



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14104 - Lino Lakes Main Street Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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***** Lino Lakes Minnesota 55014
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: LINO LAKES, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

600 TOWN CENTER PKWY

*

LINO LAKES

Minnesota

55014-1182

City

State/Province

Postal Code/Zip

County:

Anoka

Phone:*

651-982-2400

Ext.

Fax:

PeopleSoft Vendor Number

0000020962A2

Project Information

Project Name

Main Street (CSAH 14)/Central Anoka County Regional Trail

Primary County where the Project is Located

Anoka

Cities or Townships where the Project is Located:

City of Lino Lakes

Jurisdictional Agency (If Different than the Applicant):

The City of Lino Lakes is proposing to construct a key segment of the Central Anoka County Regional Trail spanning 1.7 miles along Main Street/CSAH 14 from the east end near I-35W to Lino Lakes Elementary School. Main Street is a two-lane undivided principal arterial with 9,700 vehicles per day (vpd) and a posted speed limit of 40 mph. Main Street is designated as a Regional Bicycle Transportation Network (RBTN) Tier 2 corridor. Currently, those using non-motorized means to travel along Main Street use the roadway shoulder.

Approximately 0.4 miles of the trail would be built on the south side of Main Street. At West Rondeau Lake Drive the trail would cross to the north side of the road and continue for 1.3 miles west to Lino Lakes Elementary School, where the new trail would end. Advanced pedestrian signals would be installed at the crossing across Main Street at West Rondeau Lake Drive to alert drivers of pedestrians and bicyclists. The 10-foot wide trail would complete a gap within the Central Anoka County Regional Trail system, providing a critical link within the regional bikeway network.

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

This project would fill an existing gap in the central part of the Central Anoka County Regional Trail. The central location within this network makes the proposed trail an essential component. This trail would expand travel options to local and regional destinations for individuals without access to a vehicle or who are unable to drive. These destinations include: the Lino Lakes Elementary School, the Lino Lakes Senior Center, local businesses, and nearby recreational areas, including the Rice Creek Chain of Lakes Park Reserve. Construction of this trail along Main Street would offer pedestrians and bicyclists a dedicated facility. The absence of a bicycle/pedestrian facility

that is separate from Main Street currently makes travel difficult and less safe for non-motorized users. The proposed trail would enhance safety and mobility for individuals walking and bicycling.

The goals of this project align with the goals of the Transportation Policy Plan's (TPP) RBTN by promoting healthy lifestyles, independence opportunities for people without a vehicle or the ability to drive, increased connectivity, access to regional parks, and increased bicycle trips. This segment eliminates a critical system gap as identified within the Central Anoka County Regional Trail Master Plan.

This project is supported by Anoka County Highway Department and Anoka County Parks Department.

(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.

Main Street (CSAH 14) from the east end of I-35W to Lino Lakes Elementary School - construct multiuse trail.

Project Length (Miles)

1.7

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

\$976,000.00

Match Amount

\$244,000.00

Minimum of 20% of project total

Project Total

\$1,220,000.00

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

Local, Regional Park and Trail Legacy Funds

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 Lino Lakes

Zip Code where Majority of Work is Being Performed

55014

(Approximate) Begin Construction Date

04/11/2024

(Approximate) End Construction Date

09/25/2024

Name of Trail/Ped Facility:

Central Anoka County Regional Trail

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)**From:****(Intersection or Address)**

I-35W

To:**(Intersection or Address)**

Nancy Drive

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):**

1.7

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

1.7

Is this a new trail?

Yes

Primary Types of Work

Grade, Agg Base, Bit Base, Bit Surf, Sidewalk, Signals, Bike path, Ped ramps

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.:**

N/A

New Bridge/Culvert No.:

N/A

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

N/A

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.

1. Goal B: The regional transportation system is safe and secure for all users

a. Objective: A, Strategy B1 (Page 2.5); Strategy B6 (Page 2.8)

2. Goal C: A reliable, affordable, and efficient multimodal transportation system supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.

a. Objective: A, D, and E (Page 2.10)

b. Strategy: C2 (page 2.11); C15 (page 2.22); C16 (page 2.23); C17 (page 2.24)

3. Goal E: The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

a. Objectives: A, B, C, D Page 2.30

b. Strategy: E3 (page 2.31); E5 (page 2.33); E7 (page 2.34)

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

(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.

1. Draft Lino Lakes 2040 Comprehensive Plan, Pages 6-36 and 6-37
2. Lino Lakes 2030 Comprehensive Plan, Pages 6-39 and 6-48
3. Anoka County 2040 Transportation Plan, Pages 5 through 15
4. Central Anoka County Regional Trail Master Plan
5. Central Anoka County Regional Trail Master Plan Amendment 2007

List the applicable documents and pages:

(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.

Multituse 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: 09/10/2018

Link to plan:

[https://linolakes.us/vertical/sites/%7B92EFCBF5-B800-4B28-AD6A-B8C3B7009FB0%7D/uploads/Lino_Lakes_ADA_Transition_Plan_9-10-18\(1\).pdf](https://linolakes.us/vertical/sites/%7B92EFCBF5-B800-4B28-AD6A-B8C3B7009FB0%7D/uploads/Lino_Lakes_ADA_Transition_Plan_9-10-18(1).pdf)

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	\$940,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$8,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$52,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$220,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,220,000.00

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	\$1,220,000.00
Construction Cost Total	\$1,220,000.00
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

Tier 2, RBTN Corridor Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map 1586375665162_RBTNMap.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 9677

Existing Employment Within One Mile (Integer Only)

2988

Upload the "Population Summary" map

1586375838476_PopEmpMap.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.*

The "Socio-Economic Conditions" Map shows that the project is not located in an area of concentrated poverty nor are there census tracts with higher than the regional average concentration of race/poverty.

While these populations are not present in the nearby project area, or the City of Lino Lakes, these populations do exist within surrounding parts of Anoka County. Also, the nearby regional trail network and other amenities, including the Joseph E Wargo Nature Center draw a wide range of local and regional visitors representing a variety of population groups. The proposed multiuse trail would complete a critical gap in the Central Anoka County Regional Trail. This would benefit not only individuals living within the project vicinity but others who use the regional trail system.

Metropolitan Council predicts that by 2040, people of color will make up 40 percent of the population and the senior population would grow by 29 percent. Based on these projections, Anoka County understands the importance of ensuring the inclusion of all populations when conducting public outreach. To ensure the inclusion of all populations, Anoka County hosted an online survey to identify needs and receive comments regarding the project. Other forms of public outreach included regular updates on the County's "Plan Your Parks" website and social media platforms and hosting online listening sessions in lieu of in person meetings due to COVID-19. The County summarized the results of the online survey for the project which outlined future needs, improvements, and concerns identified by community members.

The City had planned to hold a public meeting for this project, however it was canceled due to COVID-19. Instead, the City along with Anoka County collected public feedback using an online

Response:

survey. Public engagement was also completed as part of the City's 2040 Comprehensive update process. Feedback from residents of Lino Lakes revealed that they value open space and would like more trail connections. Public input was considered as part of the trail planning process in the City of Lino Lakes' 2040 Comprehensive Plan.

Main Street is an east-west route that provides access to many local community and business centers. Lino Lakes Elementary School (which offers a Spanish Immersion program), Lino Lakes Senior Center, and the City Public Works building are a few examples of local destinations located on the stretch of 1.7 miles of the proposed multiuse trail. In addition to community centers, local destinations, and businesses, there are single family homes along Main Street.

(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 trail on Main Street would benefit children and elderly people who cannot drive or who may rely on others for mobility. The Main Street trail would allow people to walk and bicycle along a safe trail physically separated from the high-speed traffic. The trail would connect the Lino Lakes Elementary School to residential areas adjacent to Main Street. It would also improve access to destinations including stores, banks, and restaurants near the intersection of Main Street and CSAH 23. Access to jobs at these locations would also be improved. This trail would also provide direct access from the Elementary School to City Hall Park and the Rice Lake Chain of Lakes Park Reserve which includes the Wargo Nature Center and a YMCA sponsored day camp (see Figure 1). Culture and diversity, arts and imagination, and teens and leadership camps are few examples of different types of camp programs offered at the day camp site. These resources are key educational outreach program destinations for young children and youth both locally and regionally. All trail elements and crossing would meet ADA standards.

Response:

The project would also help the elderly population in the community remain independent by improving non-motorized access to community centers and businesses, as well as to many recreational areas which are necessary for healthy, active, and engaged lifestyles. Lino Lakes Senior Center is located along the proposed trail alignment at West Rondeau Lake Drive. The trail would increase access to the Senior Center, while also serving as a new feature that helps seniors to be physically active while at the Center and connects them to adjacent recreational areas. The project would also include an enhanced pedestrian crossing at Main Street and West Rondeau Lake Drive. Crosswalk markings and crossing signage enhancements such as a Rapid Rectangular Flashing Beacon are

a few of the improvements that would be implemented to improve safety.

The trail would be constructed with particular emphasis on pedestrian and bicyclist safety in areas with sensitive populations. Walkability and bikeability would also improve for residents living along Main Street. Without a transit route within ½ mile of the project area, individuals who do not have access to a vehicle or the ability to drive. The proposed trail would provide an alternative mode of transportation for those whose mobility is restricted while enhancing safety and mobility for pedestrians and bicyclists.

(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

This project is not expected to create any negative externalities on disadvantaged populations or the general public. The proposed multiuse trail would complete a gap in the Central Anoka County Regional Trail network, improve connectivity, and enhance safety and mobility for non-motorized users.

Project construction is expected to require additional right of way from adjacent properties. However, no businesses or residences would be displaced. The project would be designed to minimize property impacts as much as possible by installing a curb to keep the trail closer to the roadway. The City would work directly with property owners whose properties may potentially be impacted by the project. Owners would be compensated consistent with federal requirements. Property impacts are not expected to disproportionately affect disadvantaged populations. During construction, non-motorized users would still be able to use the existing shoulders along Main Street to access the Central Anoka County Regional Trail System.

Any temporary impacts resulting from construction, including increased levels of noise, dust, and traffic disruptions when transporting construction equipment and materials, would be mitigated. The City would require the contractor to utilize best management practices for dust, erosion, and traffic control and follow local ordinances to ensure all relevant noise regulations are met.

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:

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: Yes

(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 1586375983163_SocioEcoMap.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
Lino Lakes	1.7	1.0	48.0	48.0

Total Project Length

Total Project Length 1.7

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 1.7

Total Housing Score 48.0

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.

Response:

There are no existing or planned affordable housing developments within 1/2 mile of the project. However, it would benefit the residents of a large percentage of single family residential homes that fall under \$238,500 (2017), the value for affordability in the area. Additionally, the property located in the northwest and southeast corners of the Main Street and Lake Drive intersection are guided as "Signature Gateway District" in the Comprehensive Plan, a mixed use category that allows for densities of 8 to 15 units/acre that can accommodate affordable housing developments in the future.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589402402215_Lino Lakes 2040 Land Use.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.

I-35W currently acts as a barrier between communities on either side of the interstate and was identified as a Tier 2 Regional Bicycle Barrier in the Regional Bicycle Barrier Study (RBBS). A pedestrian bridge over I-35W has been constructed as a portion of the Central Anoka County Regional Trail but the trail terminates just northwest of this bridge. The Main Street trail would provide a direct connection to the existing pedestrian bridge at I-35W and allow pedestrians and bicyclists to safely access the Wargo Nature Center, the YMCA sponsored day camp, and the Rice Creek Chain of Lakes Park Reserve on the south side of I-35W.

The trail would close a gap in the Central Anoka County Regional Trail system and complete a part of the missing connection within the RBTN. Supporting future regional trail expansion plans, the proposed trail would enhance network connectivity. Non-motorized users would be able to access other regional trails such as the East Anoka County Regional Trail, west of the project area. Approximately 16 miles of the planned 26-mile regional trail have been built. However, the 16 miles are not continuous, leaving gaps in the trail that need to be filled. The existing trail extends from the Rum River to the east and connects to the Bunker Hills Regional Park Trail system. East from Bunker Hills Regional Park, there is no complete continuous connection to the Rice Creek Chain of Lakes Park Reserve, listed as a highly visited regional park in the 2040 Transportation Policy Plan (TPP). The Reserve provides an elaborate network of natural features and recreational amenities such as hiking trails, biking trails, and the Centerville Lake swimming beach among others. Figure 3 shows the regional destinations and trail connections.

Main Street, a principal arterial with a posted speed limit of 40 mph and 9,700 vehicles per day (vpd), is

Response:

a barrier to non-motorized travel. The speed limit also increases to 50 mph just west of Rondeau Lake Drive. Pedestrians and bicyclists do not have safe access to portions of the local community. A safe and enhanced crossing adjacent to West Rondeau Lake Drive would eliminate the barrier that Main Street creates to the community and their ability to access local businesses on both sides of the highway. By constructing this segment of trail from Lino Lakes Elementary School to the east end near I-35W, students and their families would have access to safe non-motorized transportation to and from their school.

(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

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

Yes

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

Main Street is a principal arterial roadway that serves local businesses, community facilities, residential areas, and an elementary school. The two-lane undivided roadway has a posted speed limit of 40 mph and carries 9,400 vdp (2018 MnDOT) on Main Street. Although the shoulders along Main Street currently serve as a path for non-motorized users, the safety of pedestrians and bicyclists is at risk without a physical barrier that protects them from high-speed traffic.

From January 2010-December 2019, there were a total of 64 crashes within the project area including one pedestrian-related and one bicycle-related crashes. During this ten year period, forty-five percent of car crashes on Main Street were rear-end collisions (MnCMAT2). Rear-end crashes are among the most common crash type in the state, accounting for 31 percent of all crashes (source: MnDOT Traffic Safety Fundamentals Handbook 2015). The 45 percent of rear end crashes on Main Street is considerably higher than the statewide share of rear end crashes. Rear end crashes can result in serious pedestrian/bicyclist injuries as vehicles stray from their designated lanes and diverge into shoulders that are used for travel by non-motorized users.

Response:

In 2012, a 13-year-old bicyclist was injured after being struck by a car along Main Street. The lack of designated pedestrian trails along the Main Street corridor forces people to utilize the shoulder and this increases the risk of pedestrian/bicyclist collisions with vehicles traveling at high speeds.

The addition of a trail to Main Street would provide a safer walking environment compared to walking on the highway. This is expected to reduce crashes with pedestrians by up to 89 percent (FHWA Crash

Reduction Factors, 2014). The 10-foot wide multiuse trail would exceed the state minimum standards. All elements of the proposed project would be designed to meet ADA requirements, upgrading the existing conditions of Main Street to be accessible for all users.

Overall, the Main Street trail would offer non-motorized travelers a safer option than the shoulder of Main Street, which is a principal arterial highway with high-speed traffic. The trail would cross Main Street at West Rondeau Lake Drive. Crossing improvements would include crosswalk markings and crossing signage enhancement such as a Rapid Rectangular Flashing Beacon. All project elements would be ADA compliant. The project would minimize conflict points between non-motorized users and traffic by limiting the number of highway crossings to one, aiding in the safe movement of users of all abilities.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The trail's proposed connection to the existing Central Anoka County Regional Trail would provide a direct route within four miles of the Main Street trail to the Park and Ride located along I-35E. The Park and Ride immediately off of I-35E is a Metro Transit stop for Express Route 275 (see Figure 3). Express bus 275 provides services between Saint Paul and Lino Lakes-Centerville on weekdays. Connecting to the existing multiuse trail along the south side of Main Street across the pedestrian I-35W bridge, the proposed trail ensures bicyclists a continuous trip to the Park and Ride and Route 275 bus station.

Express bus 250 is another Metro Transit route that travels between Circle Pines and Minneapolis. The transit stop for Route 250 is located three miles south of the project location. The construction of the multiuse trail would eliminate a gap in the regional bikeway system and provide improved connections to adjacent transit stations and regional connections.

Response:

The Central Anoka County Regional Trail Master Plan was adopted in 1999 and consists of 26 miles of paved regional trail that traverses the middle of the county connecting Mississippi West Regional Park in Ramsey to Rice Creek Chain of Lakes Park Reserve in Lino Lakes and Centerville. The Central Anoka County Regional Trail System includes Main Street as part of the network. When constructed, the multiuse trail would improve connections amongst the jurisdictions of Anoka, Coon Rapids, Blaine, Lino Lakes, Centerville, and Lexington. Long-term regional system plans include tying into the existing Coon Creek Regional Trail, Bunker Hills Regional Park Trail, and the Mississippi River Regional Trail and eventually improving continuity between key recreational areas like Bunker Hills

Regional Park, Rice Creek Chain of Lakes Park Reserve, the Rum River, and the Mississippi River.

The proposed trail would serve as a segment of the regional trail, offering pedestrians and bicyclists safe and continuous trips to local and regional communities and fill a gap in the Anoka County Highway network which supports multimodal facilities. Residents who live along the proposed multiuse trail corridor would be able to walk and bicycle using a fully-separated facility. The trail would link residential uses along the corridor with restaurants, banks, and regional destinations such as parks and community centers.

(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

1589401838292_Trail Concept Main Street 11x8.5.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

04/10/2025

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

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

Yes

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: 03/23/2020

Meeting with partner agencies: 03/23/2020

Targeted online/mail outreach: 03/23/2020

Number of respondents: 200

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%

Anoka County hosted an online survey on its "Plan Your Parks" website between March 23, 2020 and April 15, 2020. The County also hosted online listening sessions to keep community members informed about the project.

The survey included a description of the project and a preliminary concept in which for residents, community members, and other users of the Central Anoka County Regional Trail could provide comments and identify any other needs as part of the proposed project.

The survey was open to the public to help identify not only needs in the project area for pedestrians and bicyclists but also to gather information on how the construction of the multiuse trail could help increase trail use and improve access to regional parks and the trail system. Seventy percent of the people who took the survey responded that the project would help meet their transportation and recreation need.

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

The social media posts for the survey reached more than 11,000 people and more than 900 people engaged with the post, meaning they shared, liked, clicked the link and/or took the survey. The online survey received more than 200 responses. Overall, the survey conveyed that community members were pleased with the proposed project because it would provide better trail connectivity and additional transportation options. There were many comments requesting more sidewalks and trails in general to improve trail connections.

The survey also focused on getting feedback on other needs and amenities that would be beneficial

to have along the proposed trail. Community members took the opportunity to share other recreational and parks amenities that could be beneficial to the community such as basketball hoops, tennis courts, skate parks, dog parks, etc. These amenities could become new local destinations along the proposed trail to encourage more trail use.

Given the circumstances surrounding COVID 19, the in-person public meeting was cancelled and the City of Lino Lakes and Anoka County believed it was best practice to open an online survey to the public. The City also reached out to local businesses located along the project corridor for support. Letters of support from partner agencies and other stakeholders can be found as attachments.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,220,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,220,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

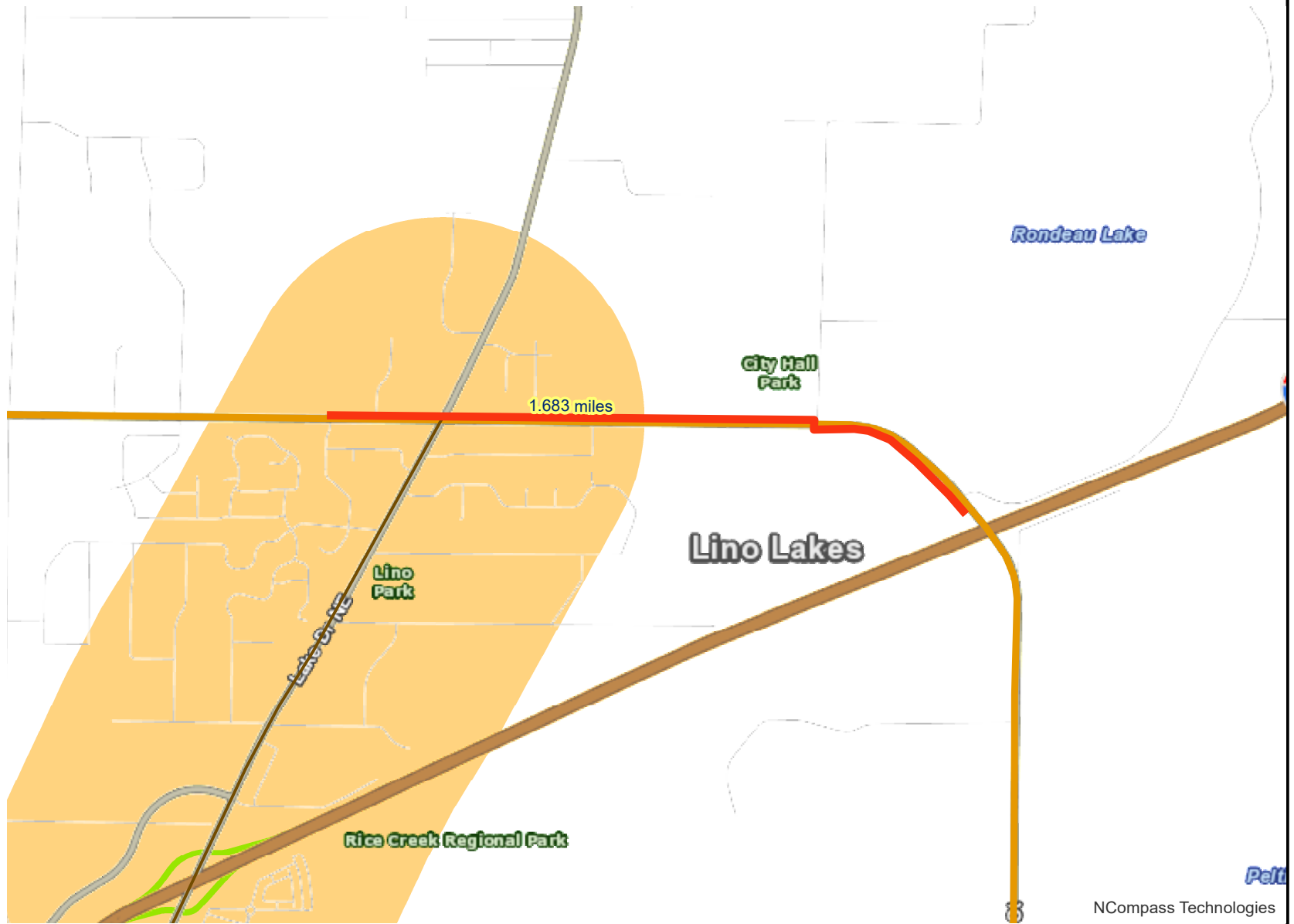
Other Attachments

File Name	Description	File Size
Attachment A-One-page Summary.pdf	Attachment A-One-page Summary	264 KB
Attachment B-Existing Conditions Photos.pdf	Attachment B-Existing Conditions Photos	294 KB
Attachment C- Figure 1 ProjectLocation.pdf	Attachment C- Figure 1 Project Location	1.9 MB
Attachment D-Figure 2 ProjectAerialMap.pdf	Attachment D-Figure 2 Project Aerial Map	2.5 MB
Attachment E-Figure 3 RegionalConnections.pdf	Attachment E-Figure 3 Regional Connections	2.1 MB
Attachment F-CACRT Online Survey Summary.pdf	Attachment F- CACRT Online Project Survey Summary	225 KB
Attachment G-Lino Lakes 2040 Comprehensive Plan Main.pdf	Attachment G-Lino Lakes 2040 Comprehensive Plan (Main Street trail project proposed)	1.9 MB
Attachment H-Resolution for Trail Application.pdf	Attachment H-Resolution for Trail Application	543 KB
Attachment I-Letters of Support.pdf	Attachment I-Letters of Support (Anoka County Highway Department, Anoka County Parks Department, BILL's Superette and GeeWillicker, Lino Lakes Elementary School, The Tavern, and MnDOT)	916 KB

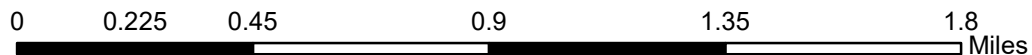
Project to RBTN Orientation

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



Created: 3/18/2020
LandscapeRSA6



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

NCompass Technologies

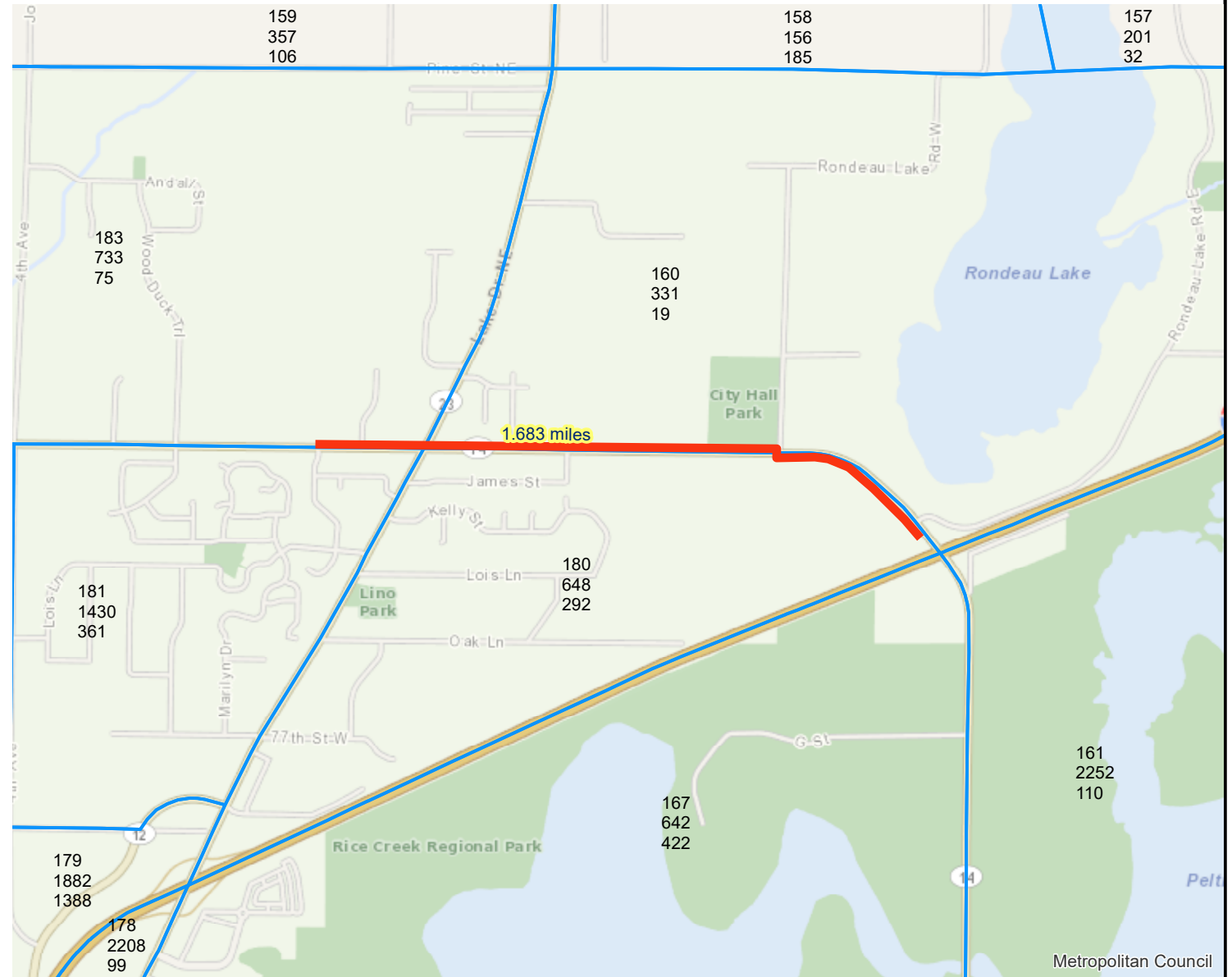


Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 9677
 Total Employment: 2988

Multiuse Trails and Bicycle Facilities Project: Main Street(CSAH 14) Central Anoka Regional Trail | Map ID: 15845616



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/18/2020
 LandscapeRSA4



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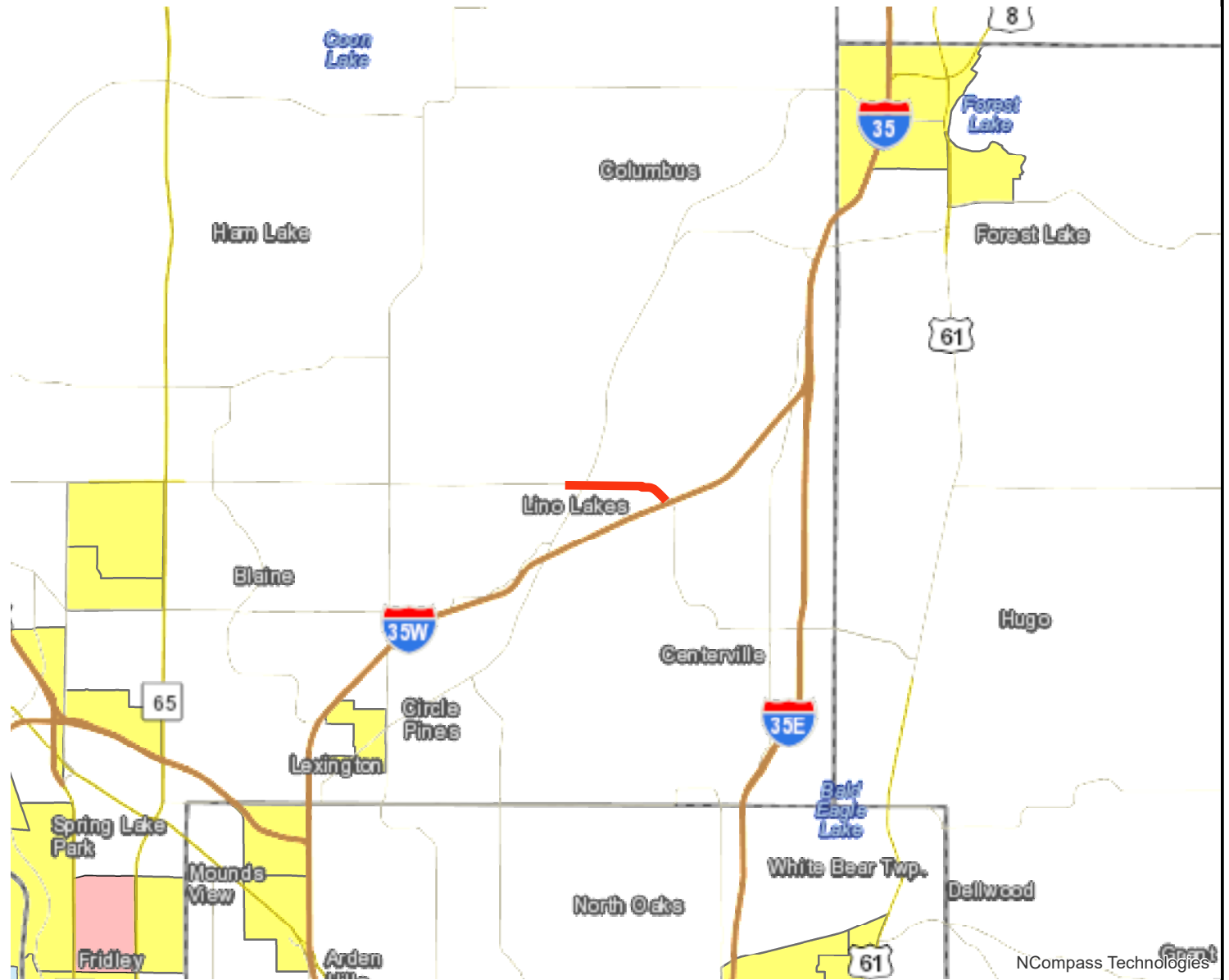






Socio-Economic Conditions

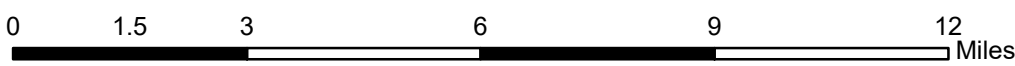
Results

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:
(0 to 12 Points)

Tracts within half-mile:
50230 50233 50237



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



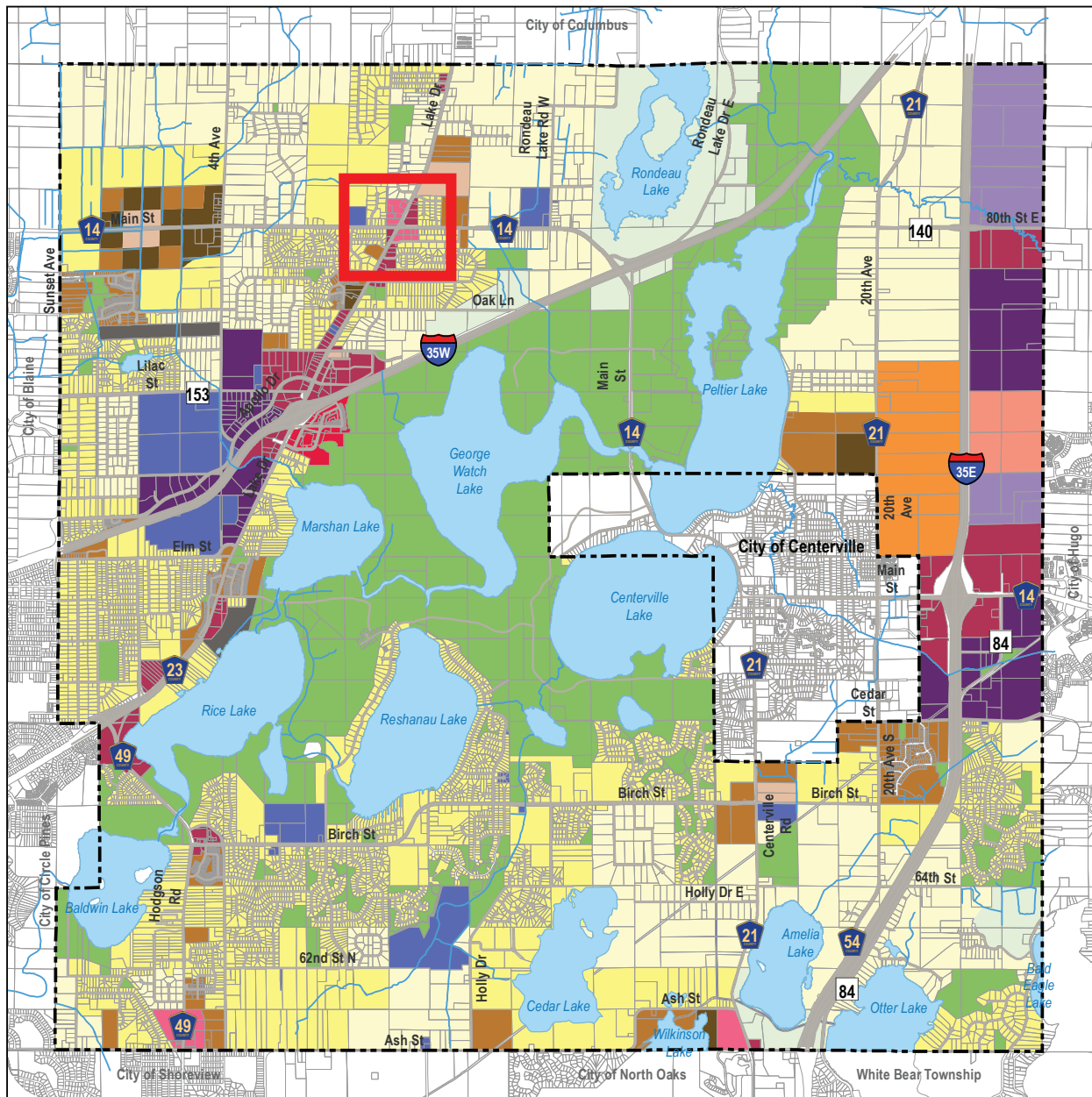
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




















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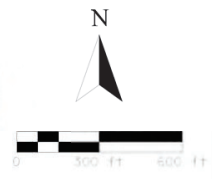
Figure 3-2
2040 Future Land Use



Legend

- | | |
|--|---|
|  Permanent Rural |  Civic and Institutional |
|  Urban Reserve |  Parks and Open Space |
|  Low Density Residential |  Private Airfield |
|  Low Density Mixed Residential |  Right-of-Way |
|  Medium Density Residential |  Open Water |
|  High Density Residential |  Municipal Boundary |
|  Planned Residential / Commercial |  Parcels |
|  Office Residential |  Streams |
|  Signature Gateway District | |
|  Commercial | |
|  Town Center | |
|  Business Campus | |
|  Industrial | |





Proposed Trail Concept

Main Street (CSAH 14) Central Anoka Regional Trail
 City of Lino Lakes
 Anoka County



SOURCE: CITY OF LINO LAKES, ANOKA COUNTY, AND AERIAL PHOTOGRAPHY. ALL INFORMATION IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT A GUARANTEE OF ACCURACY.



**Project Name: Multiuse Trail Along Nicollet Avenue
Main Street (CSAH 14)/Central Anoka County
Regional Trail**

Applicant: City of Lino Lakes

Project Location: Main Street/CSAH 14 from the east end near I-35W to Lino Lakes Elementary School

Total Project Cost: \$1,220,000

Requested Federal Amount: \$976,000

Local Match: \$244,000

Project Description:

The City of Lino Lakes is proposing a multiuse trail along Main Street (CSAH 14) from the east end near I-35W to Lino Lakes Elementary School. This project would complete a gap in the Central Anoka County Regional Trail system. This portion of Main Street is designated as a Regional Bicycle Transportation Network (RBTN) Tier 2 corridor.

Currently, those using non-motorized means to travel along Main Street use roadway shoulder. Construction of this approximately 1.7 miles long trail would close a gap in the Central Anoka County Regional Trail system. In addition to enhancing the regional trail network, the trail would provide pedestrians and bicyclists a safer environment to walk and bike along this high-speed road. This critical connection would facilitate continuous trips to local and regional destinations for non-motorized users. Project benefits and key connections that would be provided by the trail include:

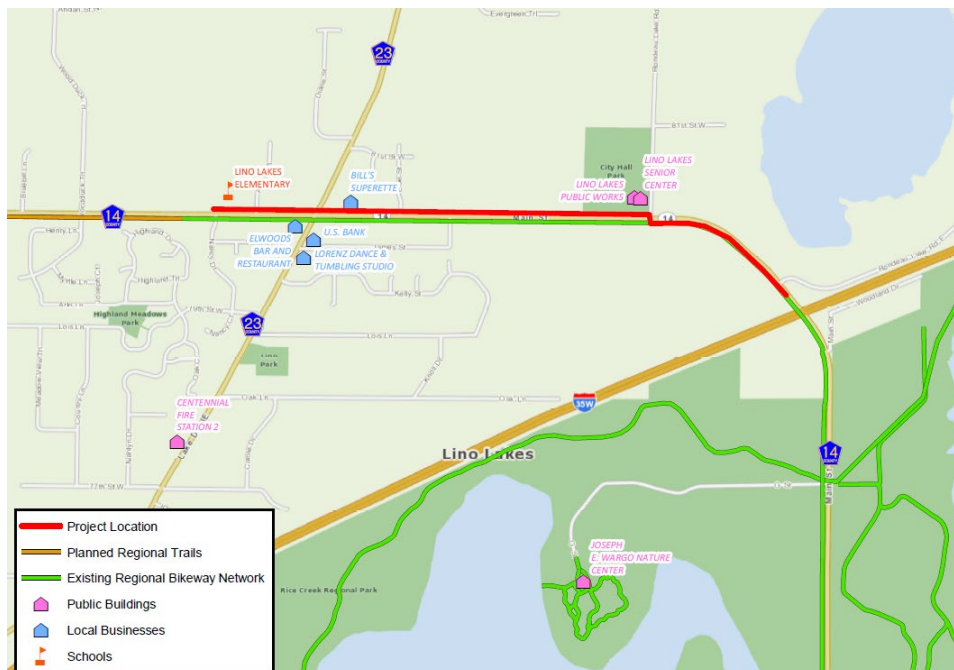
Project Benefits:

- Complete a gap in current regional bikeway network
- Reduce risk of crashes and conflicts between bicyclists/pedestrians and vehicles
- Promote walking and bicycling by providing a pedestrian and bicyclist friendly environment

Key Connections:

- Central Anoka County Regional Trail System
- Rice Creek Regional Park
- Joseph E. Wargo Center
- Lino Lakes Elementary School
- Lino Lakes Senior Center
- Lino Lakes Public Works
- RBTN Tier 2 Alignment

Project Area:



Attachment B

Existing Conditions



Intersection of Main Street (CSAH 14) and West Rondeau Lake Drive; wide shoulder with no barriers between high speed traffic and pedestrians and bicyclists – facing east



Connection to existing trail on the south side of Main Street (CSAH 14) – facing east

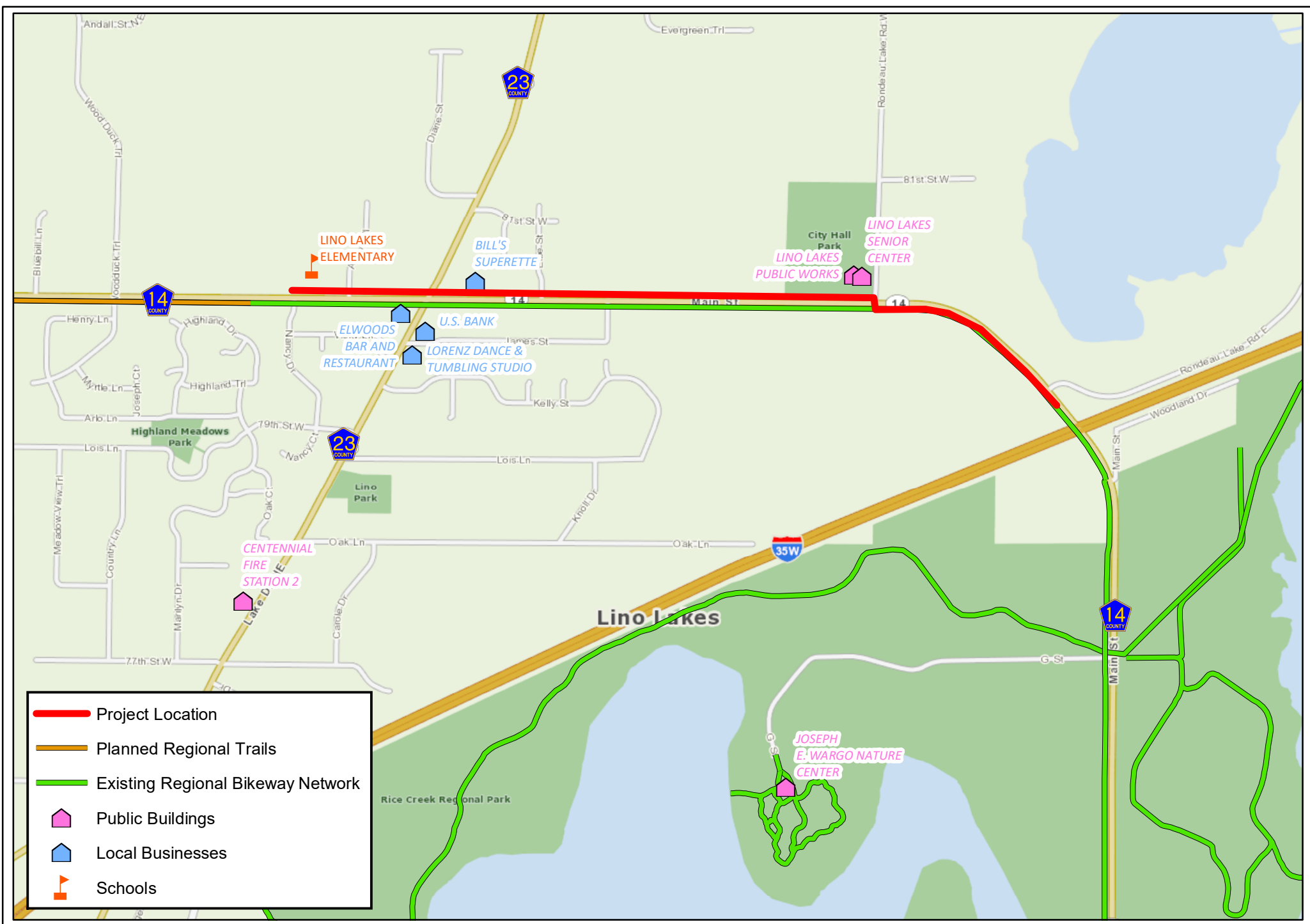


Figure 1 - Project Location

Main Street (CSAH 14)/Central Anoka County Regional Trail
 City of Lino Lakes
 Anoka County



Attachment C



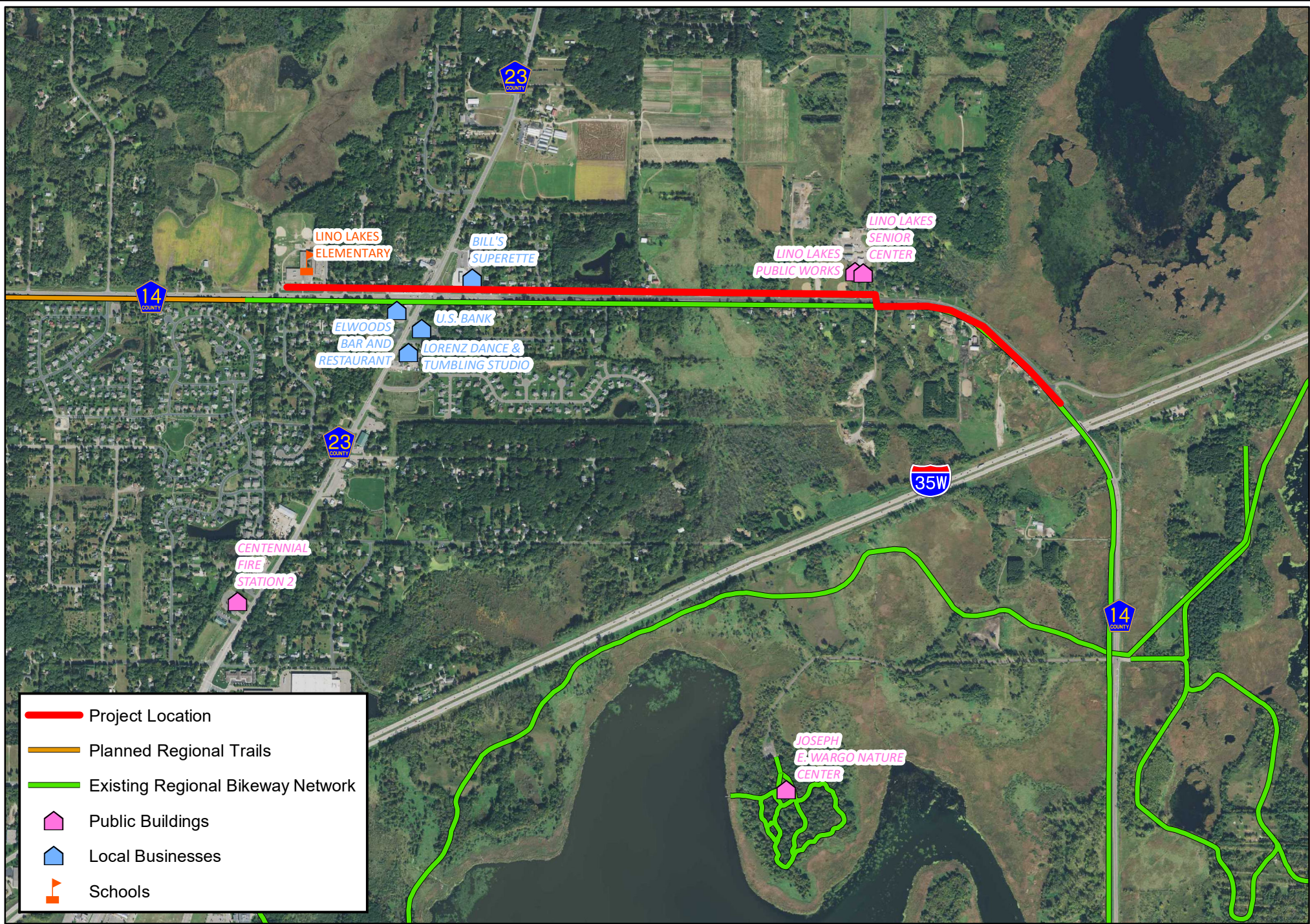


Figure 2 - Project Aerial

Main Street (CSAH 14)/Central Anoka County Regional Trail
 City of Lino Lakes
 Anoka County

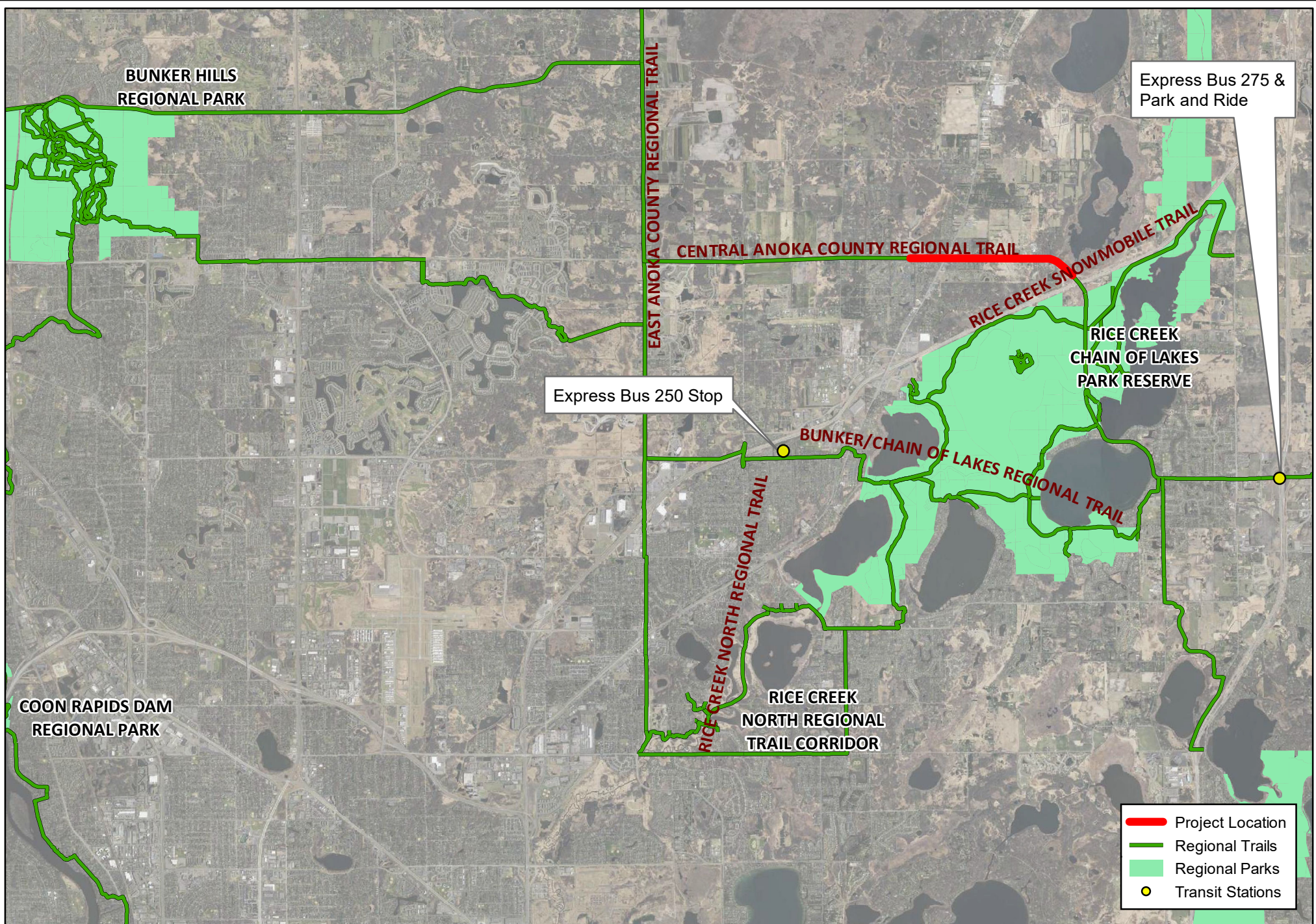


Figure 3 - Regional Connections

Main Street (CSAH 14)/Central Anoka County Regional Trail
 City of Lino Lakes
 Anoka County



Attachment E



PUBLIC ENGAGEMENT AND PARTICIPATION

Goals

Prior to the planning process, a public engagement and participation plan was developed, and the County established the following goals for the engagement process.

1. Make engagement as easy and convenient as possible that allows a meaningful exchange of ideas without a huge time commitment.
2. Reach out to diverse population groups, especially those that are typically underserved by the regional parks and trails system to receive valuable input and feedback on the project.
3. Start building relationships with individuals and groups throughout the community to establish long-term partnerships.

Equity Analysis

Prior to the public engagement process, an equity analysis was conducted to determine who would benefit the most from this project and to identify specific population groups to engage for input.

Scope: A

Because this project is specific to Lino Lakes, but is part of the regional system, the demographics of race, age, disability within a 3-mile radius of the project and the overall county demographic information was considered. By identifying population groups that may be underserved by the regional system, the engagement process can be adjusted to ensure valuable input, idea’s and feedback from those groups are received.

Table 1

Location/ Demographic	3-mile radius ¹	All of Anoka County ²	2016 Visitor Study-Anoka County (Trails) ³
65 yrs. or older	8-15%	12%	12.6%
Any Disability	7-12%	9.80%	1.7%
Asian, Non-Latinx	3-7%	4.1%	0.7%
Black/African American	0-5%	5.1%	3.5%
Hispanic/Latino/Latinx	0-3%	4.1%	4.0%

Context

In looking at the current demographic disparities for the project, the underserved demographics for the area are shown in Table 1. They include people over 65 years, people with disabilities, Asian (Non-Latinx), Black/African American, and Latinx/Hispanic. Looking to the future, with the population growth as predicted by the Met Council, populations of color will make up 40% of the population by 2040 and the senior population is expected to grow by 29%, making it imperative to engage those population groups identified to ensure the regional trail meets the needs of the entire surrounding population.

Those that live and work near the project, walkers, bicyclists, children/students, seniors and those with disabilities will benefit the most from the project.

Engagement Strategies

The following are engagement strategies the County has used to receive comments and feedback from our partners and the public.

1. Website and Social Media Updates – The County hosts a “Plan Your Parks” website that includes information on current planning efforts.

¹ % range due to numbers being provided per census blocks from the Metropolitan Council's "Regional Parks and the American Community Survey" mini-app; <https://metrotransitm.shinyapps.io/regionalParks-ETK/>

² U.S. Census Bureau, American Community Survey 2012-2016 five-year estimates

³ Metropolitan Council's 2016 Visitor Survey Study, “Share of Population age 18+ that identifies as...”

2. Survey – As part of the Plan Your Parks Website, a survey link was shared and posted through social media and advertised to those within a 3-mile radius of the project.
3. Listening Sessions – Due to the COVID-19 virus, any in-person listening sessions were cancelled.

Engagement Results

Participants

The social media posts reached more than 11,000 people and more than 900 people engaged with the post, meaning they shared, liked, clicked the link and/or took the survey. The survey was available to the public from March 23, 2020 to April 15, 2020 and more than 200 people responded. Most respondents were between the ages of 18-65. We were able to reach approximately 2% of the population over age 65 and approximately 1 % of children ages 12 and under. While most respondents identified themselves as Caucasian, we were able to reach about 8% of the population that identify as another race and/or ethnicity.

Engagement Types

There were several different types of engagement used to inform and consult⁴ with the public about the proposed project. The project was advertised on the County's Play your Parks Website with additional social media posts.

Public Participation Themes:

Overall, more than 70% of those surveyed felt that this project would significantly or somewhat improve their transportation and recreation needs. 30% were indifferent or thought there would be no improvement to their transportation or recreation needs and approximately 75% of the respondents felt the completion of this trail segment would increase their trail use.

Many comments were received and several themes from those comments were identified. Those themes are as follows:

1. General Support

Several comments were received giving general support for the project as well as comments regarding the addition of more trails, creating loops within the community, providing connections to neighborhoods and providing a variety in locations so those that use trails regularly have options.

2. Safety:

Many comments were received for additional trails to alleviate safety concerns at other various locations throughout the area. The most notable are as follows:

- a. Extend proposed trail to Wood Duck Trail or 4th Avenue
- b. Sunset Avenue from Elm Street over 35W north to Main Street.
- c. Lake Drive between Elm Street and Main Street
- d. Lilac Avenue from Sunset to Apollo Drive
- e. Hodgson Avenue from Birch Street to Lake Drive and on to Centennial High School
- f. 4th Avenue
- g. 12th Avenue needs a safe crossing of Birch Street
- h. More trail systems and sidewalks are needed.
- i. A few comments were received that stated the current shoulders provide bicycle and pedestrian accommodations and that focus should be on trails elsewhere in the area.
- j. Overall more bike/walking paths to provide safe passages for all activities.
- k. Many of the above locations were received in conjunction with respondents concerns about the dangers of vehicles passing on the shoulders of roads that do not currently have bicycle or pedestrian accommodations. These types of comments show there may be a need to additional enforcement in these areas.

3. Access:

There were many comments received suggesting other trail locations to increase access in the region. The most notable are as follows:

- a. Along Sunset Avenue, Main Street to Elm Street to increase access to schools and eliminate 35W as a barrier.
- b. All along CSAH 23/Lake Drive with specific mention for access to the YMCA, Target and Waldoch Farms.

⁴ IAP2 Spectrum of Public Participation

- c. Lilac Avenue
- d. 4th Avenue
- e. Centerville Road to Birch Street
- f. County Road J from 35W to 35E
- g. Hodgson Road
- h. YMCA to Wargo Nature Center
- i. Access to and from High School
- j. Finish trail along Main Street in Blaine
- k. Kelly Street or Jane Avenue to James Street

There were many comments requesting more sidewalks and trails in general as well as trail connections to the surrounding communities and specifically trails in the northern part of Lino Lakes. One comment was received that suggests trails in the woods are preferred.

4. Variety of Trails Types:

There were several comments requesting different types of trails, such as non-paved gravel trails; cross country ski trails ideally with snowmaking; mountain bike and off-road running trails; and turning the snowmobile trail along north end of Peltier into walking path.

5. Trail Maintenance:

There were a few comments concerning the maintenance of trails during the winter months and requesting better winter maintenance of trails; in addition, there were a few other comments about maintaining existing trails prior to the addition of new trails.

6. Amenities

One of the survey questions was what amenities would be beneficial to have along this trail segment? The most common responses were trash/recycle containers, lights, benches, restrooms, drinking water/fountain, bike fix-it station, dog bag stations, trail map signs, and security cameras. There were also a few comments regarding the need for enforcement for dog owners to pick up after their dogs and one requesting that the snowmobile trail that was there for 30 years be reinstalled connect to the existing trails so snowmobilers could get to businesses and other trails. In addition to amenities along the trail, respondents were also asked about different parks and trails amenities needed in the community. Several comments were received and are listed below:

- a. A few comments stating a need for play structures along trails or as a destination connected by trails
- b. Swings at City Hall Park
- c. Skate Parks
- d. Basketball Hoops and tennis courses at Lino Lakes Elementary to create a community destination.
- e. Dog Park
- f. Splash Pad
- g. Add water toy amenities at Centerville Beach to encourage use there to reduce the attraction of jumping from pedestrian bridges along Rice Creek and Chomonix Golf Course.
- h. A few comments were received requesting the strategic placement of restrooms
- i. Include educational/interpretive signage along trails.

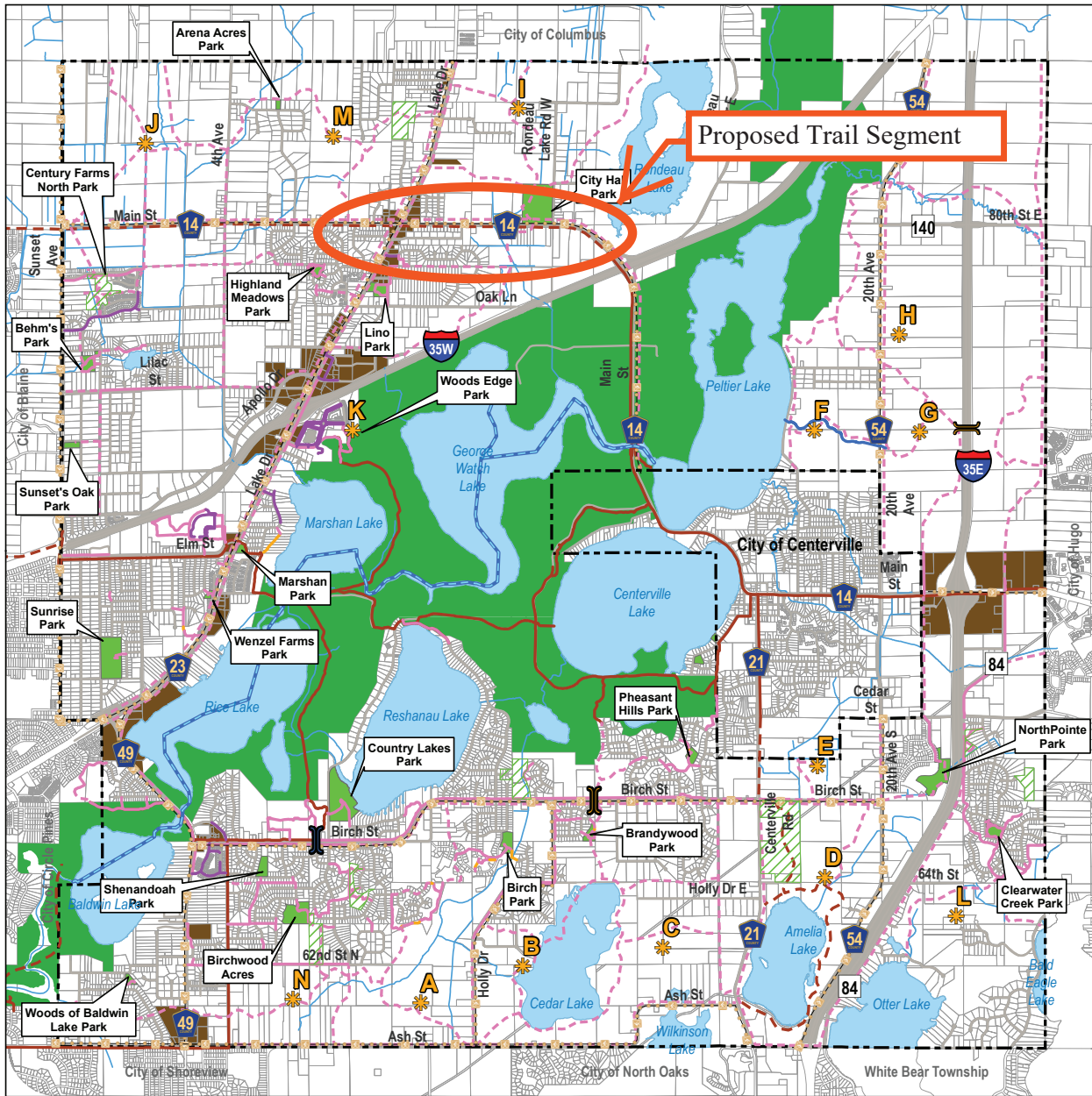
Opposition:

While most of the comments provided support for the trail and trails in general, there were a few comments regarding opposition to the proposed trail. Those comments are listed below.

- a. One respondent felt the road was too busy and a crossing of Main Street mid-block will be hazardous no matter what.
- b. A couple of comments were received that roads should be the priority, then if there is money, put bike lanes in.
- c. One respondent commented that no one will the trail and the City should entice more restaurants to the area.



Figure 6-16
Trail System



Legend

Future Neighborhood Park Search Area's	Existing Regional Trail
Existing Tunnel	Proposed Regional Trail
Proposed Tunnel/Bridge	Undeveloped Park
Water Trail	City Parks
NE Drainage Outlet	Regional Parks
Existing Asphalt	Business/Commercial Areas'
Existing Concrete Trail	Open Water
Existing Boardwalk Trail	Municipal Boundary
Proposed Trails	
Proposed On-Street Route	



CITY OF LINO LAKES
RESOLUTION NO. 20-40

RESOLUTION AUTHORIZING THE 2020 REGIONAL SOLICITATION GRANT
APPLICATION SUBMITTAL FOR A MULTIUSE TRAIL ALONG MAIN STREET
(CSAH 14) BETWEEN LINO LAKES ELEMENTARY SCHOOL AND THE I-35W
OVERPASS

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, funding requests are for the federal fiscal years 2024 and 2025; and

WHEREAS, funding provides up to 80 percent of project construction costs; and

WHEREAS, bicycle and pedestrian facilities that benefit the regional bikeway system are eligible projects for the funding request; and

WHEREAS, Main Street (CSAH 14) is considered a Regional Bicycle Transportation Network (RBTN) Tier 2 alignment; and

WHEREAS, there is a gap in the multiuse trail network along Main Street (CSAH 14) between Lino Lakes Elementary School and the I-35W overpass; and

WHEREAS, the proposed multiuse trail would complete a gap in the Central Anoka County Regional Trail system and provide access to local and regional destinations such as the Lino Lakes Elementary School, Rice Creek Regional Park, Lino Lakes Public Works, and Lino Lakes Senior Center.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Lino Lakes that staff is hereby authorized to submit a 2020 Regional Solicitation grant application for a multiuse trail along Main Street (CSAH 14) between Lino Lakes Elementary School and the I-35W overpass.

BE IT FURTHER RESOLVED that the City of Lino Lakes commits to providing snow and ice control to support year-round bicycle and pedestrian use of this facility should the funding be awarded and project constructed.

Adopted by the City Council of the City of Lino Lakes this 27th day of April, 2020.

The motion for the adoption of the foregoing resolution was introduced by Councilmember Stoesz and was duly seconded by Councilmember Lyden and upon vote being taken thereon, the following voted in favor thereof:

Stoesz, Lyden, Rubland, Cavegn, Rafferty

The following voted against same:

None


Rob Rafferty, Mayor

ATTEST:


Julianne Bartell, City Clerk



Anoka County
TRANSPORTATION DIVISION

Highway

Joseph J. MacPherson, P.E.
County Engineer

May 13, 2020

Mr. Michael Grochala, Community Development Director
City of Lino Lakes
600 Town Center Pkwy
Lino Lakes, MN 55014-1182

**RE: Letter of Support
Main Street (CSAH 14)/Central Anoka County Regional Trail Segment
Regional Solicitation Application**

Dear Mr. Grochala:

The Anoka County Highway Department extends its support for the Regional Solicitation federal funding application for the proposed trail along CSAH 14 in the City of Lino Lakes. This proposed trail would serve as part of the Central Anoka County Regional Trail and continue the extension of a multi-use trail along the CSAH 14 Principal Arterial roadway.

Anoka County, as the agency with jurisdiction over CSAH 14, is aware of and understands the proposed project being submitted. Details of a future maintenance agreement with the City of Lino Lakes will be determined during project development to define how the project will be maintained for the project's useful life.

Anoka County appreciates your efforts to secure funding for multi-modal improvements along CSAH 14. The county is supportive of the City of Lino Lakes moving forward with plans for trail development along this busy highway, and will work with the City as plans are developed, to ensure that a safe facility is developed for its users.

Sincerely,

Joe MacPherson, P.E.
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



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

April 13, 2020

Mr. Michael Grochala
Community Development Director
City of Lino Lakes
600 Town Center Pkwy
Lino Lakes, MN 55014

Re: Central Anoka County Regional Trail Regional Solicitation Application

Dear Mr. Grochala:

Anoka County Parks, a regional parks and trails implementing agency, extends its support for the City of Lino Lake's Regional Solicitation funding application for the proposed trail along CSAH 14 in the City of Lino Lakes. This proposed trail would serve as an extension of the Central Anoka County Regional Trail.

The Central Anoka County Regional Trail is a 26-mile planned regional trail that traverses the middle of the county connecting Mississippi West Regional Park in Ramsey, MN to Rice Creek Chain of Lakes Park Reserve in Lino Lakes and Centerville, MN. A total of approximately 16 miles of the trail have been constructed to date. The proposed trail project will extend the regional trail and connectivity for resident's west of I-35W and provide a direct connection from Lino Lake Elementary School to Wargo Nature Center.

The proposed trail will also improve non-motorized access to the Rice Creek Chain of Lakes Park Reserve. The 5,500-acre Rice Creek Chain of Lakes Regional Park Reserve is one of the largest in the seven-county metropolitan area and contains some of the most significant native wildlife habitat and water resources in the regional area. The park offers a wide variety of amenities, including the Wargo Nature Center, Rice Creek Campground, Centerville Lake Beach, and hiking and biking trails.

The trail will provide both a key connection for the regional park and trail system, as well as serve as an east-west transportation corridor for bicyclists and pedestrians in central Anoka County. Anoka County Parks appreciates your efforts to secure funding for the regional trail extension along CSAH 14.

Sincerely,

Jeff Perry
Parks Director

Rademacher Companies, Inc.

DBA: *G-Will Liquors* and *BILL'S Superette*

14021 Round Lake Blvd.

Andover, MN 55304

Phone: 763-536-9600 Fax: 763-536-1198

April 23, 2020

Michael Grochala
Community Development Director
City of Lino Lakes
600 Town Center Parkway
Lino Lakes, MN 55014-1182

RE: Letter of Support for the Main Street (CSAH 14)/Central Anoka County Regional Trail Segment Regional Solicitation Application

Dear Mr. Grochala,

BILL'S Superette and GeeWillicker's extends its support to the City of Lino Lakes for the grant application regarding the proposed trail along Main Street (CSAH 14) in the City of Lino Lakes. Main Street is a busy high-speed roadway that currently has no sidewalk and only a small portion of trail facilities. Our business is located at Lake Drive and Main Street, a central hub along the corridor and one, of only two parcels that currently has the paved trail.

This proposed trail would support safe walking and biking trips from the surrounding neighborhoods to our businesses. We support the proposed application and thank the City for pursuing this important trail connection.

Sincerely,



Grant Rademacher
President
Rademacher Companies, Inc.

LINO LAKES ELEMENTARY STEM School



Attention. If you want free help translating this information, call (651) 982-8350
Ceeb toom. Yog koj xov tau kev pab txhais cov xov no rau koj dawb, hu (651) 982-8350
Atención. Si desea recibir asistencia gratuita para traducir esta información, llame al (651) 982-8350

April, 2020

Michael Grochala
Community Development Director
City of Lino Lakes
600 Town Center Parkway
Lino Lakes, MN 55014-1182

**RE: Letter of Support for the Main Street (CSAH 14)/Central Anoka County Regional Trail Segment
Regional Solicitation Application**

Dear Mr. Grochala,

Forest Lake Area Schools extends its support to the City of Lino Lakes for the grant application regarding the proposed trail along Main Street (CSAH 14) in the City of Lino Lakes. Main Street is a busy high-speed roadway that currently has no sidewalk or trail facilities. This proposed trail would connect to Lino Lakes Elementary School, supporting walking and biking trips to the school. This will provide a safe location for students and visitors to walk along Main Street and access the school campus. We support the proposed application and thank the City for pursuing this important trail connection.

Sincerely,

Scott Geary
Principal
Lino Lakes Elementary School
Forest Lake Area Schools





Tavern on Main
8001 Lake Drive Lino Lakes, MN 55014
651-783-7106
www.tavernonmainlinolakes.com

April 28, 2020

Michael Grochala
Community Development Director
City of Lino Lakes
600 Town Center Parkway
Lino Lakes, MN 55014-1182

**RE: Letter of Support for the Main Street (CSAH 14)/Central Anoka County Regional Trail Segment
Regional Solicitation Application**

Dear Mr. Grochala,

The Tavern on Main extends its support to the City of Lino Lakes for the grant application regarding the proposed trail along Main Street (CSAH 14) in the City of Lino Lakes. Main Street is a busy high-speed roadway that currently has no sidewalk or trail facilities. Our business is located at Lake Drive and Main Street, a central hub along the corridor. This proposed trail would support safe walking and biking trips from surrounding neighborhoods to our business. This would also relieve the stress on my limited parking spaces. We support the proposed application and thank the City for pursuing this important trail connection.

Sincerely,

Chad Wagner
President
Tavern on Main



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

May 12, 2020

Michael Grochala
Community Development Director
City of Lino Lakes
600 Town Center Pkwy
Lino Lakes, MN 55014-1182

**Re: MnDOT Letter for City of Lino Lakes
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding
Request for Main Street (CSAH 14)/Central Anoka County Regional Trail**

Dear Michael Grochala,

This letter documents MnDOT Metro District's recognition for the City of Lino Lakes to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for Main Street (CSAH 14)/Central Anoka County Regional Trail.

As proposed, this project impacts MnDOT right-of-way on I-35W. As the agency with jurisdiction over I-35W, MnDOT will allow Lino Lakes to seek improvements proposed in the application for the improvement. If funded, details of any future maintenance agreement with the City will need to be determined during the project development to define how the improvements will be maintained for the project's useful life.

There is no funding from MnDOT currently planned or programmed for this project/location. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be major significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT does not anticipate partnering on local projects beyond current agreements.

In addition, the Metro District currently does not anticipate any available significant discretionary funding in years 2024-25 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. If your project receives funding, continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

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

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

Sincerely,

**Michael
Barnes**  Digitally signed by
Michael Barnes
Date: 2020.05.12
18:06:33 -05'00'

Michael Barnes, PE
Metro District Engineer

CC: Melissa Barnes, Metro District Area Manager
Molly McCartney, Metro Program Director
Dan Erickson, Metro State Aid Engineer