held on March 11, 2020 at Crest Oak Apartments and was attended by housing residents that were within a ½ mile of the proposed bridge. Anoka County staff attended a Transformative Circle meeting on March 5, 2020 to provide project information and solicit feedback from community members of color. For those unable to attend the in-person meetings, online engagement included Facebook posts and an online survey, which was open from February to

March 2020. The online survey received 247 responses, and the Facebook comments related to the Anoka County Parks account were tracked and responded to directly. Future events include a presentation at Anoka Hennepin Regional high school to engage populations of youth. Findings from these most recent events included support for the bridge itself, interest in safer crossings in other area locations, and related trail and crossing improvements that would benefit user access in the directly adjacent area. Many comments supported the bridge for safety reasons. Others supported the bridge because of the planned housing developments in the area will need safe crossing areas. These types of comments indicate a public interested in the safety of daily users, and those populations that would most directly benefit from the installation of the bridge. Mapping for this measure is included in the "Affordable Housing" attachment.

(Limit 2,800 characters; approximately 400 words)

*2. **Sub-measure:** Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

The Coon Rapids Boulevard pedestrian bridge project is in an area with above regional average concentration of race/poverty. 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 tract on the south side of Coon Rapids Boulevard is also one of three Opportunity Zones in Anoka county. This bridge provides a safe crossing to connect diverse communities directly adjacent to the Coon Creek Regional Trail 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 and education 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 ? such as reduced risk of cardiovascular disease and improved mental health.

The surrounding neighborhoods contain several multi-family housing developments, a handful of affordable 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, as well as existing transit stops to reach employment in downtown Minneapolis. The bridge will create a safe connection between these locations and open 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. The City is also planning a major upgrade of the nearby Al Flynn park. This cornerstone City park will be redesigned as a ?Miracle Park? to incorporate handicap uses of all park facilities. The park upgrade is expected to generate additional use and need for a proposed pedestrian bridge over Coon Rapids Boulevard.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

The only anticipated negative externalities are temporary inconveniences related to construction. The project proposes the addition of bridge infrastructure rather than reconstruction of existing infrastructure, but temporary trail closures during the construction of the bridge approaches can be expected. The City and its partners will establish viable pedestrian and bike alternative routes in advance of construction to mitigate these impacts and provide safe, accessible, and reasonable detours for walking and biking. Trail detours will be clearly signed, and while the impact to business access is assumed to be negligible, the City will also clearly sign business access points for both trail and roadway users if appropriate.

For vehicles, the construction of the bridge will impact traffic as the bridge is built. Temporary lane closures on alternating sides of Coon Rapids Boulevard can be expected, although due to the scale of the project no full closures are anticipated. While bridge and trail infrastructure are being constructed, the City and partners will ensure that fully accessible, alternative routes are provided for residents navigating at street level. This will mitigate any negative impact due to construction on adjacent low-income populations, people of color, children, people with disabilities, and the elderly.

Noise and air quality impacts during construction will be minimal, and there will be no negative impact to either noise or air quality after the pedestrian bridge is open for use. The project will not impact the travel speed after construction of Coon Rapids Boulevard, nor will it displace residents and businesses.

Response:

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

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

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

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map 1589378176764_04c_Socioeconomic Conditions.pdf

Measure B: Part 1: Housing Performance Score

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	0.2	1.0	100.0	100.0

Total Project Length

Total Project Length 0.2

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0.2

Total Housing Score 100.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

There are three existing affordable housing developments within a ½ mile of the project, which can be shown in the ?05_Affordable Housing? attachment:

- Drake Apartments: 48 affordable units, 2-3 bedrooms per unit. All units are at 30% AMI. Affordability in this complex is guaranteed through LIHTC.

- Dublin Park Apartments: 89 affordable units, 1-2 bedrooms per unit. All units are at 30% AMI. Affordability is guaranteed through a project-based subsidy.

- Tralee Terrace Apartments: 68 affordable units, 1-3 bedrooms per unit. All units are at 60% AMI. Funding and is guaranteed through LIHTC and accepts section 8 HCV.

Response:

- Wellington Ridge I and II: 142 units. Accepts section 8 HCV.

Additionally, the nearby Creekside Estates mobile home park, Parkview Estates, and Crest Oak Apartments are within a ½ mile of the project. While the affordability of these developments are not guaranteed through funding restrictions, they are naturally-occurring affordable housing in an area of Coon Rapids that has multiple census tracts with a median income between 30% and 50% AMI. Just outside the ½ mile project radius, there are additional affordable housing complexes including Villas on Palm and the Parkview Estates apartments.

Anoka County is part of the metro-wide Fair Housing Implementation Council. Anoka County's PY2019 Action Plan specifically addresses steps towards achieving outcomes of affordability, availability, accessibility, and sustainability in the county's fair housing activities. Additionally, a fair

housing policy was adopted in May of 2019 for the City of Coon Rapids.

The project will serve the residents of these affordable housing locations by improving a critical connection along Coon Rapids Boulevard with green spaces and regional trail systems. These communities were directly engaged by Anoka County Parks with on-site meetings at Parkview Estates and Crest Oak Apartments. The project will improve multimodal access to Mercy Hospital and the Anoka-Ramsey Community College Coon Rapids campus, which are major employment and education centers in the area.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589378393536_05_Affordable Housing_v3-reduced.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*
- *Improving bikeability to better serve all ability and experience levels by:*
- *Providing a safer, more protected on-street facility or off-road trail;*
- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*
- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

Coon Creek Regional Trail Crossing of Coon Rapids Boulevard closes a transportation network gap by improving 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. 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. Construction of the pedestrian bridge crossing Coon Rapids Boulevard will strengthen the community's access to key regional trail network connections.

Response:

Coon Rapids Boulevard is a high-speed (45 MPH), high traffic volume (31,000 ADT), six-lane roadway with turn lanes 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 allows pedestrians and cyclists to cross Coon Rapids Boulevard. However, comments received during the planning process revealed a perception that the pedestrian crossing is difficult due to the width of the roadway and presents 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 traffic volumes continue to increase.

There is a need for a pedestrian bridge or other grade-separated crossing near the Avocet Street intersection with Coon Rapids Boulevard. In addition to the usual concerns regarding the extreme width of the roadway 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.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Yes

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

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 AADT of 31,000 VPD. Between the years of 2010-2020, there were three crashes involving bicycles or pedestrians in the project area, two of which resulted in a fatality. In 2014, a westbound bicyclist traveling within the westbound roadway was struck by a vehicle, and the crash resulted in a fatality. In 2017, a crash at the signalized intersection of Coon Rapids Boulevard and Avocet Street resulted in property damage between a bicycle travelling northbound across Coon Rapids Boulevard intersected with a vehicle heading east. In 2019, a third crash resulted in the fatality of a pedestrian crossing Coon Rapids Boulevard at the signalized intersection with Avocet St.

Of these crashes, two are directly related to the lack of a safe, grade-separated crossing for pedestrians and bicyclists at the intersection between Coon Rapids Boulevard and Avocet St, a crossing which this project seeks directly to address. The third, while not at the crossing but along Coon Rapids Boulevard, is not directly related to the Coon Creek Regional Trail traffic but indicates the exposure rate of cyclists and pedestrians in the Coon Rapids Boulevard corridor. 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)

Measure A: Multimodal Elements

The project does not include any specific transit elements, but its construction will improve transit access on both sides of Coon Rapids Boulevard. Existing transit service in the project area includes Metro Transit Routes 850 and 852. Both routes have stops on each side of Coon Rapids Boulevard at the location of the proposed Coon Creek Regional Trail pedestrian bridge. The overpass will provide a grade separated option for pedestrians to cross Coon Rapids Boulevard, improving the travel experience and safety for transit users.

Response:

The Coon Creek Regional Trail connects 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 from Coon Creek Regional Trail to expansive greenway systems. The project does not alter directly the connections to these green spaces and trail systems, but will vastly improve safety, security, and travel experience for all bike and pedestrian users crossing Coon Rapids Boulevard.

(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 (25 Percent of Points)

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

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

100%

Attach Layout

1589378587641_03_Maps 01 - Concept Drawing.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (15 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 (25 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 (15 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

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 03/11/2020

Meeting with partner agencies: 03/11/2020

Targeted online/mail outreach: 03/11/2020

Number of respondents: 274

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

Community engagement for this project began in 2000 and has continued through a series of studies (the Coon Rapids Boulevard/East River Road Corridor Study (2010) and the Port Riverwalk Master Plan (2013)) through the most recent events which occurred in February and March of 2020. Throughout these past engagement events, including an additional round of engagement related to the trail in 2018, 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. Thus, engagement related to the bridge helped define the pedestrian-level improvements that the project could provide, like lighting and greening along the corridor, and raise awareness among potential users of the benefits of project. The most recent engagement events targeting current and potential bridge users occurred in February and March of 2020. They were conducted by Anoka County Parks staff with support from the City of Coon Rapids. The first open house event, held on February 19, 2020, was held at Parkview Estates Apartments. A second open house was held on March 11, 2020 at Crest Oak Apartments. Anoka County also attended a Transformative Circle meeting on March 5, 2020. For those unable to attend the in-person meetings, online engagement included Facebook posts and an online survey. The online survey received 247 responses, and the Facebook comments related to the Anoka County Parks account were tracked and responded to directly. Future events include a presentation at the regional high school.

Response (Limit 2,800 characters; approximately 400 words):

Comments received during the more recent engagement sessions included support for pedestrian-level improvements related to the bridge, including landscaping and lighting, and that

the bridge would support sidewalk network improvements in the area which would improve overall access and walkability. While there are pedestrian crossing facilities in place at the traffic signal at Avocet Street, many comments continued to request safer options for crossing Coon Rapids Boulevard, not only at this location specifically but at other locations along the corridor. Additional comments included requests for improving the existing sidewalk network to increase access points within the local community. Together, these types of comments indicate a community-wide interest in improving crossing safety and connectivity for walking and biking in this area to better support all users, an improvement which the Coon Creek Pedestrian bridge project can begin to address.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$4,750,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$4,750,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

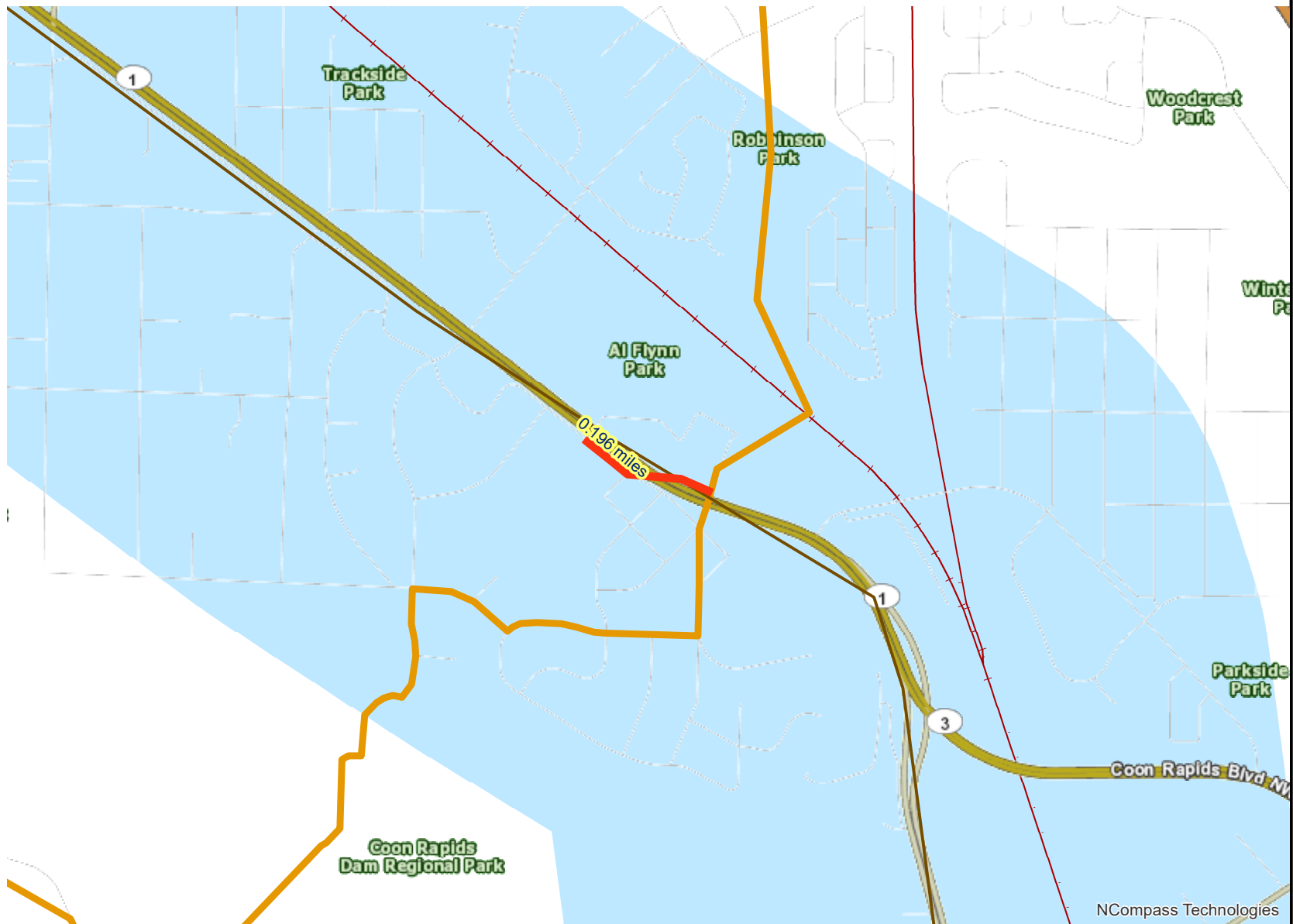
Other Attachments

File Name	Description	File Size
01_Summary 01- One Page Project Summary-updated.pdf	One-Page Project Summary	1.5 MB
02_Summary 02 - Existing Conditions Photo.pdf	Existing Conditions Photograph	622 KB
06_2620_Snow and Ice Policy 1-5-06.pdf	Snow and Ice Policy	24 KB
Anoka County Parks_Letter of Support_3-19-20.pdf	Anoka County Parks Letter of Support	115 KB
Anoka County Transportation_Letter of Support_4-24-20.pdf	Anoka County Transportation Letter of Support	74 KB
Coon Rapids Blvd Ped-Bike Crash Data.pdf	Bike/Ped Crash Data	96 KB

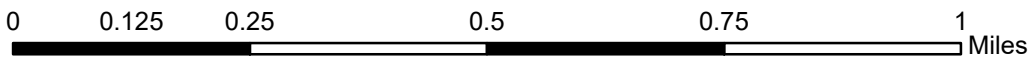
Project to RBTN Orientation

Results

Project IN TIER 1
Bicycle Transport Corridor.



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



Created: 3/10/2020
LandscapeRSA6



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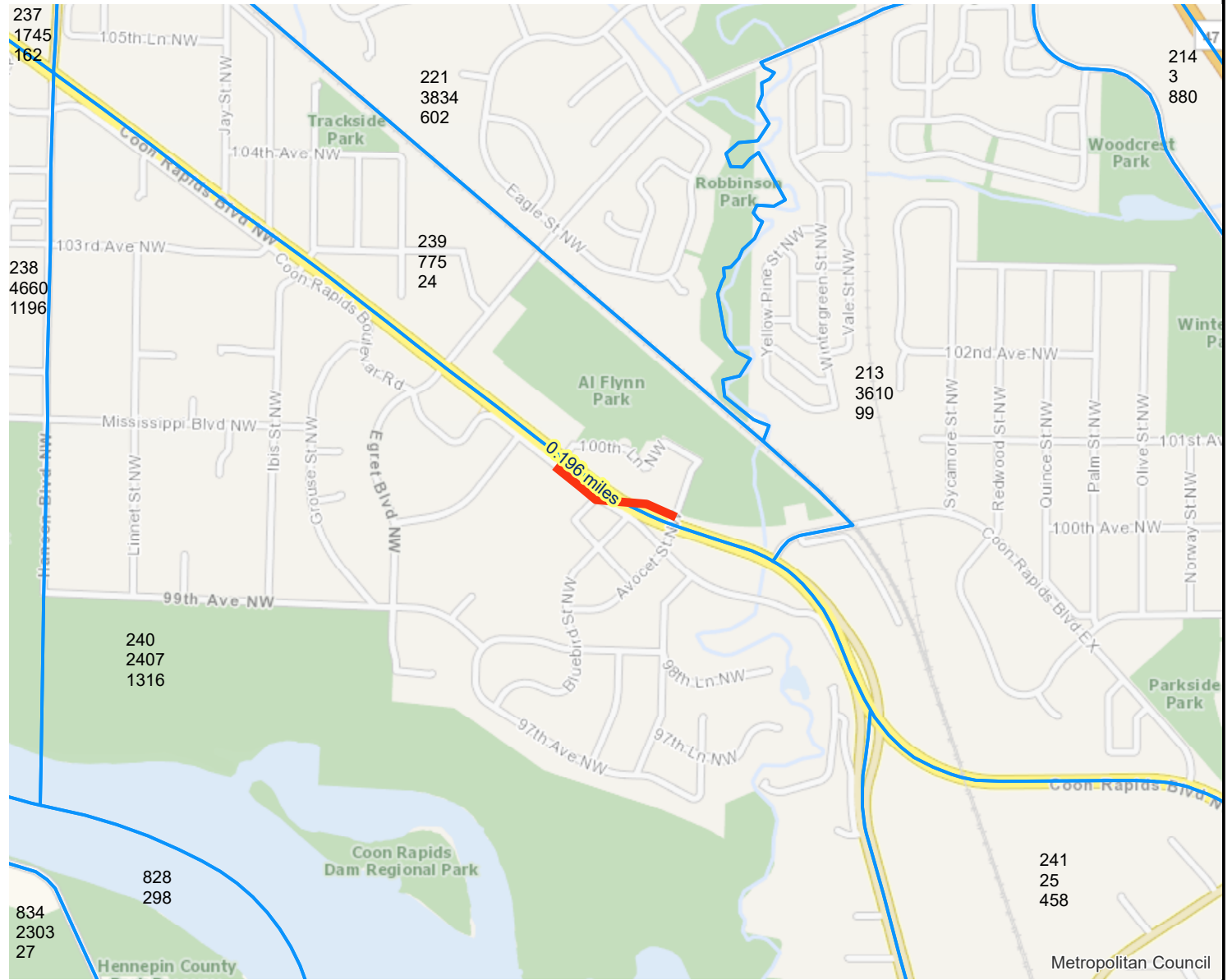
NCompass Technologies




Population/Employment Summary

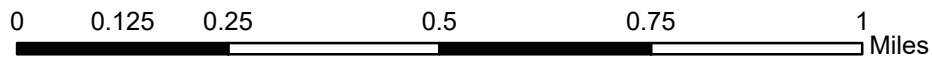
Multiuse Trails and Bicycle Facilities Project: Coon Creek Regional Trail Pedestrian Bridge | Map ID: 1583866262318

Results

Within ONE Mile of project:
 Total Population: 20069
 Total Employment: 4779



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/10/2020
 LandscapeRSA4



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

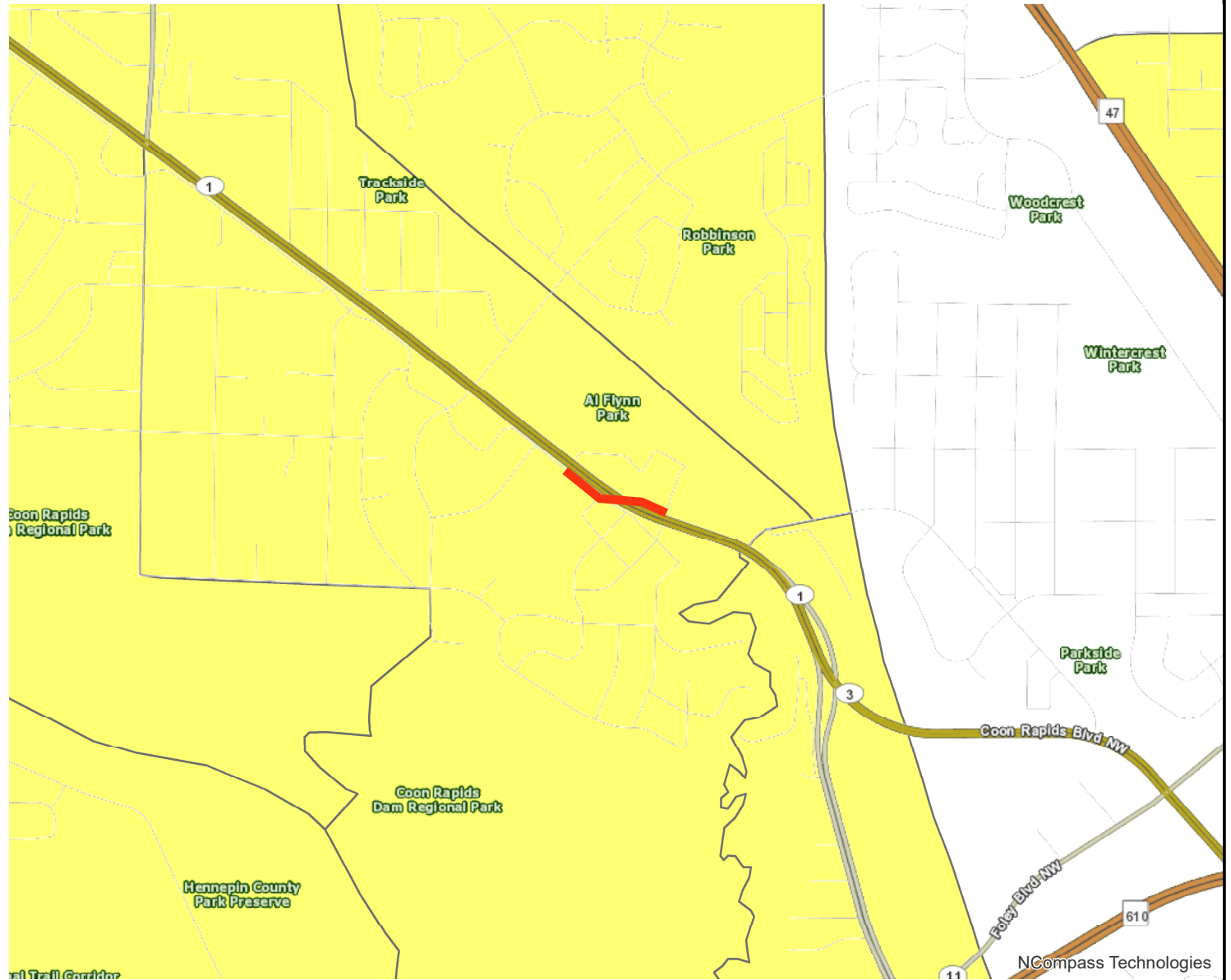


Socio-Economic Conditions

Results

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

Tracts within half-mile:
50605 50606 50607
50608 50709 50710



— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

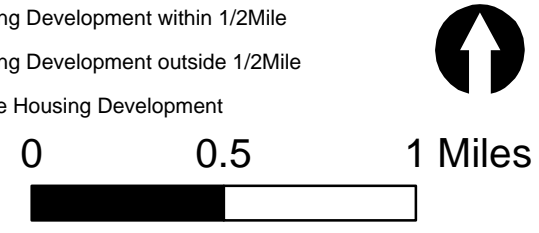
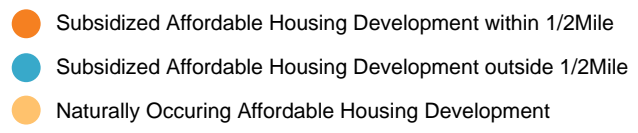
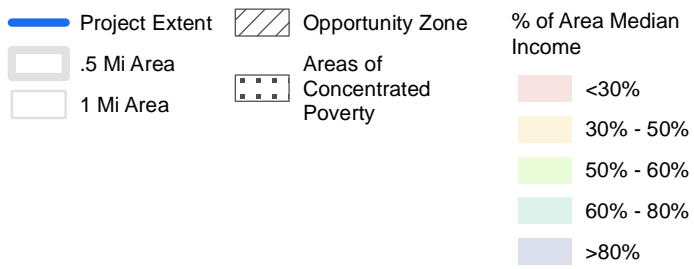
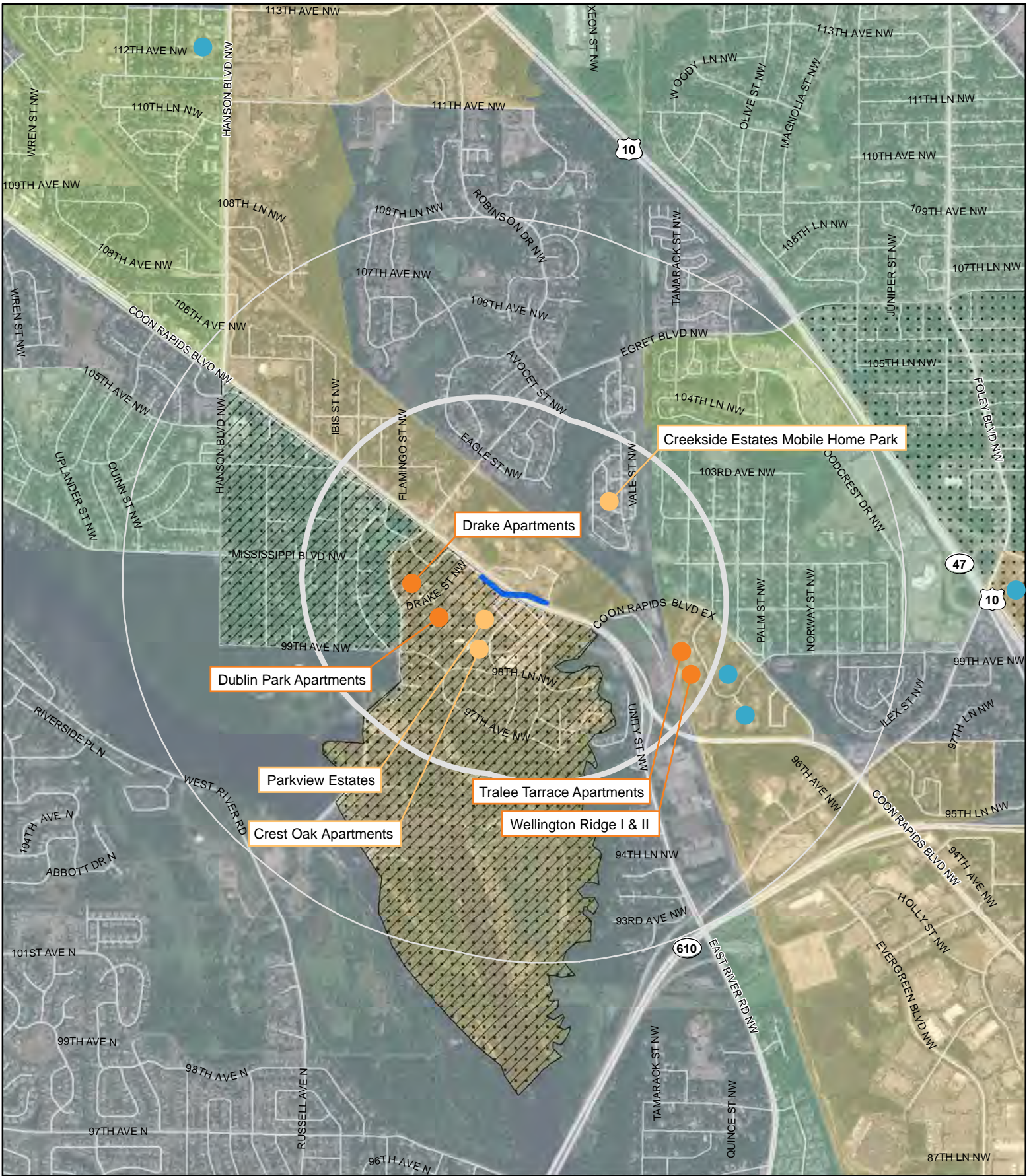


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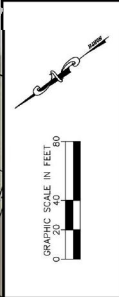






DRAFT WORK IN PROCESS

Kimley»Horn



MAY 2018

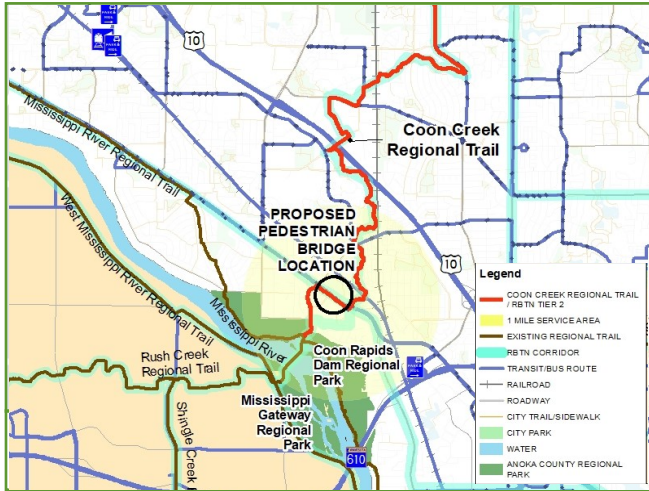
COON RAPIDS BOULEVARD AT PORT RIVERWALK
 CONCEPTUAL PLAN RENDERING
 COON RAPIDS, MN
 ANOKA COUNTY



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:

\$2,400,000

TOTAL PROJECT COST:

\$4,750,000

PROJECT DESCRIPTION:

Coon Creek Regional Trail Crossing of Coon Rapids Crosses a Multimodal Transportation Network Barrier.

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 allows 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. This pedestrian unease will increase as Coon Rapids Boulevard is widened due to the planned reconstruction occurring this year (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 31,000vpd six lane highway with turn lanes
- 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



**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 (1st) day of November and the first (1st) 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.



Anoka County
PARKS DEPARTMENT

Parks and
Recreation Office
763-324-3300

Park
Maintenance
763-324-3326

Park Services
763-324-3360

Natural Resources
763-324-3413

Bunker Beach
Water Park
763-324-3310

Chomonix
Golf Course
763-324-3434

Wargo
Nature Center
763-324-3350

March 19, 2020

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.

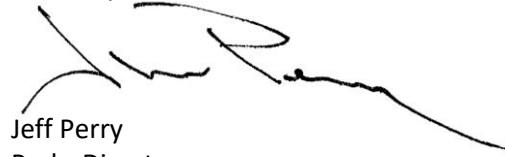
The Coon Creek Regional Trail connects Bunker Hills Regional Park with Coon Rapids Dam Regional Park and ultimately Hennepin County. The trail is also part of the Regional Bicycle Transportation Network as a Tier 2 alignment. It is strategically located within regional and local park system that connects residential, commercial, and industrial areas to outdoor recreation opportunities. Much 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 Anoka-Hennepin Regional 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,

A handwritten signature in black ink, appearing to read 'Jeff Perry', written in a cursive style.

Jeff Perry
Parks Director



Anoka County

TRANSPORTATION DIVISION

Highway

Joseph J. MacPherson, P.E.
County Engineer

April 24, 2020

Mr. Jim Hovland, Chair
Metropolitan Council, Transportation Advisory Board
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 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 and 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,

Joe MacPherson, P.E.
Anoka County Transportation Division Manager/County Engineer

Our Passion Is Your Safe Way Home

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

Affirmative Action / Equal Opportunity Employer

Incident ID	Date	Time	Year	Street On	Intersection Name	Contributing Factor - Unit 1	Contributing Factor - Unit 2	Unit 1 Maneuver	Unit 2 Maneuver	Unit 1 Type	Unit 2 Type	Crash Type	Crash Severity	Latitude	Longitude
10931154	1/19/2014	8:29 PM	2014	Coon Rapids Blvd NW	100 Ln NW	No Clear Contributing Action	Inattentive/Distracted (Talking, Eating)	Moving Forward	Bike Riding with Traffic	Motor Vehicle in Transport	Pedestrian	Pedestrian	Fatal	45.1528041	-93.3024730
433241	4/3/2017	7:55 PM	2017	Coon Rapids Blvd NW	Avocet St NW	No Clear Contributing Action	Failure to Obey Traffic Signs, Signals, Officer	Moving Forward	Walk/Cycle Across Traffic (X-ing)	Motor Vehicle in Transport	Bicycle	Pedalcyclist (Bicyclist)	Property Damage Only	45.1514649	-93.2997498
730569	6/30/2019	9:35 PM	2019	Coon Rapids Blvd NW	Avocet St NW	No Clear Contributing Action	Unknown	Moving Forward	Walk/Cycle Across Traffic (X-ing)	Motor Vehicle in Transport	Pedestrian	Pedestrian	Fatal	48.0047771	-89.5065878