



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14057 - Fridley and Columbia Heights 53rd Avenue Trail Connection

Regional Solicitation - Bicycle and Pedestrian Facilities

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

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Phone Ext.

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

Organization Information

Name: FRIDLEY, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: 7071 UNIVERSITY AVE NE

* FRIDLEY Minnesota 55432-4383
City State/Province Postal Code/Zip
County: Anoka
Phone:* 763-571-3450
Ext.
Fax:
PeopleSoft Vendor Number 0000020945A1

Project Information

Project Name 53rd Avenue Trail and Sidewalk
Primary County where the Project is Located Anoka
Cities or Townships where the Project is Located: Fridley and Columbia Heights
Jurisdictional Agency (If Different than the Applicant): Fridley and Columbia Heights

The 53rd Avenue multi-use trail and sidewalk project will close an important gap in the existing bicycle and pedestrian network for both the cities of Fridley and Columbia Heights and contribute to the regional bicycle network as part of a Tier 1 Corridor on the RBTN. Currently, 53rd Avenue is identified as an east-west bicycle route with a wide striped roadway shoulder.

The proposed project will include construction of a multi-use trail on the south side of 53rd Avenue from Central to Main Street. The project will also include the construction of a sidewalk on the north side of the road from Monroe Street to University Avenue, creating a continuous sidewalk route from Main Street to Central Avenue. An existing sidewalk exists currently on the north side of 53rd Avenue between Monroe Street and Central Avenue. Along the sidewalk and trail, pedestrian-scaled lighting, curb ramps, and high visibility crosswalk markings at roadway crossings will contribute to the overall experience, comfort and safety of pedestrians and bicyclists. Improvements will build off of a HSIP-funded project that involves traffic calming measures through a continuous raised median and single lane turnabout for U-turns on 53rd Avenue at Monroe Street. Slowed and predictable traffic, along with the construction of separated pedestrian and bicycle facilities will increase comfort and safety for all roadway users.

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

(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.](#)

53rd Avenue Trail and Sidewalk Improvements from Central Avenue/TH65 to Main Street NE

Project Length (Miles)

1.0

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 \$1,843,313.00

Match Amount \$460,829.00

Minimum of 20% of project total

Project Total \$2,304,142.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City of Fridley and City of Columbia Heights

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:

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

Project Information

County, City, or Lead Agency City of Fridley

Zip Code where Majority of Work is Being Performed 55421

(Approximate) Begin Construction Date 04/01/2024

(Approximate) End Construction Date 10/31/2024

Name of Trail/Ped Facility: 53rd Ave Trail and Sidewalk

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) 53rd Avenue NE at Main St

To:
(Intersection or Address) 53rd Avenue NE at Central Ave/TH65

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

Or At:

Miles of trail (nearest 0.1 miles): 1.0

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

Is this a new trail? Yes

Primary Types of Work

Grading, Aggregate Base, Bituminous Surface, Sidewalk, Ped Ramps, Crosswalk Markings, Lighting, Curb and Gutter, Storm Sewer

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (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.

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

The proposed project is consistent with the 2040 TPP goals, objectives and strategies. The proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies. Examples include: Goal B: Safety and Security (page 2.5) - Objective A, Strategy B6; Goal C: Access to Destinations (page 2.10); Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C15, Strategy C16, Strategy C17; Goal D: Competitive Economy (page 2.26) - Objective A, Objective B, Strategy D3; Goal E: Healthy Environment (page 2.30) - Objective A, Objective C, Objective D, Strategy E3; Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.35) - Objective A, Objective C, Strategy F6, Strategy F7

(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.

Fridley 2040 Comprehensive Plan (Dec. 17, 2018 Draft?currently under review by the Metropolitan Council):

-Chapter 3, Transportation, Page 92: 53rd Ave designated bike/ped route

-Chapter 4, Parks and trails, Page 124: 53rd Ave designated as a future bike route

List the applicable documents and pages:

Active Transportation Plan, City of Fridley (Adopted Feb. 11, 2020):

-Page 10: 53rd Ave listed as highest priority for future bike/walk improvements (score of 9 out of 9)

-Page 46: 53rd Ave designated for trails/sidewalks

-Page 47: 53rd Ave designated as Plan Focus Route (Priority segment for biking and walking)

(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.

Multise 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: 02/11/2019

Link to plan: <https://www.ci.fridley.mn.us/DocumentCenter/View/5355/City-of-Fridley-ADA-Transition-Plan?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)	\$104,000.00
Removals (approx. 5% of total cost)	\$40,000.00
Roadway (grading, borrow, etc.)	\$18,000.00
Roadway (aggregates and paving)	\$317,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$30,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$165,165.00
Traffic Control	\$65,000.00
Striping	\$10,000.00
Signing	\$5,000.00

Lighting	\$225,000.00
Turf - Erosion & Landscaping	\$53,000.00
Bridge	\$0.00
Retaining Walls	\$45,500.00
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	\$107,777.00
Other Roadway Elements	\$0.00
Totals	\$1,185,442.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$545,000.00
Sidewalk Construction	\$165,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$70,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$225,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$101,700.00
Other Bicycle and Pedestrian Elements	\$12,000.00
Totals	\$1,118,700.00

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	\$2,304,142.00
Construction Cost Total	\$2,304,142.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

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

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	30887
Existing Employment Within One Mile (Integer Only)	11609
Upload the "Population Summary" map	1589472623679_Population_Employment_53rd Ave.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.*

Response:

Planning for the Fridley Active Transportation Plan (2020) involved gathering feedback from people of all ages, abilities, and socioeconomic status, through a map-based web survey and a written survey distributed to seniors. 58% of respondents indicated they prefer an off-road trail for biking compared to an on-road bike lane. The Active Transportation Plan identified 53rd Avenue as a priority project for bike and pedestrian improvements, which was verified through community engagement. An event dedicated specifically for the 53rd Avenue project was held on October 26, 2019. This event was held on a Saturday, along the project route and was advertised throughout the adjacent neighborhoods through flyers and city-wide social media. The event was geared toward families, with games, hot chocolate, face painting, and a touch-a-truck station. Approximately 60 people attended, with a mix of young and elderly people from the surrounding areas, with varying income levels. Illustrative materials demonstrated the project options and people voted on their preferences. Of the (3) options presented for streetscape design, the off-street trail option was preferred by 82% of participants. In addition, participants strongly advocated for the incorporation of improved lighting in the project. This input directly influenced the scope of the project.

(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.

According to 2010 Census data, 5 ? 20% of residents in the neighborhoods adjacent to 53rd Avenue are aged 75 or older, which is consistent with many other areas of Fridley. 21-40% of the project area?s census block have an income less than 185% of the poverty level, which is a higher than the regionwide average. Additionally, the percent of mobile disabled people living in the neighborhoods adjacent to the project area is higher than other areas of the city, with 9.6 ? 10.8% reporting as such. A 2018 study presented in the Draft 2040 Comprehensive Plan for Fridley shows a disproportionate number of households within a half-mile walkshed of 53rd Avenue that do not own a vehicle.

Response:

Currently, no pedestrian or bicycle facilities exist on 53rd Avenue, beyond a striped parking lane. Transit users must walk or ride in the parking lane to reach their stop as well as wait for the bus in the parking lane. This is especially problematic during the winter, when the parking lane is used as snow storage. The continuous sidewalk and trail connection will provide transit users safe access and waiting space. In addition to transit, the proposed facilities will provide a necessary pedestrian and bicycle connection to important community destinations for disadvantaged populations near the intersection of Central Avenue and 53rd Avenue, as well as near the intersection of University Avenue and 53rd Avenue. These destinations include grocery, pharmacy, medical services, retail, banking, vehicle repair stations, a laundromat, childcare centers and restaurants, all of which serve as employment centers and key resources for nearby residents.

The project will create stronger connections to the existing Main Street trail, the funded trail on 7th Avenue to be constructed in 2022, and to the future Bus Rapid Transit (BRT) along 53rd Avenue

between Central and University Avenue. The project will also connect to the existing trail and sidewalks along Central Avenue, which is part of the RBTN. As part of this project, the City is coordinating with MnDOT and Metro Transit to install new crosswalk markings and curb ramps at these connection points which will increase visibility and improve the experience of the pedestrian and bicyclists using the connected facilities. The daily opportunity for independent mobility will significantly increase for people who rely on walking, biking, or transit as a means to travel throughout the cities of Fridley and Columbia Heights.

(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

Response:

The proposed project is not anticipated to negatively impact low-income populations, people of color, children, the elderly, and/or disabled populations in the long-term. Short-term impacts from construction activities such as increased noise and dust may impact these populations more than the general population. Standard construction mitigation measures such as limiting hours of construction and reducing dust will be utilized in compliance with the City of Fridley and the City of Columbia Heights standards. Impacts to transportation and transit will be mitigated through the use of temporary ramps and parking adjustments. Access to businesses will remain open during construction. The existing parking lane on the south side of 53rd Avenue will be removed as part of the project scope, which will potentially impact residents along the project route. However, evaluation of the project area has demonstrated that that on-street parking is needed or utilized along 53rd Avenue today.

(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

1589472836365_Concentrated Race_Poverty_53rd Ave.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
Fridley	1.0	0.59	86.0	50.588
Columbia Heights	0.7	0.41	79.0	32.529

Total Project Length

Total Project Length 1.0

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 1.7

Total Housing Score 83.117

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.

Response:

There are currently no subsidized housing units within a half mile of the project area. Within 1.5 miles of the project area, which is within a feasible biking distance, there are 250 subsidized units of affordable housing. There are a significant number of multi-family housing units within the immediate project area along University Avenue and in the area southeast of the University Avenue and I-694 interchange, as well as a Senior living complex along 53rd Avenue at University Avenue. There are two significant new housing developments in the City of Fridley near the project site at this time: Cielo Apartments (268 units) which was completed in 2019 and the and the Fridley Station Village (96 market rate units, 100 senior units, and 71 units affordable at 60% AMI) located within the NorthStar TOD which is currently underway and would be connected to this project by the Main Street trail. According to 2010 census data, the percentage of residents living within a half mile of the project area who do not own a vehicle (9.6 ? 10.8%) demonstrates a real need for multi-modal transportation options for residents. Bicycle and pedestrian access to local destinations and employment centers will be improved with a continuous sidewalk and trail along 53rd Avenue, and connections to north-south trails at Main Street, 7th Street, University Avenue and Central Avenue. These corridors link to multi-family and subsidized housing options, as well as affordable single-family dwellings throughout Fridley and Columbia Heights.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589473195081_53rd Ave_Housing.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.

The 53rd Avenue multi-use trail and sidewalk project will close an important gap in the existing bicycle and pedestrian network for both the cities of Fridley and Columbia Heights and contribute to the RBTN as part of a Tier 1 Corridor. Currently, 53rd Avenue is identified as an east-west bicycle route with a wide striped roadway shoulder that also serves a parking lane.

The proposed project will include construction of a multi-use trail on the south side of 53rd Avenue from Central to Main Street within the existing parking lane. The project will also include the construction of a sidewalk on the north side of the road, behind the existing curb, from Monroe Street to Main Street, creating a continuous sidewalk route from Main Street to Central Avenue. A sidewalk exists currently on the northside of 53rd Avenue between Monroe Street and Central Avenue. This project will build off safety improvements to be installed as part of a funded HSIP project, including traffic calming measures through a continuous raised median and single lane turnabout for U-turns on 53rd Avenue between Monroe Street and TH65. Slowed and predictable traffic will increase comfort and safety for pedestrians and bicyclists. Pedestrian-scaled lighting will be installed along the sidewalk and high-low roadway and pedestrian scale lighting will be installed along the trail. The Cities of Fridley and Columbia Heights are coordinating with MnDOT to incorporate recommendations for the intersections of 53rd Avenue and University Avenue from the approved Road Safety Audit, including improved signaling, crosswalks, and pedestrian refuges, which will contribute to the overall experience, comfort and safety of pedestrians and bicyclists.

The completion of a continuous trail and sidewalk along 53rd Avenue will connect a number of important north-south pedestrian and bicycle

Response:

routes, such as the existing multi-use trail on TH65/Central Ave, the future multi-use trail on 7th Street (to be constructed in 2022), and the existing multi-use trail on Main Street. High visibility crosswalk markings crossing 53rd Avenue at 7th Street and crossing Main Street at 53rd Avenue will provide additional connection to these existing and future facilities. The project will further connect bicyclists and pedestrians across and along a corridor that spans the jurisdictions of Fridley and Columbia Heights, contributing to the overall completeness of the multi-modal network for both cities. With I-694, located ¼ mile north of the project area, identified as a barrier to bicycle and pedestrian movement, 53rd Avenue will provide an alternate east-west route and connection to north-south routes in this area for bicycle and pedestrian transportation.

(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

Yes

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

Measure B: Project Improvements

53rd Avenue is a major collector road, has a speed limit of 30mph and is designated as a bike/ped route. Today, the only separated, dedicated bicycle or pedestrian facilities along the roadway is a sidewalk connection on the north side of the road between Monroe Street and TH65/Central Ave, for approximately 1,000ft in length. Residential development along the corridor occurred primarily post World War II; at this time sidewalks and trails were not prioritized for bicycle and pedestrian connections. As retail and commercial uses have redeveloped near Central Avenue, University Avenue and along Main Street, this corridor has become increasingly more important as a route for connecting pedestrians, bicyclists and transit users to key community destinations.

2017 AADT provided by MnDOT shows an average of 6,400 vehicles on 53rd Avenue between Central Avenue and University Avenue. Between University Avenue and Horizon Avenue there are an average of 4,750 vehicles and from Horizon Avenue to Main Street there are an average of 2,450 vehicles. From 2015 to 2020 (April), there were 197 vehicle crashes along the 53rd Avenue corridor, most of which occurred at TH47 and TH65. Thankfully, none of these crashes involved pedestrians or bicyclists or resulted in a fatality. A possible reason for zero pedestrian or bicycle crashes is a lack of designated bicycle or pedestrian facilities today has resulted in limited use of the corridor by non-motorized vehicles or pedestrians. A Road Safety Audit completed by MnDOT along University Avenue and Highway 65 identified opportunities for safety improvements at the intersection of 53rd Avenue. The Cities and MnDOT are collaborating to integrate these improvements into subsequent phases of the project, including updated signaling, new pedestrian crosswalks, and installation of pedestrian refuges. Similarly, both cities have been coordinating with Metro Transit on relocating stop placement and crosswalks to improve the safety of

Response:

transit users along the roadway.

A well-lit, continuous bicycle and pedestrian trail and sidewalk along 53rd Avenue will provide a safe and secure path of travel separate from motor vehicles, for pedestrians and bicyclists as they travel throughout Fridley and Columbia Heights to reach residences, businesses, and healthcare.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

Today, 53rd Avenue serves as a transit corridor with stops between Central Avenue and University Avenue providing service to route 10 and 59 Metro Transit riders. At University Avenue and 53rd Avenue, the project area intersects with north and southbound express stops. A future Arterial BRT corridor is planned along Central Avenue north to 53rd Avenue, along 53rd Avenue and north along University Avenue. The future sidewalk, trail, intersection crossings and lighting improvements proposed as part of this project scope will support the existing bus transit and future bus rapid transit network by providing safe, continuous pathways for pedestrians that are well-lit and ADA accessible. The project will also update the non-ADA compliant bus stops for compliance with ADA standards, making the corridor more accessible for all users. This work will be compatible with accommodations for the future BRT route along this corridor. Elements of this project have been specifically designed to respond to information gathered through community engagement as well as a desire to maximize investments for the best outcomes for safety and comfort of facility users. Current and potential users will benefit from roadway-separated bicycle and pedestrian facilities that are wide enough to accommodate two-way travel, as well as lighting that is both considerate of roadway and trail/sidewalk users. Bollard lighting will be installed along the north side of the roadway to illuminate the sidewalk along the project area. Dual street and pedestrian lighting fixtures will be installed on the southern side of the roadway along the multi-use trail.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

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

1589554797546_53rd Ave_Project Layout.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

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: 10/26/2019

Meeting with partner agencies: 09/11/2019

Targeted online/mail outreach: 10/01/2020

Number of respondents: 60

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.

0%

The Cities of Fridley and Columbia Heights hosted an on-site outreach event on Saturday, October 26th to gather resident feedback on potential changes along 53rd Avenue in anticipation of this application. Approximately 60 residents from Fridley and Columbia Heights attended the event, which included a survey of design options, maps and boards to leave comments on roadway vision and current safety issues, and family-friendly activities such as a bounce house, a hot chocolate bar, games, and a touch-a-truck event with a snow plow and public safety.

The survey of design options presented three scenarios: 1) no change scenario 2) bike lane and sidewalk scenario 3) and multi-use trail and sidewalk scenario. Of the participants, 82% indicated that they preferred the off-street trail and sidewalk scenario. When asked to write what was important to them along 53rd Avenue, residents said they valued adding facilities along both sides of the street and keeping walkers/bikers separated from cars. Many respondents indicated that they desired to keep a parking lane, though no residents indicated that they wanted to preserve both existing parking lanes. Residents frequently mentioned safety concerns along the roadway, particularly related to transit riders, and voiced a strong desire for a dedicated space for pedestrians and cyclists.

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

The City of Fridley met with Metro Transit on September 11, 2019 to discuss the long-term vision of 53rd Avenue related to bus rapid transit and shared the idea of installing pedestrian/bicyclist facilities along the roadway. Metro Transit expressed support for this project which is reflected in the attached letter. The other key partner agencies impacted by this project are MnDOT, which maintains jurisdiction over TH 65 and TH 47, and Anoka County which maintains jurisdiction over Main Street. Prior to this grant cycle, the City met

with MnDOT to develop a road safety study for TH 47 which included adding improved pedestrian and bicyclist facilities along 53rd as well as other improvements to the intersection of TH 47 and 53rd Avenue that have been incorporated into this grant. Both agencies have provided letters of support for this project.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$2,304,142.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,304,142.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

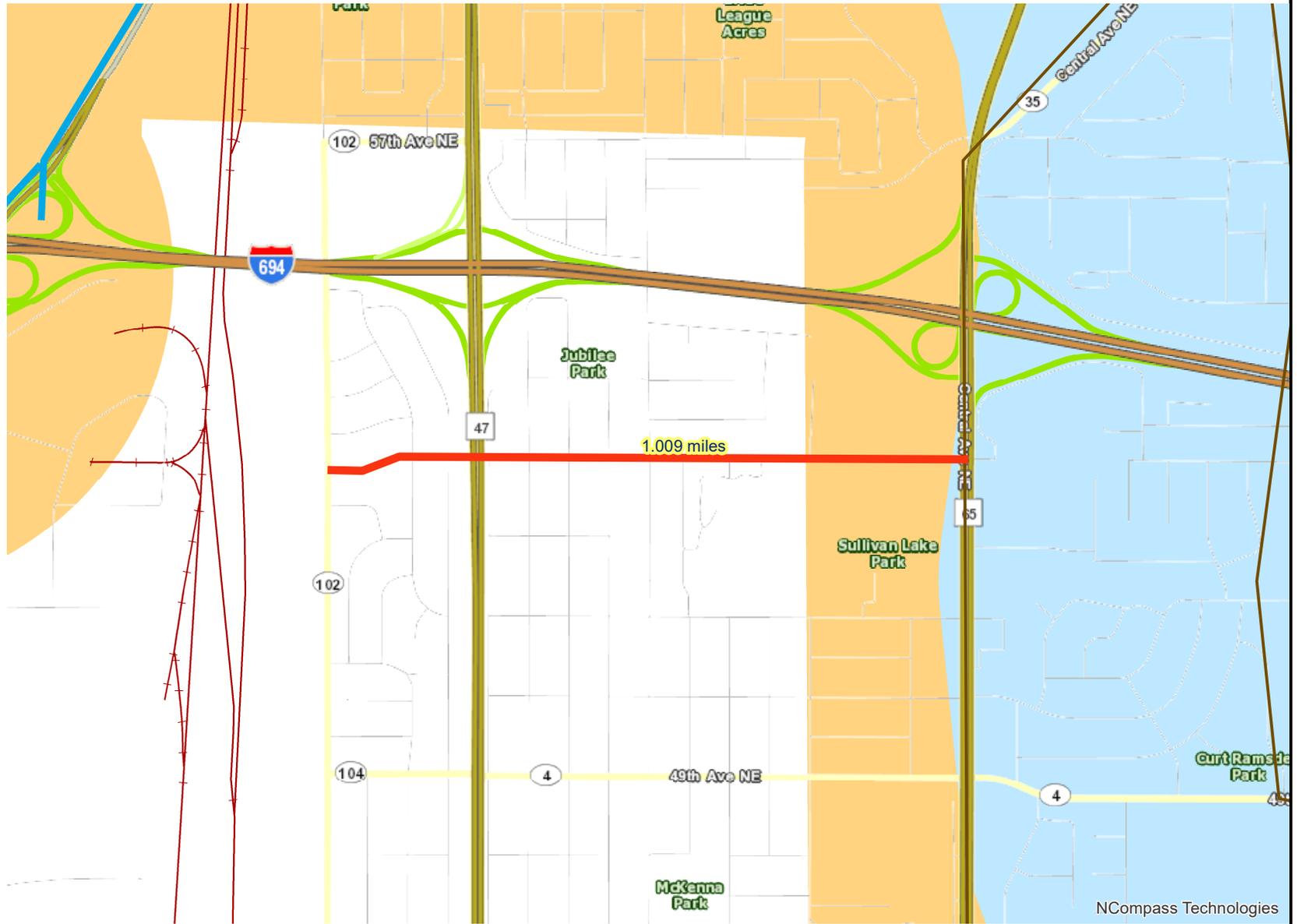
File Name	Description	File Size
53rd Ave Report.pdf	Community Engagement Event Report	3.9 MB
53rd Ave_Project Layout.pdf	Project Layout	2.8 MB
53rdAve_Project Map.pdf	Project Map	1.1 MB
Certified Copy of Resolution 2020-38-1_CH.pdf	Resolution_Columbia Heights	145 KB
Fridley LOS_RS_signed.pdf	Letter of Support_MnDOT	234 KB
Fridley_53rd Ave_Demographic Maps.pdf	Demographic Maps	3.3 MB
Fridley_53rd Ave_Photos.pdf	Project Photos	5.1 MB
Fridley_53rd Ave_Project Summary.pdf	Project Summary	1.8 MB
Letter of Support_Columbia Heights.pdf	Letter of Support Columbia Heights	172 KB
LOS_Anoka Co.pdf	Letter of Support_Anoka Co	114 KB
LOS_MetroTransit.pdf	Letter of Support_MetroTransit	875 KB
Res 2020-17 TAB 53rd Ave Trail_Fridley.pdf	Resolution_Fridley	49 KB
Snow and Ice Removal and LOS_Fridley.pdf	Snow and Ice Removal and Letter of Support_Fridley	74 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: 53rd Avenue Trail and Sidewalk | Map ID: 1584122493045

Results

Project IN TIER 1
Bicycle Transport Corridor.



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



Created: 3/13/2020
LandscapeRSA6



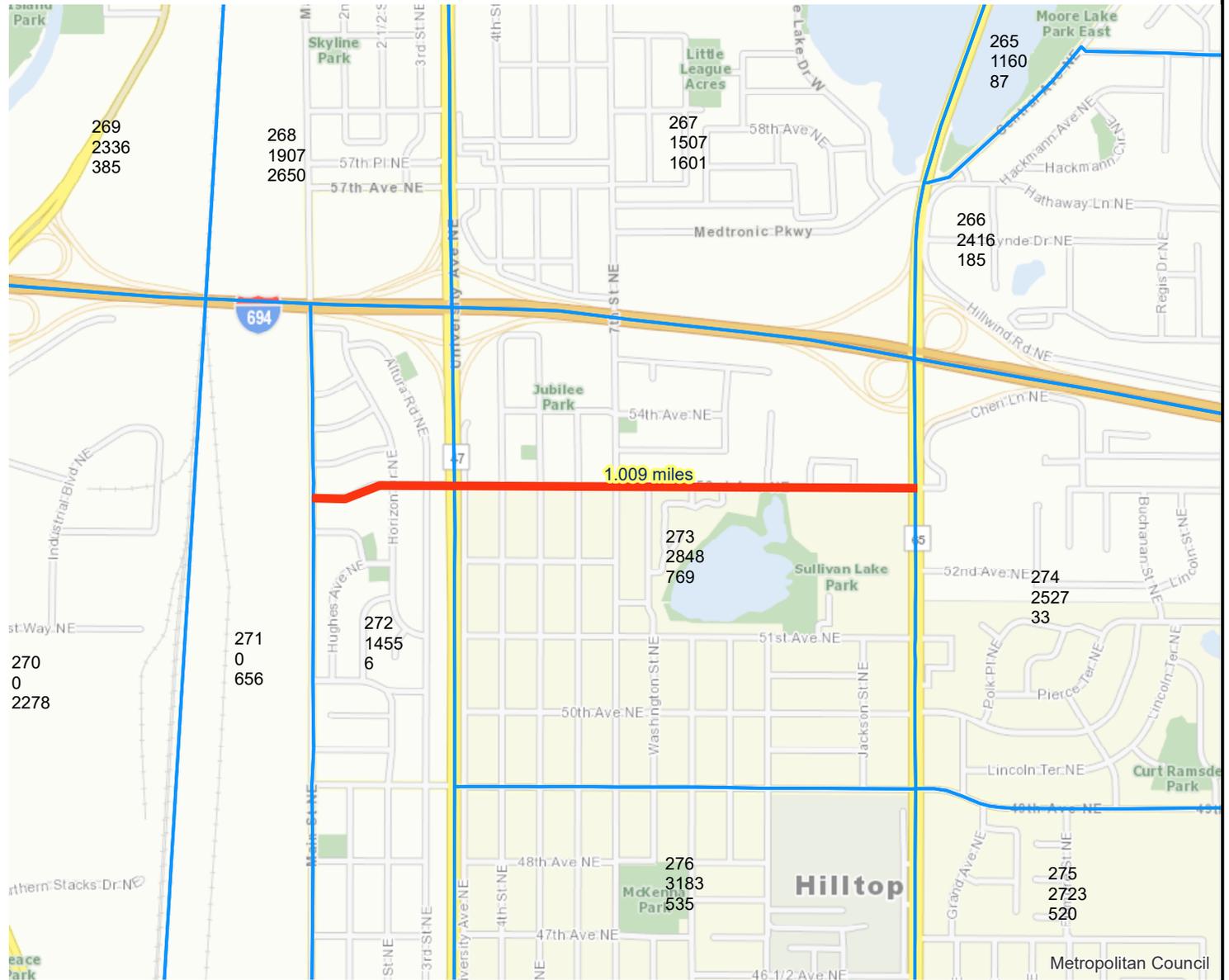
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/notice.aspx>



NCompass Technologies

Population/Employment Summary

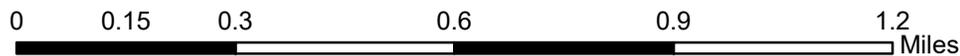
Multiuse Trails and Bicycle Facilities Project: 53rd Avenue Trail and Sidewalk | Map ID: 1584122493045



Results

Within ONE Mile of project:
 Total Population: 30887
 Total Employment: 11609

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/13/2020
 LandscapeRSA4



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



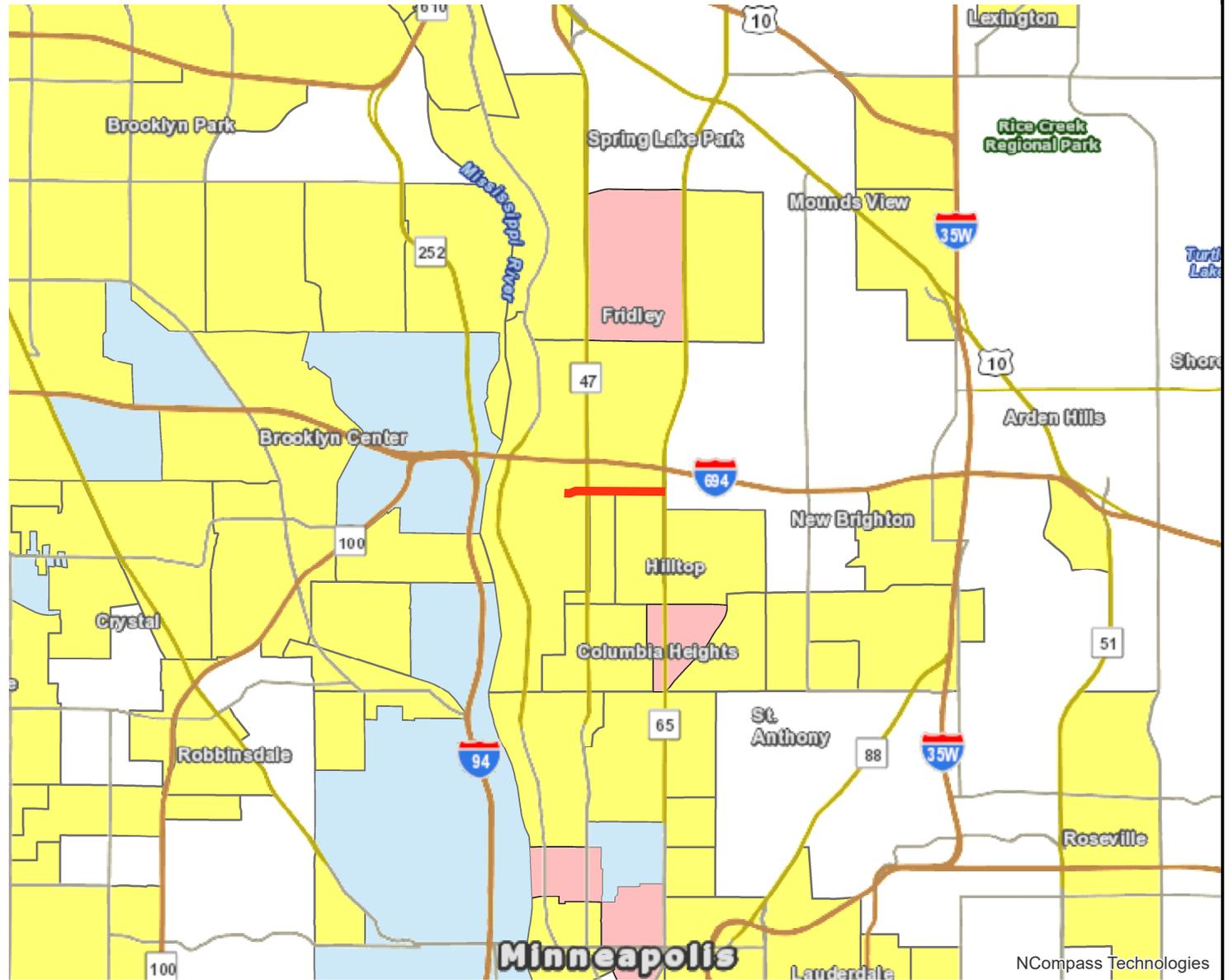
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: 53rd Avenue Trail and Sidewalk | Map ID: 1584122493045

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:
51201 51202 51203
51206 51302 51304
51305



— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 3/13/2020
LandscapeRSA2



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



53rd Ave Trail and Sidewalk

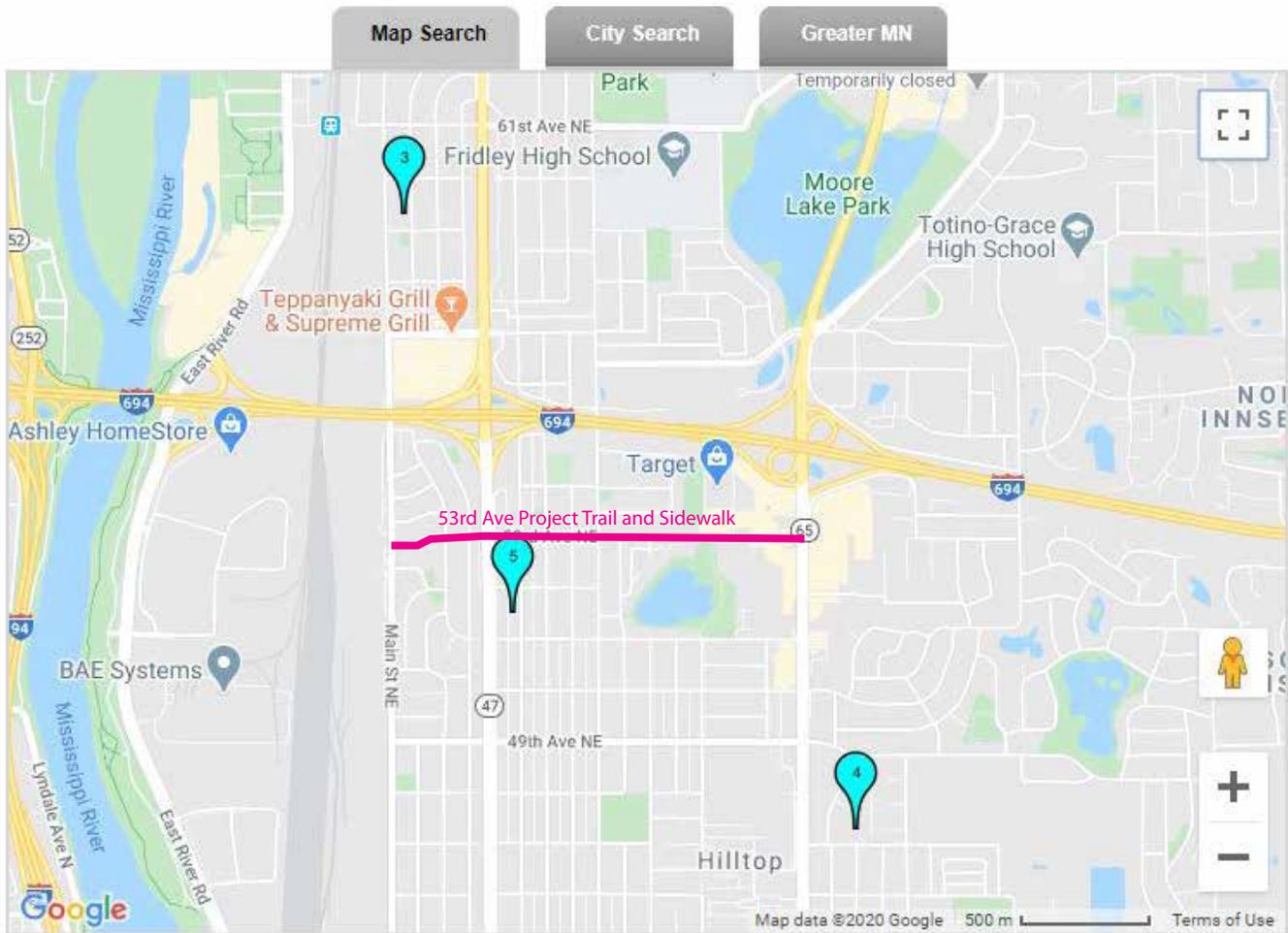
MULTIUSE TRAILS AND BICYCLE FACILITIES

HOUSING

Information from: HousingLink.org/streams
 Data provided through 12/31/2018

Streams (Data through 12/31/2018)

About Streams



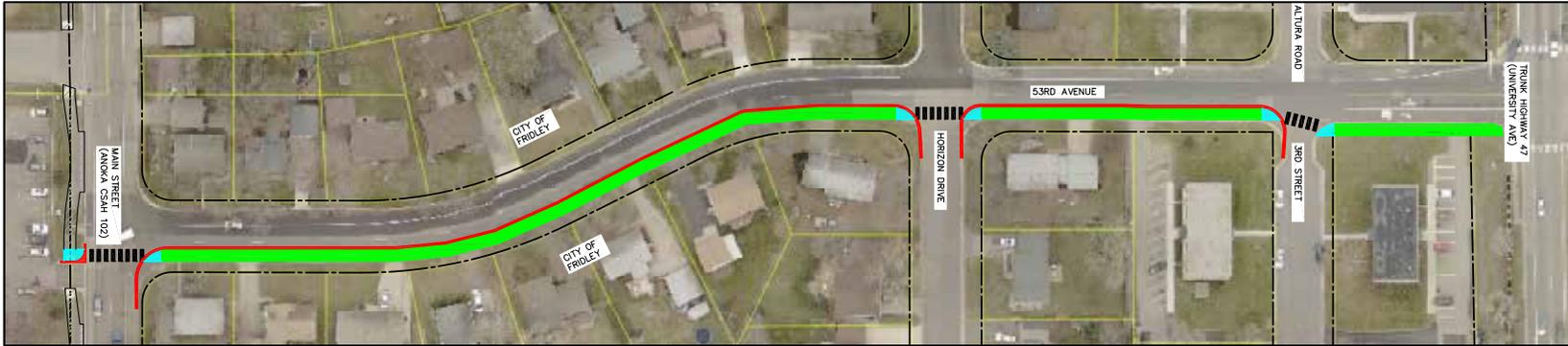
[Send us feedback](#)

Properties found.

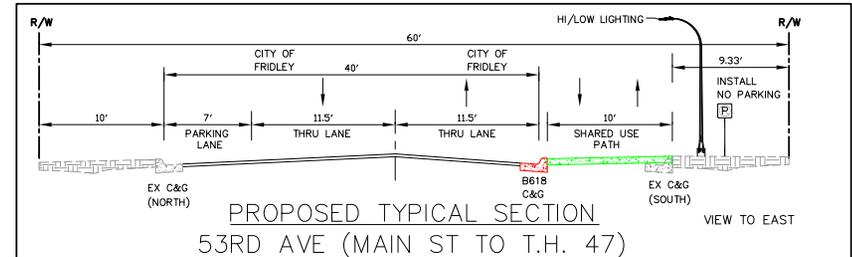
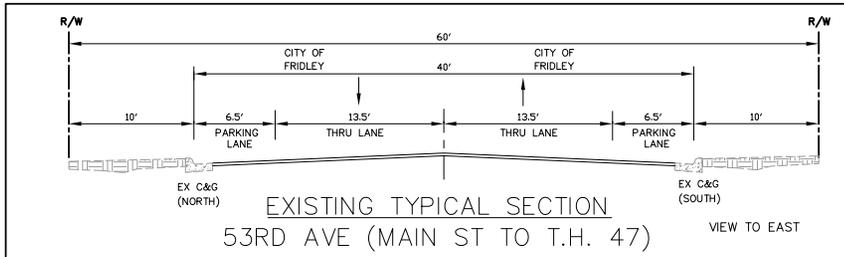
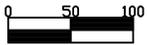
Property Search Summary

Properties	Total Units	30% AMI*	50% AMI*	60% AMI*	80% AMI*	Total Aff Units*
5	244	15	47	163	18	243

- * AMI level and units are estimated if not provided, set to least restrictive AMI for largest number of units.
- ** Obligation expiration dates are estimated based on program definition if not provided.
- *** There may be other funders. This funder provided for reference.



- LEGEND**
- CURB & GUTTER
 - CONCRETE WALK
 - BITUMINOUS TRAIL
 - EXISTING TRAIL

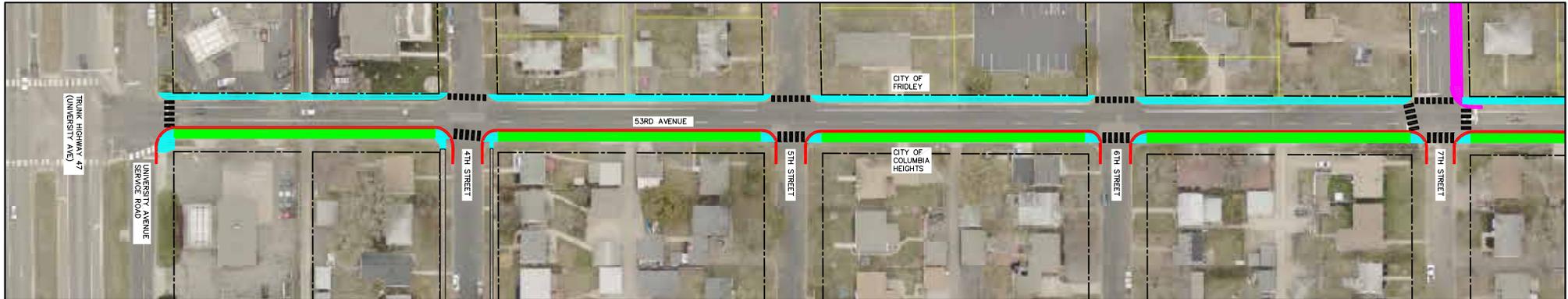


**CITY OF
FRIDLEY**

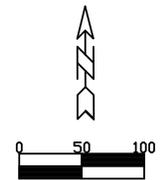
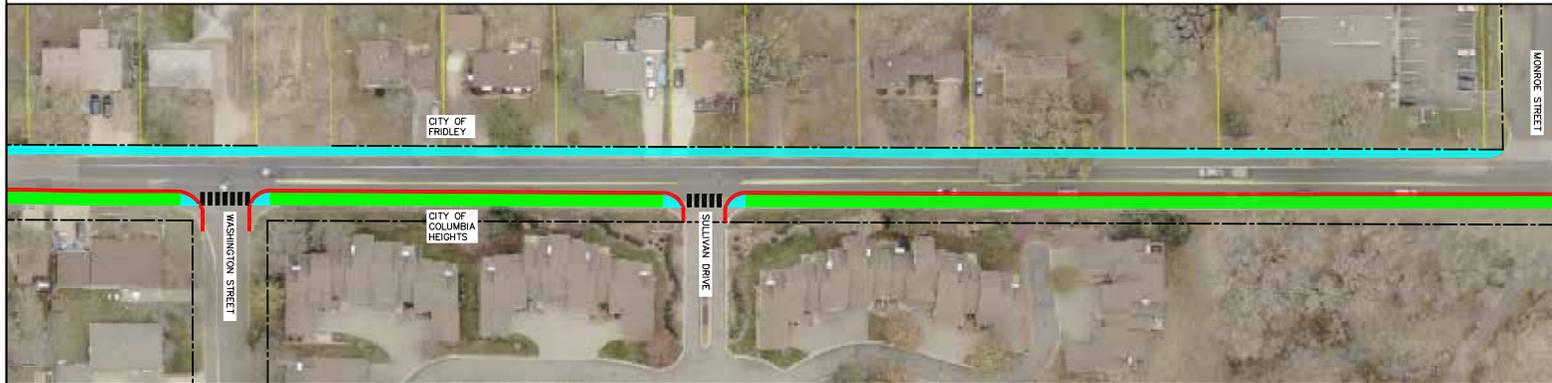
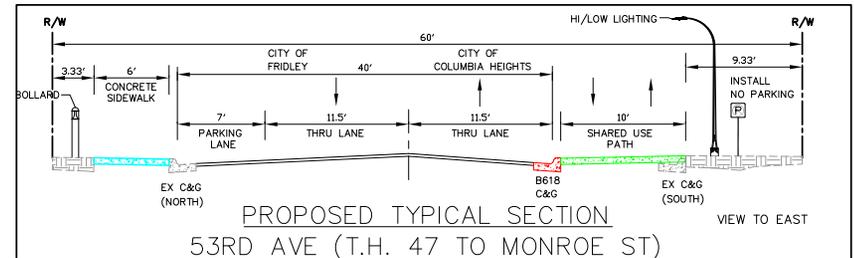
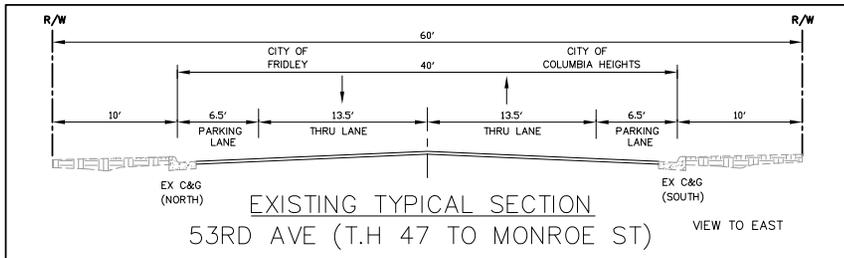
53RD AVENUE PEDESTRIAN AND BICYCLE IMPROVEMENTS PROJECT
53RD AVENUE (MAIN STREET TO TRUNK HIGHWAY 47)

DATE: 4/8/2020

SHEET: 1 OF 3



- LEGEND**
- CURB & GUTTER
 - CONCRETE WALK
 - BITUMINOUS TRAIL
 - CITY OF FRIDLEY PROJECT TO BE CONSTRUCTED IN 2022
 - EXISTING SIDEWALK

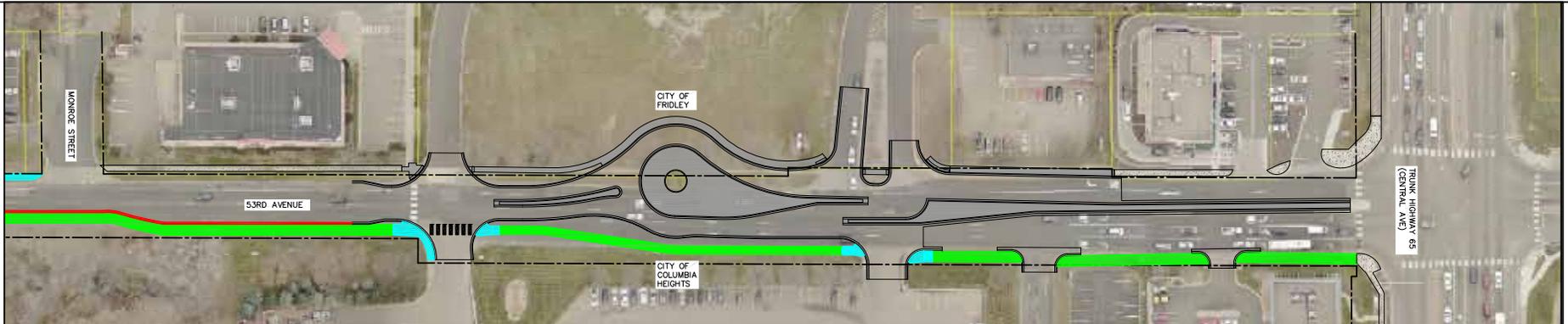


**CITY OF
FRIDLEY**

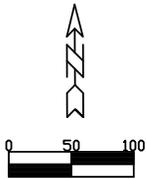
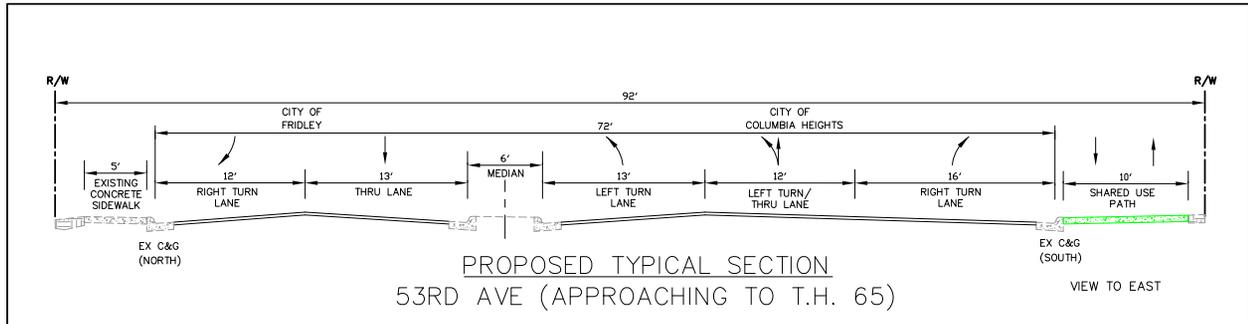
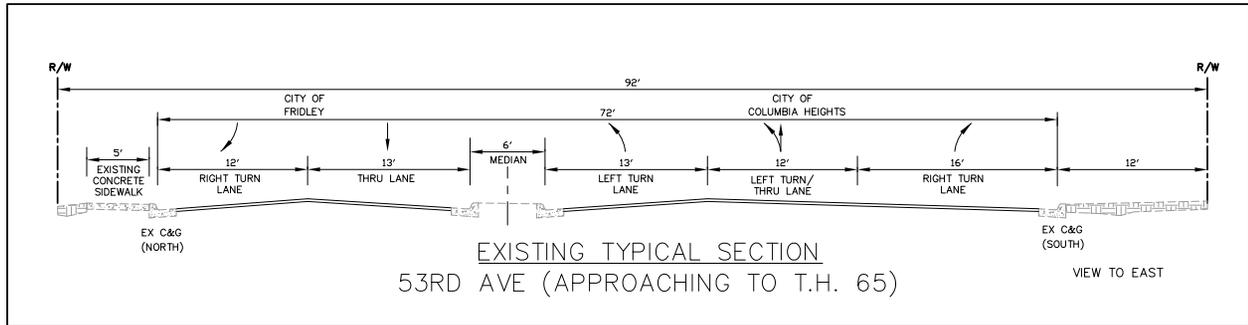
53RD AVENUE PEDESTRIAN AND BICYCLE IMPROVEMENTS PROJECT
53RD AVENUE (TRUNK HIGHWAY 47 TO MONROE STREET)

DATE: 4/8/2020

SHEET: 2 OF 3



- LEGEND**
- CURB & GUTTER
 - CONCRETE WALK
 - BITUMINOUS TRAIL
 - CITY OF FRIDLEY & COLUMBIA HEIGHTS HSP PROJECT TO BE CONSTRUCTED IN 2022
 - EXISTING SIDEWALK
 - EXISTING TRAIL



CITY OF FRIDLEY

53RD AVENUE PEDESTRIAN AND BICYCLE IMPROVEMENTS PROJECT
53RD AVENUE (MONROE STREET TO TRUNK HIGHWAY 65)

DATE: 4/8/2020

SHEET: 3 OF 3

Event Report 53rd Avenue Pedestrian and Bicycle Improvement Project



October 26, 2019



1. Introduction

The City of Fridley and City of Columbia Heights staff hosted an event on Saturday, October 26 from 10:00 AM to noon as part of the 53rd Avenue Pedestrian & Bicycle Improvements project. This event was designed to gauge resident interest and feedback in potential modifications to 53rd Avenue between Monroe St and Main St as outlined in the City of Fridley's Active Transportation Plan and City of Columbia Heights' Pedestrian and Bike Mobility Plan.



The event took place at 5300 6th St NE within the parking lot of Fridley Gospel Hall as well as the adjoining public right-of-way on 6th Street north of 53rd Avenue. In anticipation of the event, the adjacent Fridley/Columbia Heights neighborhoods were notified by mail and the event was promoted through City communication channels. While an official sign-in sheet was not requested, staff estimates that approximately 60 residents of Fridley and Columbia Heights were in attendance.

2. Details about activities

The purpose of the event was to communicate the three alternatives being considered for the reconstruction of 53rd Avenue, obtain participants' guidance for their preferred design options, and understand challenges that residents were currently facing on 53rd Avenue.

The proposed options included the existing option; an off-street shared-use trail and sidewalk option; an on-street trail option; and, bike lanes with sidewalk option. The proposed alternatives were accompanied by potential changes to boulevard widths, removal of on-street parking, and modification of lane widths, among others. Activities included:

- Dot-voting exercises where participants selected the street design that they preferred
- Dot-voting exercises where participants selected design characteristics that were important to them
- A hands-on, interactive "design-your-own-street" activity (participants were asked to design their preferred street by using cut-outs of driving lanes, bike lanes, sidewalks and other streetscape elements to large poster boards)
- An aerial map where participants could leave comments regarding specific locations
- Conversation with Public Works and Planning staff to discuss the Cities' proposed street improvements.
- Family friendly activities including face painting, bounce house, games, public safety staff and vehicles, public works staff and snowplow, and hot chocolate bar

3. Photos





4. Results

Of the options presented, residents preferred Option 1, the Off-Street Trail and sidewalk accompanied by decreased street widths and parking lanes:

53rd Avenue Pedestrian and Bicycle Improvements Project Event

53rd Ave- Monroe St to Main Street

Which street design do you prefer?

Please place dots & comments below:

Existing Conditions

Do you like this option best? Place your sticker dot here!

Option 1: Off-Street Trail

Do you like this option best? Place your sticker dot here!

Option 2: On-Street Trail

Do you like this option best? Place your sticker dot here!

Option 3: Bike Lanes with Sidewalks

Do you like this option best? Place your sticker dot here!

The survey sheet displays four street design options with their respective dimensions and sticker dot results:

- Existing Conditions:** Dimensions include 10' ROW, 6.5' Parking Lane, 13.5' Drive Lane, 13.5' Drive Lane, 6.5' Parking Lane, and 10' ROW. Two blue dots are placed in the response area.
- Option 1: Off-Street Trail:** Dimensions include 4' Sidewalk, 6' Sidewalk, 2' Parking Lane, 11.5' Drive Lane, 11.5' Drive Lane, 10' Trail, and 10' ROW. A grid of 15 dots is shown, with 12 blue dots and 3 green dots.
- Option 2: On-Street Trail:** Dimensions include 10' Lane, 10' ROW, 10' Parking Lane, 10' Drive Lane, 10' Drive Lane, 10' On-Street Trail, 10' ROW, and 10' Lane. No dots are placed in the response area.
- Option 3: Bike Lanes with Sidewalks:** Dimensions include 10' Lane, 10' ROW, 10' Sidewalk, 10' Drive Lane, 10' Drive Lane, 10' On-Street Trail, 10' ROW, and 10' Lane. Three dots are placed in the response area: one blue and two green.

Preferences for 53 rd Avenue		
	Response	Percentage
<p>Existing Conditions</p>	2	7%
<p>Option 1: Off-Street Trail</p>	22	82%
<p>Option 2: On-Street Trail</p>	0	0%
<p>Option 3: Bike Lanes with Sidewalks</p>	3	11%
Total	27	100%

As you can see, all that attended the event did not vote for an option, and some voted as a group or family.

What's Important to You?

Instructions: Let us know what's important to you on 53rd Avenue- place a sticker next to the statements that you agree with. If something isn't listed, please write it in.

Keep Existing Conditions ●

Add Trail/Sidewalk on One Side of the Street ● ●

Add Trails/Sidewalks on Both Sides of the Street ● ● ● ● ● ● ● ●

Add Bike Lanes ●

Keep Parking on Both Sides

Keep Parking on One Side of the Street ● ● ● ● ● ●

No Parking is Needed ●

Separate Walkers/Bikers from Cars ● ● ● ● ● ● ●

Separate Walkers and Bikers ●

Add Trees ● ● ● ● ● ● ●

Keep Trails/Sidewalks in Currently Paved Area

Put Trails/Sidewalks in the Right-Of-Way Behind the Current Curb ● ●

Other: 7th/53rd Stop Sign (x)
add lights to see walkers/bikers ● ●

Design considerations that were important to residents were:

- 1) Adding trails/sidewalk to both sides of the street (8 votes)
- 2) Separating walkers/bikers from cars (7 votes)
- 3) Adding trees (6 votes)
- 4) Keeping parking on one side of the street (6 votes)

Additional feedback that staff received included:

Written on comment cards/layout

- We need everyone to have access to Sullivan Lake; residents in Sullivan Lake use cut thru in property, walking by houses
- Need more paths
- We need sidewalks!!!
- Sign at 3rd and 53rd- do not block intersection
- Crosswalk designation
- Right turn lane @ University- E. 53rd Ave
- Leave the road the way it is
- Add left turn lights at University on 53rd both ways would slow traffic racing down 53rd. Also people use the solid white line at Bona Brother's for a right turn lane causing accidents, road rage, and affecting safety. Having crosswalks to cross 53rd at corners would help pedestrians cross safely
- It's a heightened precaution at present at 53rd and Main passing by the businesses there, even on the sidewalk. OMG having on-street [bike] lanes would have to hold extra precautions in an area they don't have now. I'm a walker, biker, driver in the area and experience hazards in any of these situations. Walkers and bikers now have to be very cautious. I'm not in favor of making changes [at 53rd and Main St]
- #1 with all the improvements/etc. for propleg, bikes: the #1 concern should be the stop sign on 53rd and 7th; a lot of cars going thru it
- 53rd needs more lighting, especially near the park. It's hard to see walkers. I like the idea of providing walkers/bikers with a designated space. This will really assist the neighborhood.
- Cross walk by path as well as Medtronic
- Stoplight on 7th and 53rd to slow traffic going E & W
- Thanks for asking for feedback; Crosswalks at 1) Metro Transit and Sullivan Way NE and 2) Sullivan Lake Park to Petco Sidewalk
- Sidewalk on 53rd will be so much safer
- I have a garden on 53rd to make it nicer. I'm worried about losing it and paths increase noise. My backyard faces 53rd and don't need to lose property value.
- Parking on 1 side of 4th St
- Put stop signs at 54th Ave and 5th St
- Add access road to Embers and Starbucks from Target parking lot
- Please add more streetlights; do not need bike lanes
- Trail only on northside in right-of-way; do not narrow the road
- Sidewalks! Sidewalks! Sidewalks!

Verbal (summarized):

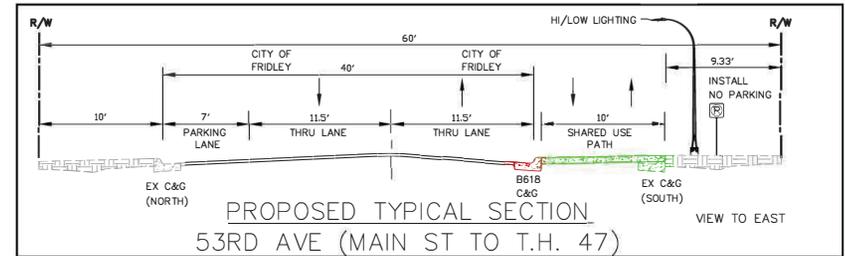
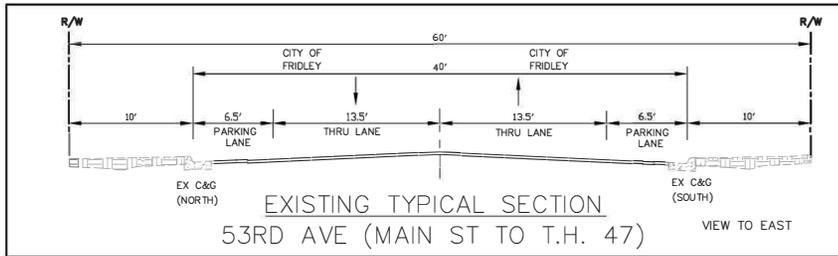
- Would love to see trail on Heights side (resident of Sullivan Shores); all the trees in ROW near Sullivan Shores need to be removed
- Put trail on both sides
- Right turns onto University Ave causes issues and blocks traffic
- Put a yield sign at 54th and 4th St, lots of traffic issues
- The traffic at Main and 53rd is too heavy
- Put in a center turn lane
- Connect it to Sullivan Shores
- Great event, thank you for gathering feedback
- Can't see pedestrians right now, need lighting
- Transit riders are always jay walking, put cross walks in
- Make sure buses and trucks can get through
- Concern about buses- put in a bus pull out
- Concern about transit riders in existing conditions; exit into snowbank on 7th during the winter
- Why are heavy trucks routed down 53rd instead of up to 694?

5. Conclusion

The input gathered from the event was supportive towards moving forward with a funding application through the regional solicitation in April 2020, which could fund a project as soon as 2024 if successful.



- LEGEND**
- CURB & GUTTER
 - CONCRETE WALK
 - BITUMINOUS TRAIL
 - EXISTING TRAIL



CITY OF FRIDLEY

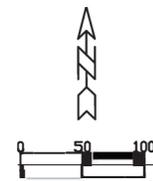
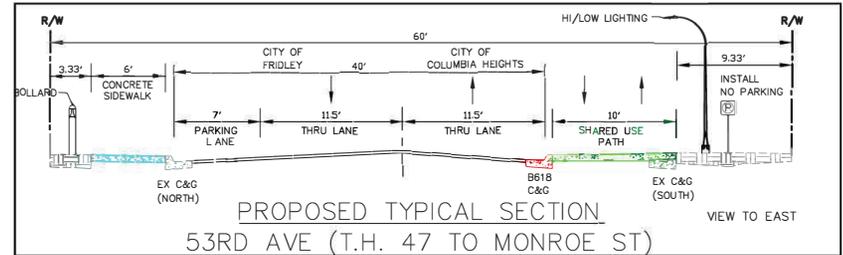
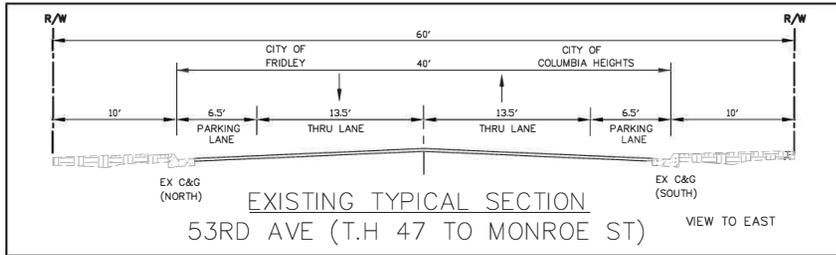
53RD AVENUE PEDESTRIAN AND BICYCLE IMPROVEMENTS PROJECT
53RD AVENUE (MAIN STREET TO TRUNK HIGHWAY 47)

DATE: 4/8/2020

SHEET: 1 OF 3



- LEGEND**
- CURB & GUTTER
 - CONCRETE WALK
 - BITUMINOUS TRAIL
 - CITY OF FRIDLEY PROJECT TO BE CONSTRUCTED IN 2022
 - EXISTING SIDEWALK

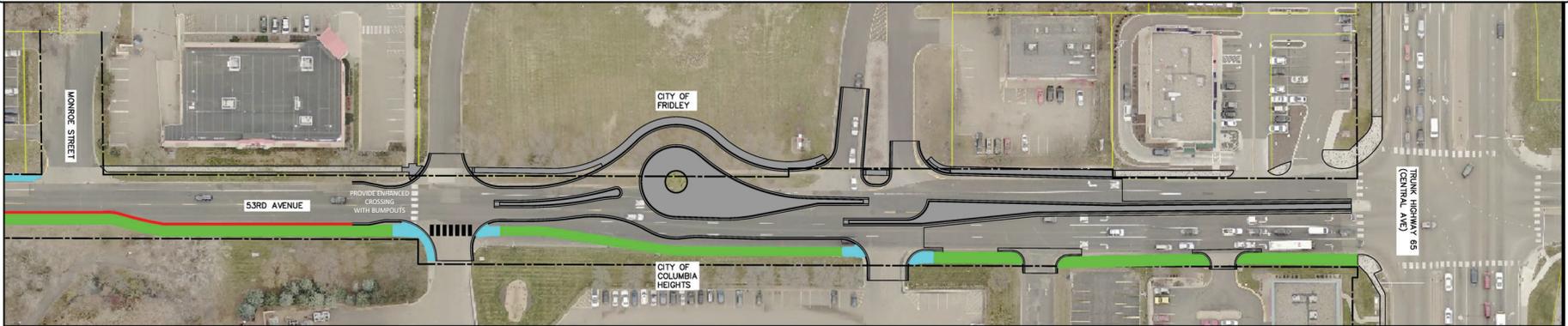


CITY OF FRIDLEY

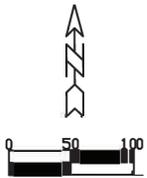
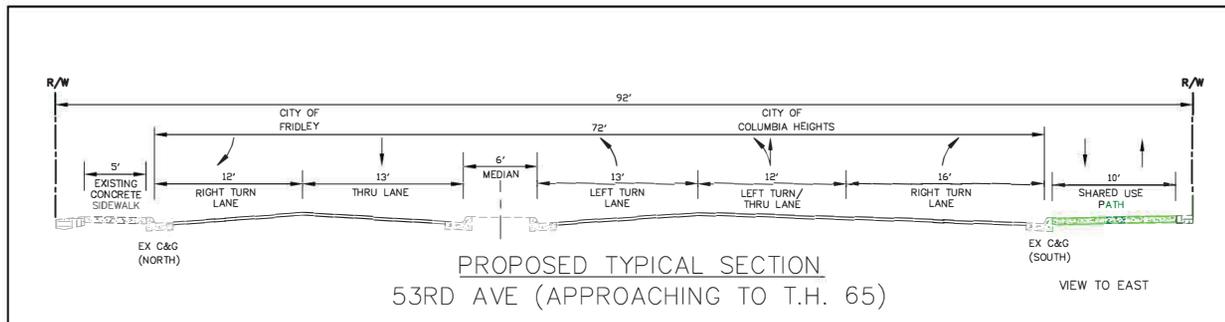
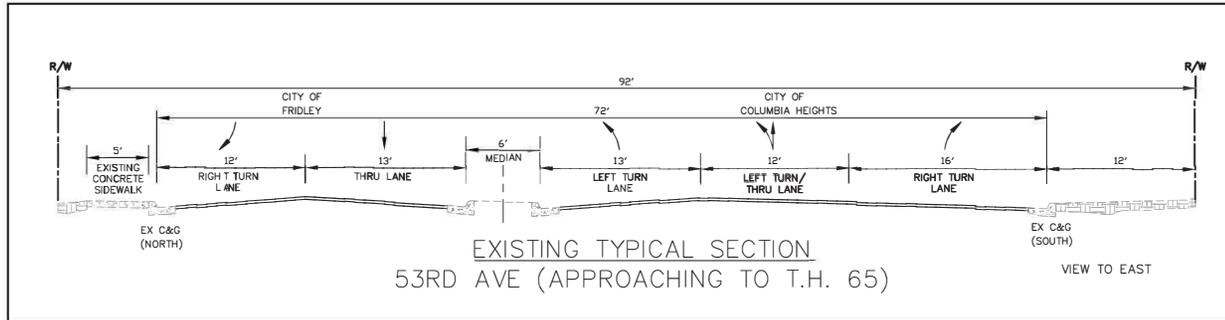
53RD AVENUE PEDESTRIAN AND BICYCLE IMPROVEMENTS PROJECT
53RD AVENUE (TRUNK HIGHWAY 47 TO MONROE STREET)

DATE: 4/8/2020

SHEET: 2 OF 3



- LEGEND**
- CURB & GUTTER
 - CONCRETE WALK
 - BITUMINOUS TRAIL
 - CITY OF FRIDLEY & COLUMBIA HEIGHTS HSP PROJECT TO BE CONSTRUCTED IN 2022
 - EXISTING SIDEWALK
 - EXISTING TRAIL



**CITY OF
FRIDLEY**

53RD AVENUE PEDESTRIAN AND BICYCLE IMPROVEMENTS PROJECT
53RD AVENUE (MONROE STREET TO TRUNK HIGHWAY 65)

DATE: 4/8/2020

SHEET: 3 OF 3

CERTIFICATION

I, the undersigned, being the City Clerk of City of Columbia Heights, Minnesota (the "City"), hereby certify that the attached resolution is a true copy of a Resolution No. 2020-38 entitled: "A RESOLUTION AUTHORIZING APPLICATION TO THE TRANSPORTATION ADVISORY BOARD (TAB) FOR 2020 REGIONAL SOLICITATION GRANT FUNDS TO SUPPORT CONSTRUCTION OF A MULTI-USE TRAIL AND SIDEWALK ALONG 53RD AVENUE." on file in the original records of the City in my legal custody; that the Resolution was duly adopted by the City Council at a regular meeting on March 23rd, 2020, and that the meeting was duly held by the City Council and was attended throughout by a quorum, pursuant to call and notice of such meeting given as required by law; and that the Resolution has not as of the date hereof been amended or repealed.

WITNESS my hand and seal officially this 24th day of March, 2020.

(SEAL)


Nicole Tingley, City Clerk



RESOLUTION NO. 2020-38

A RESOLUTION AUTHORIZING APPLICATION TO THE TRANSPORTATION ADVISORY BOARD (TAB) FOR 2020 REGIONAL SOLICITATION GRANT FUNDS TO SUPPORT CONSTRUCTION OF A MULTI-USE TRAIL AND SIDEWALK ALONG 53RD AVENUE.

WHEREAS, the Metropolitan Council and the TAB have announced a solicitation for 2024 and 2025 federal funding for motorized and non-motorized transportation projects; and

WHEREAS, the grant will fund up to 80 percent of project costs; and

WHEREAS, the City of Columbia Heights accepts responsibility for an amount equal to or greater than 20 percent (cost is shared with the City of Fridley) of the eligible project construction cost, together with the cost for design, administration, right-of-way, and peripheral project costs; and

WHEREAS, an application must be submitted to the Metropolitan Council by April 16, 2020 for consideration; and

WHEREAS, the centerline of 53rd Avenue from Central Avenue to University Avenue represents the municipal boundary between the cities of Columbia Heights and Fridley; and

WHEREAS, the improvements are intended to create a safe, efficient, pedestrian friendly, "green", multimodal compatible roadway; and

WHEREAS, the City of Columbia Heights has identified 53rd Avenue as an important element of the City's bicycle/pedestrian network as identified in the Active Transportation Plan; and

WHEREAS, the City of Columbia Heights confirms that it will remove snow and ice from any trail or sidewalk within its right-of-way along 53rd Avenue installed using Regional Solicitation Grant Funding for year-round pedestrian and bicycle use; and

WHEREAS, the project is consistent with the City of Columbia Height's Comprehensive Pedestrian and Trail Plan; and

WHEREAS, the City of Columbia Heights is committed to the operation and maintenance of the improvements under the City's jurisdiction for the design life of these improvements;

Now, therefore, in accordance with the foregoing, and all ordinances and regulations of the City of Columbia Heights, the City Council of Columbia Heights makes the following:

FINDINGS OF FACT

1. That the City Council adopts this Resolution in support of the Regional Solicitation Grant Funding for the construction of a multi-use trail and sidewalk along 53rd Avenue.
2. That a copy of this Resolution be provided to the Metropolitan Council as part of the 53rd Avenue Pedestrian Improvements application for Federal Funds under the Regional Solicitation Program (RSP).

ORDER OF COUNCIL

Passed this 23rd day of March, 2020

Offered by: Murzyn, Jr.

Seconded by: Novitsky

Roll Call: All Ayes



Donna K. Schmitt, Mayor

Attest:



Nicole Tingley, City Clerk/Council Secretary



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

RE: City of Fridley 2020 Regional Solicitation Grant Application
53rd Avenue Pedestrian and Bicycle Improvements Project

Dear Ms. Koutsoukos:

The Minnesota Department of Transportation is in full support of the City of Fridley and the City of Columbia Heights' Regional Solicitation application for bicycle and pedestrian improvements to 53rd Avenue. These improvements, which intersect with TH 65 and TH 47, will provide an important connection from the multi-use trail located along TH 65 to nearby transit, residences, retail, job centers, and the multi-use trail along Highway 65. Improvements to provide safe pedestrian and bicyclist facilities at 53rd Avenue were identified as an important strategy to improve safety in the recently completed Road Safety Audit of TH 47.

Currently there are no off-road pedestrian and bicycle facilities on 53rd Avenue except for a small stretch of sidewalk between Highway 65 and Monroe St. This project would be an important step to connecting the Regional Bike Transportation Network on Highway 65 with the Mississippi River Regional Trail south of Interstate 694 and integrating safety improvements identified by MnDOT's Road Safety Audit for this area.

Sincerely,

Melissa Barnes, PE
North Metro Area Manager
Minnesota Department of Transportation

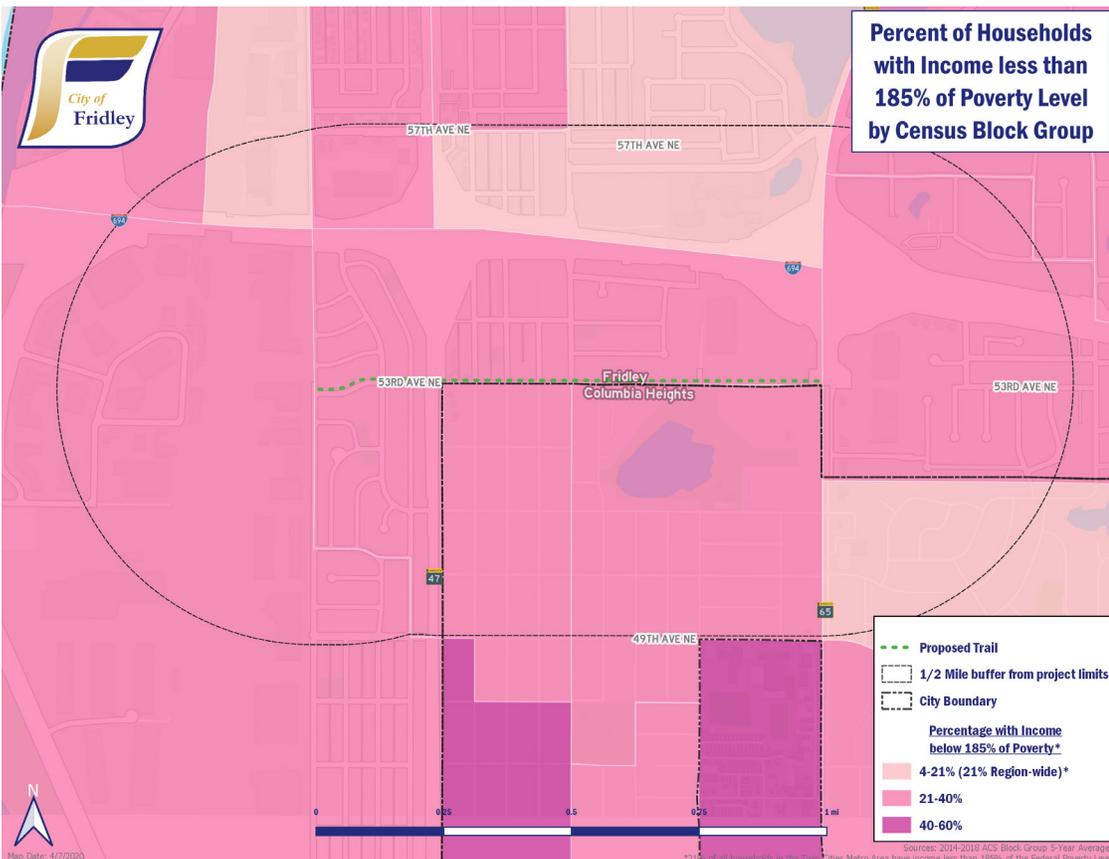
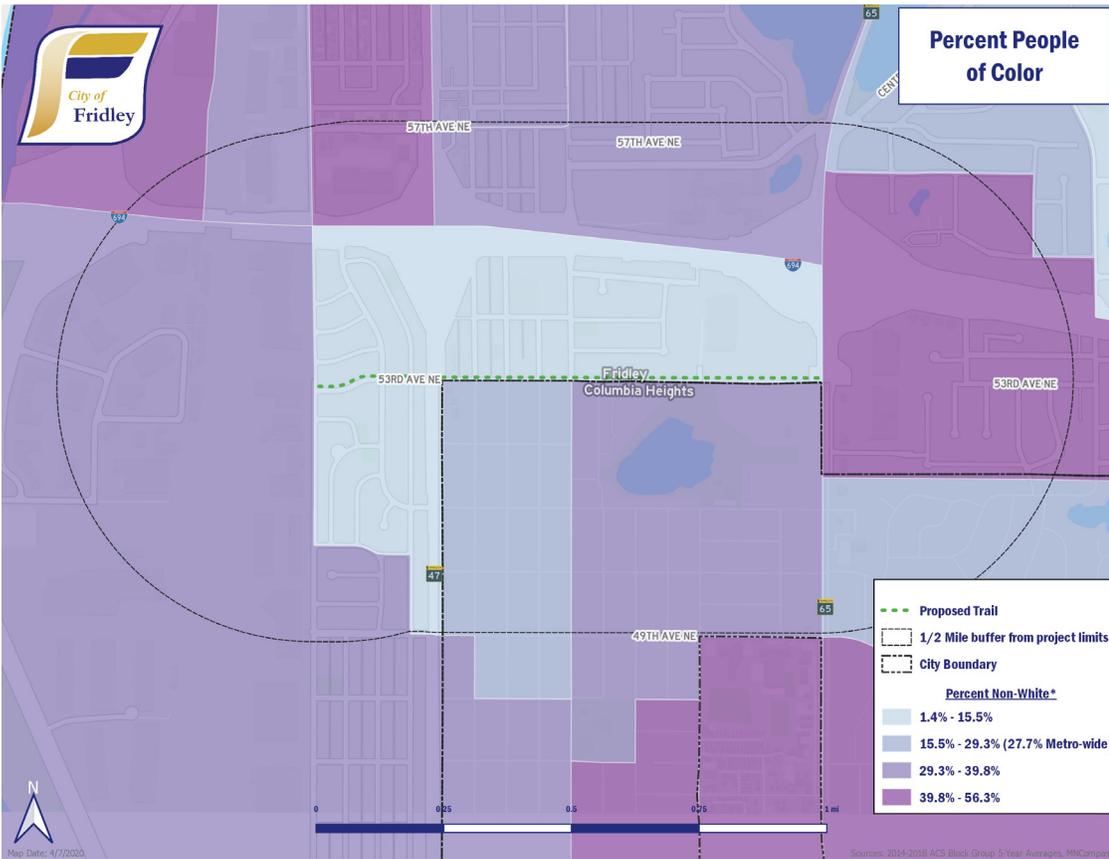
CC: Jim Kosluchar, PE City of Fridley

Equal Opportunity Employer

53rd Ave Trail and Sidewalk

MULTIUSE TRAILS AND BICYCLE FACILITIES

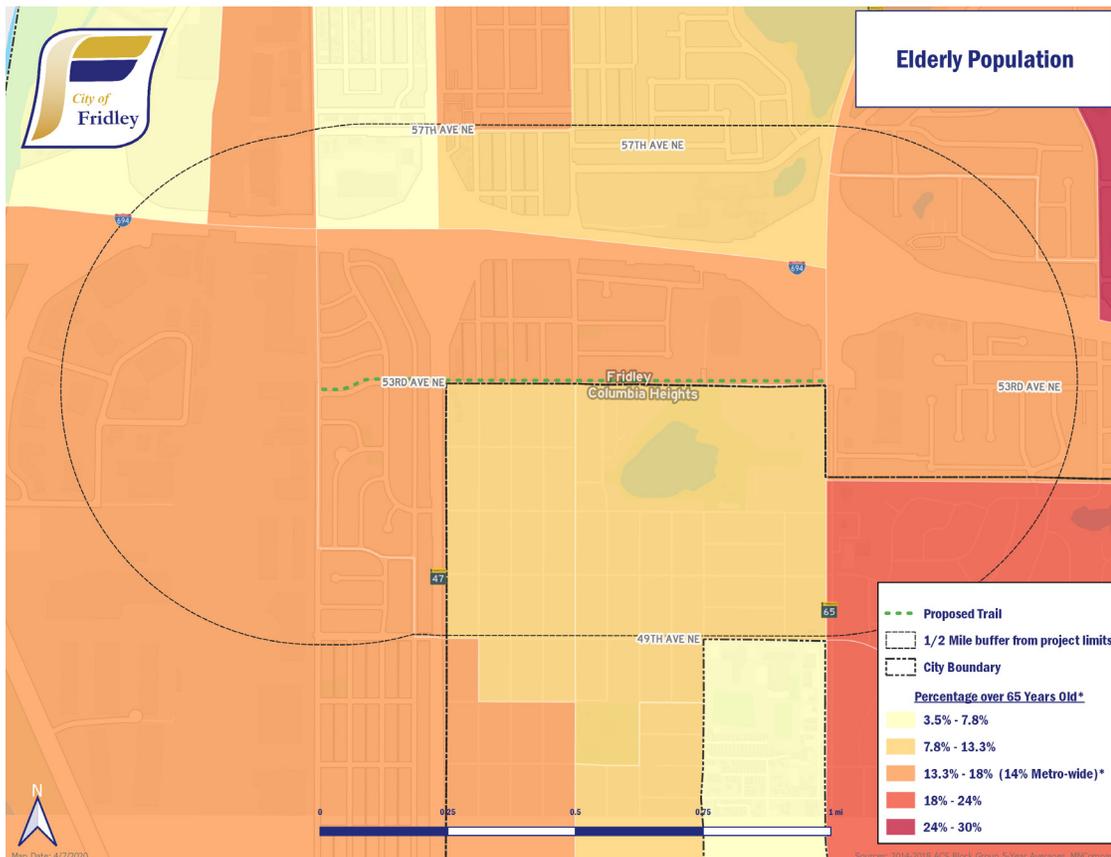
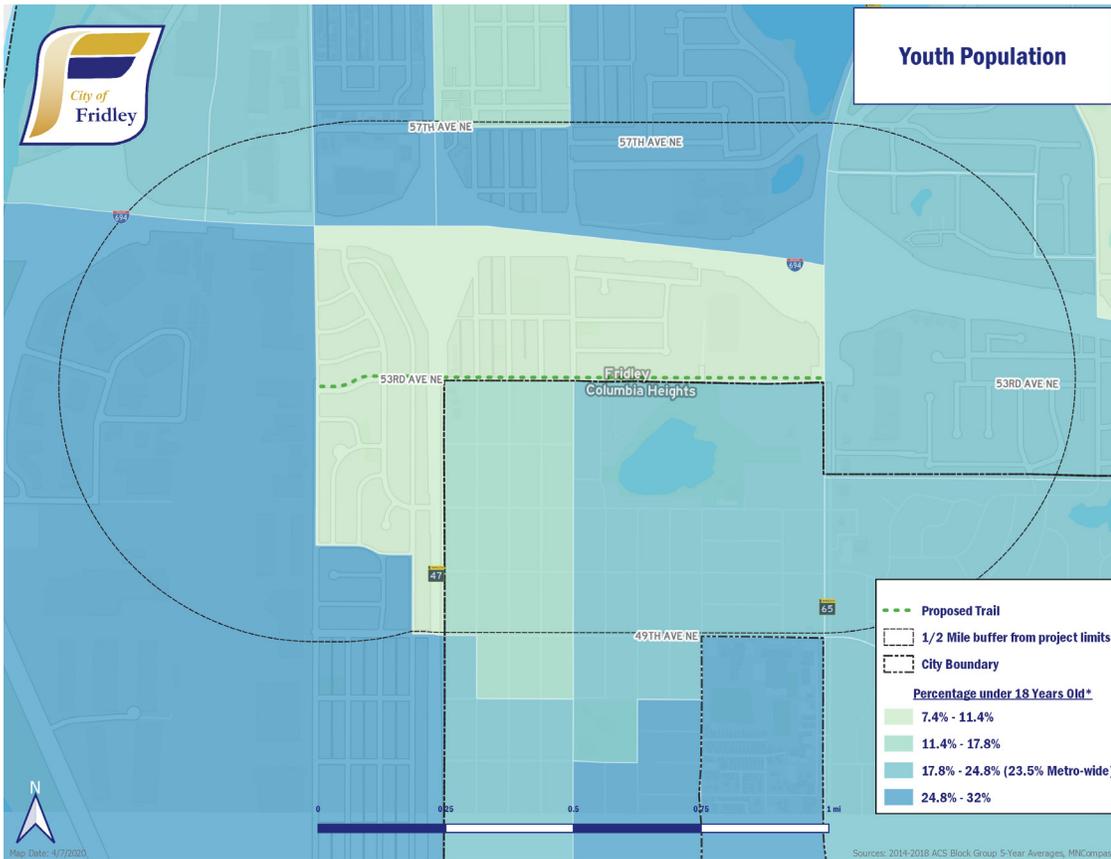
DEMOGRAPHIC MAPS



53rd Ave Trail and Sidewalk

MULTIUSE TRAILS AND BICYCLE FACILITIES

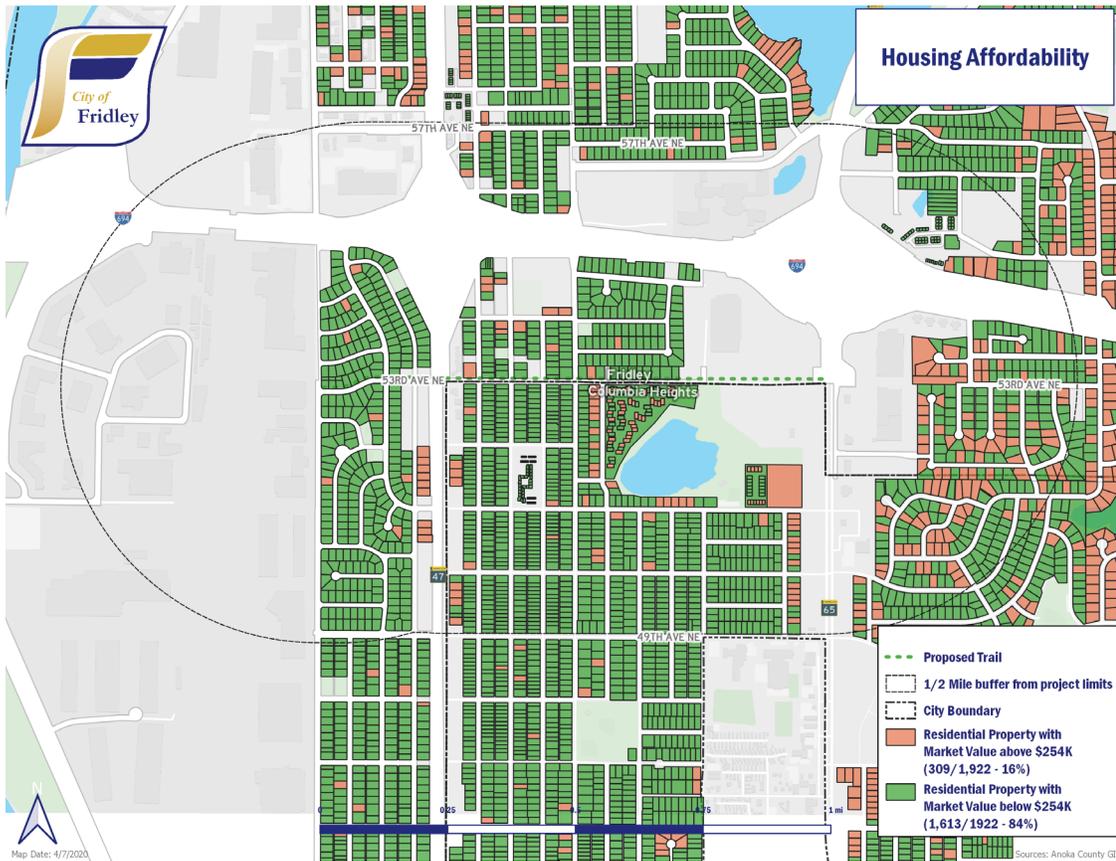
DEMOGRAPHIC MAPS



53rd Ave Trail and Sidewalk

MULTIUSE TRAILS AND BICYCLE FACILITIES

DEMOGRAPHIC MAPS



53rd Ave Trail and Sidewalk

MULTIUSE TRAILS AND BICYCLE FACILITIES

SITE PHOTOS



View down 53rd Avenue today. Pedestrians commonly share the roadway to travel to and from bus stops along 53rd Ave.



View looking at southeast quadrant of 53rd Avenue / Trunk Highway 47 intersection.



Pedestrians at an existing bus stop along 53rd Avenue.



Kids interacting with materials presented at the October 2019 community engagement event

53rd Ave Trail and Sidewalk

MULTIUSE TRAILS AND BICYCLE FACILITIES

PROJECT DESCRIPTION

The 53rd Avenue multi-use trail and sidewalk project will close an important gap in the existing bicycle and pedestrian network for both the cities of Fridley and Columbia Heights and contribute to the regional bicycle network as part of a Tier 1 Corridor on the RBTN. The proposed project includes a multi-use trail along the south side of 53rd Avenue, a sidewalk connection along the north side, pedestrian-scaled lighting, ADA-compliant curb ramps, and high visibility crossings to enhance the safety and comfort for pedestrians and bicyclists. The project will provide access to commercial areas, employment, multi-family and single-family housing, and community destinations, while completing a vital segment of the regional network for pedestrian and bicycle circulation.

PROJECT BENEFITS

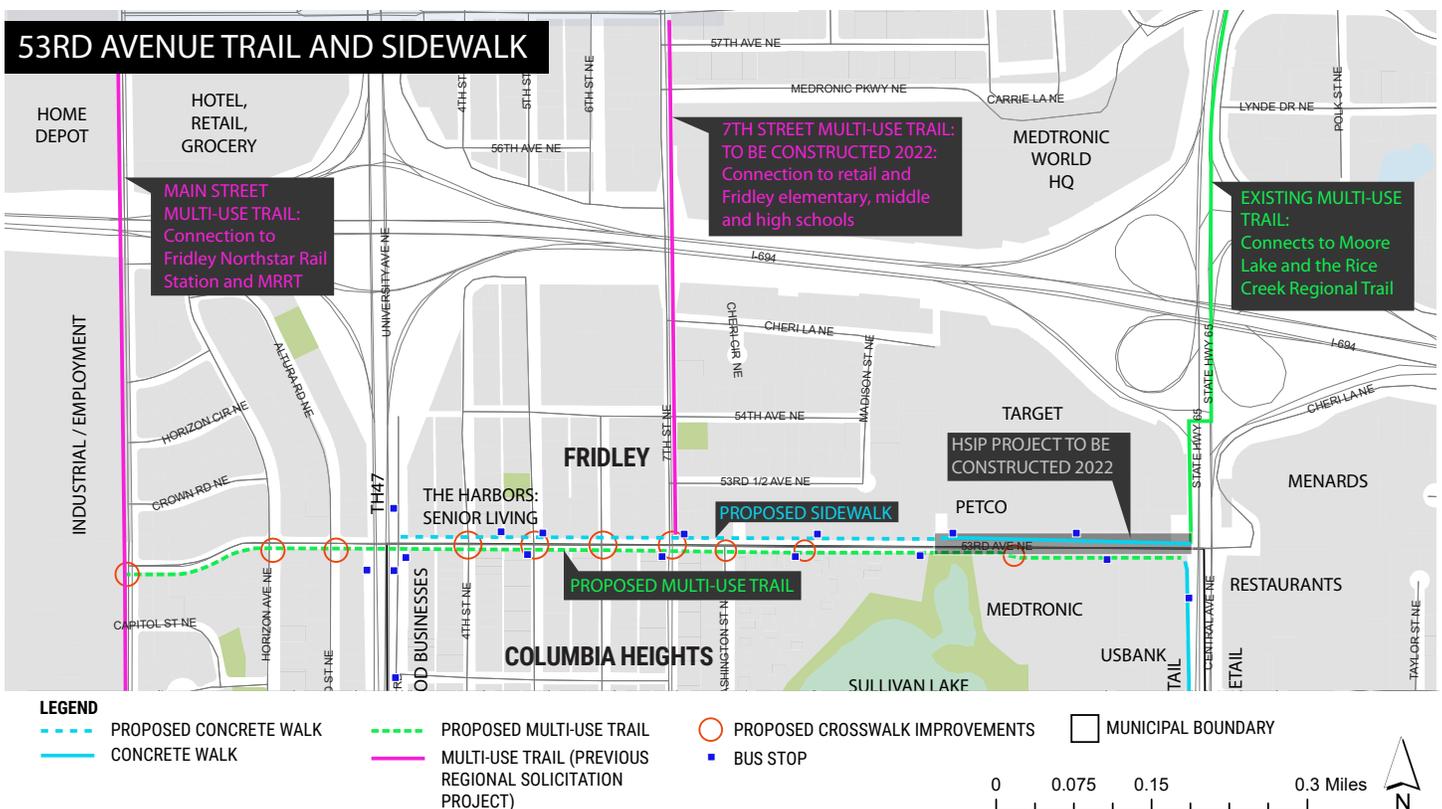
- » The project will fill a gap in the existing bicycle and pedestrian network, serving children, seniors, and families who live and work in the area.
- » The project will benefit residents of both Fridley and Columbia Heights.
- » The project will provide safe access to community destinations such as retail, banking, childcare, restaurants, and more. It will also provide a safe route to nearby employment opportunities.
- » The proposed project will provide larger-scale connections to a future trail on 7th Ave and a recently constructed trail on Main Street and along TH65.
- » This segment will provide future safe access to the proposed Bus Rapid Transit (BRT) along 53rd Ave between Central and University Ave.

Project Location: Fridley and Columbia Heights

Requested Award Amount:	\$1,843,313
Total Project Cost:	\$2,304,142



Evidence of footpaths in the snow along the shoulder where pedestrians currently travel along 53rd Avenue to connect with public transit.





March 16, 2020

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: Support for Regional Solicitation Application
53rd Avenue Pedestrian Improvement
TH 65 (Central Avenue) to TH 47 (University Avenue)

Dear Ms. Koutsoukos:

The City of Columbia Heights is pleased to be partnering with the City of Fridley on the 53rd Avenue Pedestrian Improvement Project Application for 2020 Regional Solicitation Program Funding. The project is recommended in both cities' 2040 Comprehensive Plans and Active Transportation Plans. The proposed project will add a sidewalk on 53rd Avenue from Central Avenue to University Avenue, as well as a multi-use trail on 53rd Avenue from Central Avenue to Main Street. The complete street design of the proposed project will substantially improve the mobility options for bicyclists and pedestrians in the corridor while providing a safe and comfortable space for all modes of travel.

53rd Avenue NE is located on the border of Fridley (to the north) and Columbia Heights (to the south). Ownership of the roadway is split down the center line. The City of Columbia Heights looks forward to working with the City of Fridley to complete this important project and is committed to operate and maintain the multi-use facility in Columbia Heights for its design life. The City of Columbia Heights City Council has also passed a Resolution of Support for this application.

Sincerely,

CITY OF COLUMBIA HEIGHTS

Kevin Hansen, P.E.
Public Works Director/City Engineer

[Letter to]

[Date]

Page 2

Page 2



Anoka County

TRANSPORTATION DIVISION

Highway

Joseph J. MacPherson, P.E.
County Engineer

April 29, 2020

Ms. Rachel Workin, Environmental Planner
City of Fridley
7071 University Avenue NE
Fridley, MN 55432

RE: 2020 Met Council Regional Solicitation Grant Application
53rd Avenue Bicycle and Pedestrian Improvements

Dear Ms. Workin:

Anoka County is in full support of the joint effort between the City of Fridley and City of Columbia Heights to submit an application for federal funding through the 2020 Met Council Regional Solicitation for bicycle and pedestrian facility improvements along 53rd Avenue. These improvements, which intersect with Anoka County's CSAH 102, will provide an important connection between the existing multi-use trail located along CSAH 102 and nearby transit, residences, retail, job centers, and the multi-use trail along Highway 65.

There are currently no off-road pedestrian and bicycle facilities on 53rd Avenue, except for a small stretch of sidewalk between Highway 65 and Monroe Street. This project would greatly benefit Anoka County residents within the cities of Fridley and Columbia Heights and is an important step in completing the Regional Bike Transportation Network in Anoka County.

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



March 30, 2020

City of Fridley
Attn: Ms. Rachel Workin
7071 University Avenue NE
Fridley, MN 55432

Re: Cities of Fridley and Columbia Heights' Regional Solicitation Application for 53rd Avenue Trail Connection

Dear Ms. Workin,

On behalf of Metro Transit, I am writing in support of the Cities of Fridley and Columbia Heights Regional Solicitation Application for a 53rd Avenue trail connection. Metro Transit operates the Route 10 bus line, which runs between downtown Minneapolis and Northtown Mall, along this roadway. Average daily rides on Route 10 ranged from approximately 6,000 to 6,200 on weekdays between 2018-2019.

Currently, no contiguous pedestrian or bicyclist facilities exist on 53rd Avenue, and non-motorists must use shoulders that also serve as parking lanes. Segments of sidewalk exist today on the south side of 53rd Avenue between Hwy 47 and 4th Street and on the north side of 53rd Avenue between Monroe Street and Hwy 65. Customers waiting for the Route 10 bus face safety issues walking/rolling to and waiting at transit stops on 53rd Avenue, particularly during the winter when the shoulders are also used for snow storage. The proposed sidewalk and trail facilities would provide accessible and safe loading zones for riders as well as a safe and convenient method to reach the stop, which creates a more comfortable transit experience, and encourages more people to take transit. The proposed facilities are also supportive of potential future Bus Rapid Transit (BRT), which is proposed along this route under increased funding scenarios according to the 2040 Transportation Policy Plan. Metro Transit's Network Next planning process, which is currently underway, will evaluate and prioritize future arterial BRT.

Metro Transit looks forward to working with the Cities of Fridley and Columbia Heights to enhance and expand pedestrian, cycling, and transit infrastructure in order to provide environmentally sustainable transportation choices that link people, jobs, and community conveniently, consistently, and safely.

Sincerely,

Adam E. Harrington

Adam Harrington
Director of Service Development

A service of the Metropolitan Council



CITY OF FRIDLEY

RESOLUTION NO. 2020 - 17

A RESOLUTION AUTHORIZING APPLICATION TO THE TRANSPORTATION ADVISORY BOARD (TAB) FOR 2020 REGIONAL SOLICITATION GRANT FUNDS TO SUPPORT CONSTRUCTION OF A MULTI-USE TRAIL AND SIDEWALK ALONG 53RD AVENUE.

WHEREAS, the Metropolitan Council and the TAB have announced a solicitation for 2024 and 2025 federal funding for motorized and non-motorized transportation projects; and

WHEREAS, the grant will fund up to 80 percent of project costs; and

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

WHEREAS, an application must be submitted to the Metropolitan Council by April 16, 2020 for consideration; and

WHEREAS, the City of Fridley has identified 53rd Avenue as an important element of the City's bicycle/pedestrian network as identified in the Active Transportation Plan; and

WHEREAS, the City of Fridley confirms that it will remove snow and ice from any trail or sidewalk within its right-of-way along 53rd Avenue installed using Regional Solicitation Grant Funding for year-round pedestrian and bicycle use; and

WHEREAS, the City of Fridley shares jurisdiction of 53rd Avenue with the City of Columbia Heights;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Fridley supports seeking Regional Solicitation Grant Funding for the construction of a multi-use trail and sidewalk along 53rd Avenue.

BE IT FURTHER RESOLVED, that the City Council for the City of Fridley hereby approves the submittal of a Regional Solicitation application for the construction of a multi-use trail and sidewalk along 53rd Avenue.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF FRIDLEY, THIS 23RD DAY OF MARCH, 2020.

Handwritten signature of Scott J. Lund in cursive.

SCOTT J. LUND – MAYOR

ATTEST:

Handwritten signature of Daniel Tienter in cursive.

DANIEL TIENTER- CITY CLERK



Fridley Civic Campus

7071 University Ave N.E. Fridley, MN 55432
763-571-3450 | FAX: 763-571-1287 | FridleyMN.gov

May 1, 2020

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

**RE: City of Fridley 2020 Regional Solicitation Grant Application
53rd Avenue Pedestrian and Bicycle Improvements Project**

Dear Ms. Koutsoukos and the Transportation Advisory Board:

We appreciate your review of this Regional Solicitation application for the 53rd Avenue Pedestrian and Bicycle Improvements Project in Fridley. This improvement will provide an important connection between multi-use facilities on Main Street, 7th Street, and Trunk Highway 65 (a RBTN Tier-1 Route) that will provide pedestrians and cyclists with essential connections to transit, employment centers, schools, commercial, and residential uses and regional trails including the Mississippi River Regional Trail and Rice Creek Regional Trail.

The City of Fridley approved a 2nd Edition of its Active Transportation Plan on February 10, 2020 with the vision "that Fridley residents and visitors of all ages and abilities will feel safe and comfortable using the city's active transportation infrastructure to walk, bike and roll for transportation and outdoor recreation." Bike and walk facilities along 53rd Avenue included with this application are ranked as the top improvement for the City's Active Transportation Network in this plan.

The City of Fridley approves the improvements and their layout submitted with this application and is committed to operating and maintaining improvements made under this application for their design life. As directed by City of Fridley Code Chapter 514.03 and the City of Fridley's Active Transportation Plan, and as affirmed by the attached City of Fridley Council Resolution, the City of Fridley will perform year-round maintenance including snow removal and ice control on the facilities it operates along 53rd Avenue to allow year-round bicycle and pedestrian use, and ensure like maintenance of the entire project by establishing a Joint Powers Agreement with the City of Columbia Heights for the purpose.

Best regards,

A handwritten signature in blue ink, appearing to read 'James Kosluchar'.

James Kosluchar, PE
Public Works Director/City Engineer