



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14175 - MRRT Connection / 44th Avenue Bicycle and Pedestrian Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 05/15/2020 1:17 PM

Primary Contact

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***:** Andover Minnesota 55304-4005
City State/Province Postal Code/Zip

Phone:* 763-324-3179
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What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: ANOKA COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

1440 BUNKER LAKE BLVD

*

ANDOVER

Minnesota

55304

City

State/Province

Postal Code/Zip

County:

Anoka

Phone:*

763-324-3100

Ext.

Fax:

763-324-3020

PeopleSoft Vendor Number

0000003633A15

Project Information

Project Name

MRRT Connection / 44th Avenue Bicycle and Pedestrian Improvements

Primary County where the Project is Located

Anoka

Cities or Townships where the Project is Located:

Fridley

Jurisdictional Agency (If Different than the Applicant):

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

Installation of a .6 mile off-road multi-use trail along 44th Avenue (CSAH 2) in Fridley from Main Street to East River Road (CSAH 1). This includes reconfiguration of barriers and travel lanes on the 44th Avenue bridge to accommodate the separated multi-use trail. ADA ramps will be added or upgraded where needed at the Main Street and East River Road intersections. The multi-use trail closes a gap between the off-road multi-use trail along Main Street and the Mississippi River Regional Trail, A RBTN Tier 1 alignment, on the west side of East River Road. This connection is only one of 3 grade separated crossings of the Burlington Northern Santa Fe Northtown rail yard between 61st Ave north of 1-694 and St. Anthony Parkway, a distance of approximately 3.5 miles. The rail yard is a critical barrier for those who live and work in Fridley, Columbia Heights, and Hilltop to gain access to the MRRT, regional recreation opportunities, and the Mississippi River.

(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.

Pedestrian Bike

Project Length (Miles)

0.6

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

\$1,832,000.00

Match Amount

\$458,000.00

Minimum of 20% of project total

Project Total

\$2,290,000.00

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

County 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: 2023

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

Project Information

County, City, or Lead Agency Anoka County

Zip Code where Majority of Work is Being Performed 55421

(Approximate) Begin Construction Date 04/15/2024

(Approximate) End Construction Date 09/30/2024

Name of Trail/Ped Facility: MRRT Connection

(i.e., CEDAR LAKE TRAIL)

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

From: Main Street NE and 44th Avenue NE
(Intersection or Address)

To: East River Road and 44th Avenue NE
(Intersection or Address)

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): 0.6

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 0

Is this a new trail? Yes

Primary Types of Work Grade, agg base, bike path, ped ramps, mill and overlay, striping, guardrail, signage, landscaping

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.

Chapter 7, Page 7.11:

Overcome physical barriers

Facilitate safe and continuous trips to regional destinations

Page 7.12: connect to local, state, and national bikeway networks

Page 7.15: Critical bicycle transportation links

> Connect a local bikeway to major regional destination

> Improve continuity and connections between jurisdictions

> Improve a physical barrier

Page 7.21 Regional Bicycle Barriers

> Preferred spacing for Urban Center crossing: 1/2 mile (adjacent crossings are 1.5 miles to the south and 3.5 miles to the north)

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.

Anoka County 2040 Transportation Plan

Page 84: The County will continue to pursue future improvements to bicycle and pedestrian facilities in particular to provide better connections over major physical barriers such as rivers and major highways.

City of Fridley

> 2040 Comprehensive Plan, Transportation Chapter

Page 124: Trail Gap on 44th Ave is identified on map of Priority Trail Connections

Page 125: Trail Recommendations: The trail system needs identified in the plan further support the City's commitment to connect

major land uses, transit stations, and "gathering spaces" with residential areas or employment centers. There is also growing

support for wider and more multi-use trails (accommodating biking, running, walking,

scooters, and skateboards on the same surface), along with trail system loops, returning the trail user to a starting point following a continuous circuit.

Page 132: Action Step: The City should continue to expand the existing trail network to service all neighborhoods and areas of the city.

Page 134: Responses also indicated that many residents are biking and walking to parks and therefore would like safer pedestrian access to parks.

> Active Transportation Plan (DRAFT Feb. 2020)

Page 5: Survey of Fridley residents - 58% prefer to

List the applicable documents and pages:

ride their bikes on an off road bike trail

Page 6: Prioritize regional connections and destinations

- county roads goal trail one side, sidewalk other side

Page 10: 44th Avenue is ranked as a High Priority route for biking and walking facilities that connects to East River Road, another high priority route

Page 21: Pursue grant funding to support the construction of active transportation infrastructure

-Coordinate with other agencies maintaining jurisdiction over roads in Fridley to align their projects with the purpose and goals of the Active Transportation Plan

Page 33 Public Engagement Comments:

-A protected bike path over the 44th Ave bridge would be a great connector between Main and the River Road

- 44th Ave bridge has too wide of drive lanes and too narrow of a sidewalk for anyone. Reduce lane sizes and increase walk or add a bike lane.

Page 46: Streets designated for trails/sidewalks: 44th Ave is shown

Page 47: Active Transportation Plan Focus Routes
- 44th Ave is shown as a Priority segment

City of Columbia Heights

2040 Comprehensive Plan

Page 7-153: Develop a system of trails within the community.

-Implement the City Bike/Trail Loop Plan

-Expand regional opportunities by coordinating with neighboring communities to create connections to adjacent trail systems

Page 6-112: Increase and promote safe and efficient alternative modes of transportation.

Support the creation of opportunities for pedestrian, bicycle and transit routes and access for primary destination points within the City.

(Limit 2,800 characters; approximately 400 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6. Applicants must not submit an application for the same project in more than one funding sub-category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$250,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed:

03/03/2018

Link to plan:

<http://anokacountyada.com/wp-content/uploads/2018/05/ACHD-Transition-Plan2018.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)	\$60,000.00
Removals (approx. 5% of total cost)	\$60,000.00
Roadway (grading, borrow, etc.)	\$30,000.00
Roadway (aggregates and paving)	\$250,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$40,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$50,000.00
Traffic Control	\$30,000.00
Striping	\$2,000.00
Signing	\$2,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$50,000.00
Bridge	\$1,300,000.00
Retaining Walls	\$200,000.00
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	\$100,000.00
Other Roadway Elements	\$0.00
Totals	\$2,174,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$60,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$6,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$50,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$116,000.00

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	\$2,290,000.00
Construction Cost Total	\$2,290,000.00
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

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment Yes

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)	25678
Existing Employment Within One Mile (Integer Only)	10321
Upload the "Population Summary" map	1587644347474_Population_Employment Map.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.*

This project lies within an area that is above the regional average for both low-income and people of color concentrations. For outreach, the City of Fridley recently conducted community outreach as part of their Finding Your Fun in Fridley campaign. This campaign was used to gather feedback on the Fridley Trails systems specifically for their Active Transportation Plan. Engagement used the Polco, a survey tool, and Social Pinpoint platforms to gather feedback. Additionally, surveys were distributed amongst the Fridley Senior Center. Feedback included the addition of more trail facilities closer to home, and specifically improvements to the 44th Ave bridge.

Response:

No outreach has occurred specific to this project. When developing a project, Anoka County will reach out to all members of the community, ranging from residents and businesses located adjacent to the project as well as commuters that may use the facility, in this case specifically those using the bridge or MRRT. For residents and businesses adjacent to the project, our design and environmental impact team meet with them early in the process and provide them a project folder containing information on the project as well as information for their own use such as plats and right-of-way limits. Prior to COVID-19, project partners planned to engage affordable housing areas including through anonymous opportunities or community liaisons to discuss project benefits and future construction staging impacts. Additional outreach efforts include the use of social media, newsletters, local cable access tv stations, and variable message boards to alert the public of upcoming meetings and/or events. Additionally, our Anoka County Highway Department website (<https://www.anokacounty.us/337/Current-Projects>) contains links for people to contact us for general information or requests, project specifics, and even grievances. Furthermore, the ACHD just recently

completed our ADA Transition Plan, which is readily available at various outlets (including websites) to maximize its usefulness for us in reaching out to the public on how we can improve our projects.

(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 project improves a barrier crossing and closes a gap between a local trail and a RBTN Tier 1 trail, the Mississippi River Regional Trail (MRRT), by providing a continuous off-road multi-use trail connection for those that live and work in the Fridley, Columbia Heights, and Hilltop communities. The project will improve accessibility at the Main Street and East River Road (CSAH 1) intersections with 44th Ave (CSAH 2). These improvements provide a safer route for all to and from the MRRT, Riverfront Regional Park, and the Mississippi River. Currently there is either no accessible pedestrian facility on this stretch of 44th Ave. This trail gap has been identified in the Fridley Active Transportation Plan. During community outreach for the Fridley Active Transportation Plan, 58% of Fridley residents surveyed said they would prefer to bike on an off-road trail. The easier you make it for people to bike and walk to employment centers, and regional and local destinations, the more people may choose this as a mode of transportation. This will also improve a connection for those who do not have access to a car. This increases healthy choices for residents and creates connections across a major barrier to vital parks and open space opportunities.

Response:

(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:

There are no foreseen negative impacts to this project.

(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

1587645557766_SocioEconomic_Map.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	0.6	1.0	86.0	86.0

Total Project Length

Total Project Length 0.6

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0.6

Total Housing Score 86.0

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:

While there are currently no existing or proposed affordable housing developments proposed within 1/2 mile of the project, the project is within a lower-income area where most of the existing housing could be considered affordable. The project will improve pedestrian and bicycle access for those that live and work in Fridley, Columbia Heights, and Hilltop communities by providing an off-road multi-use trail over the BNSF Northtown Yard and the subsequent connection to a RBTN Tier 1 trail.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589290238841_AccessToAffordableHousing.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.

Response:

This project provides a missing link between existing trails on both sides of the Burlington Northern Santa Fe (BNSF) Northtown Rail Yard. This yard runs for approximately 3.5 miles north to south creating a large barrier for those in who live and work in Fridley, Columbia Heights, and Hilltop communities to reach the RBTN Tier 1 Mississippi River Regional Trail. It is also a major barrier to recreation facilities, such as Riverfront Regional Park, along the Mississippi River. The project improves bikeability by providing an off-road multi-use trail to close the trail gap. This route is identified as a priority implementation route in the City of Fridley's Active Transportation Plan (draft 2020). This route also provides bike facility continuity between the cities of Fridley and Columbia Heights and is a major bike route between the Mississippi River and Silverwood Regional Park, located 2 miles to the east of the intersection of Main Street and 44th Ave.

(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

Yes

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

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

Multiple

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

Measure B: Project Improvements

44th Ave (CSAH 2) is a two-lane roadway located in a light industrial area and has been observed to carry a notable number of heavy vehicles.

Currently, bicycles may travel on the shoulders of 44th Ave, which are available in both directions.

Pedestrians may travel on a sidewalk along the south side of the bridge, which connects to additional sidewalk on the west end of the bridge. On the east end, however, the sidewalk does not connect to any pedestrian facility. For westbound pedestrians, the sidewalk along the bridge is difficult to spot.

Over the past 10 years, 12 crashes have been recorded along 44th Ave (CSAH 2) between East River Road (CSAH 1) and Main St, as shown on the most recent edition of the Minnesota Crash Mapping Analysis Tool (MnCMAT2). Of those crashes, 7 have occurred in the last three years. One of these crashes was a serious injury crash, four were minor injury crashes, three were possible injury crashes, and four were property damage only crashes.

Response:

All but one of these crashes are located within a horizontal or vertical curve. The primary vertical curve in this area is the steep rise over the railroad tracks, where there have been 5 crashes. There are several horizontal curves within the project area. The curve closest to East River Road has had 2 crashes, the curve just west of the railroad tracks has had 3 crashes, and the curve just west of Main St has had 1 crash.

This pattern of crashes within the geometric features of the road suggests a safety concern. One possibility is that there isn't appropriate sight distance along this corridor. The steep grades may also cause vehicles to travel faster than the design speed of the roadway. While this project does not aim to resolve the geometry of the road, it does serve to protect bicyclists from errant vehicles.

Bicyclists are particularly vulnerable since they do not have the structure of a vehicle to protect them. In the current configuration, bicyclists may choose not to use this corridor because they do not feel safe enough to do so. By protecting a path along 44th Ave., the safety for bicycles, as well as the perceived safety, will substantially improve. This may increase the number of bicyclists who choose to use this corridor.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

Currently there are no separate pedestrian facilities on 44th Avenue between Main Street and the bridge over the BNSF Northtown Yard. If a pedestrian is walking toward East River Road from Main Street, they can either walk along the shoulder of the road after the right turn lane from 44th Ave to Main Street or in the grass. At the bridge abutment guardrail, the pedestrian must recognize that they need to be on the south side of the guardrail to gain access to the separated walk on the bridge. There is only 2-3 feet of pavement on the south side of the guardrail at the decision point. If the pedestrian misses the cue to move onto the "sidewalk", they can either jump over the guardrail prior to the bridge, or be forced to walk on the shoulder of the roadway across the bridge because a concrete jersey barrier with chainlink fence separates the walk from the drive lanes. Currently bicyclists must bike on the shoulder of the roadway and bridge. This project will connect the newly constructed multi-use trail that runs north-south along Main Street from 44th Avenue with a new multi-use trail along 44th Street, across the bridge to connect with the Mississippi River Trail on the west side of East River Road. ADA ramps will be installed where none exist and upgraded where shown to be deficient at the East River Road and 44th St intersections. There are no transit facilities within the immediate project area, but each of the trails that this project connects do provide access to the Northstar Rail Fridley Station.

(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

1589563250246_MRRT Connection_44th Ave 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

04/05/2022

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

1589291295164_431215.0 BNSF Easement_Signature Pages.pdf

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: 06/27/2019

Meeting with partner agencies: 11/12/2019

Targeted online/mail outreach: 06/20/2019

Number of respondents: 300

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. Yes

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 City of Fridley recently conducted community outreach as part of their 2020 Active Transportation Plan, their 2019 Parks Master Plan, and their ADA Transition Plan. Engagement activities include (4) public works shops held in the summer of 2019, a community survey, and Social Pinpoint platforms to gather feedback. Additionally, surveys were distributed amongst the Fridley Senior Center. Specific feedback included the addition of more trail facilities closer to home, and specifically improvements to the 44th Ave bridge for pedestrians and bicyclists to access the MRRT.

Additionally, this project was identified as a community "need" during the development of 2040 Anoka County Transportation Plan, which was done in conjunction with our partners, including the city of Fridley.

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

For residents and businesses adjacent to the project, our design and environmental impact team meet with them early in the process and provide them a project folder containing information on the project as well as information for their own use such as plats and right-of-way limits. Prior to COVID-19, project partners planned to engage affordable housing areas including through anonymous opportunities or community liaisons to discuss project benefits and future construction staging impacts. Additional outreach efforts include the use of social media, newsletters, local cable access tv stations, and variable message boards to alert the public of upcoming meetings and/or events. Additionally, our Anoka County Highway Department website (<https://www.anokacounty.us/337/Current-Projects>) contains links for people to contact us for general information or requests, project specifics, and even grievances. Furthermore, the ACHD just recently completed our ADA Transition Plan, which is readily available at various outlets (including

websites) to maximize its usefulness for us in reaching out to the public on how we can improve our projects.

Measure A: Cost Effectiveness

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

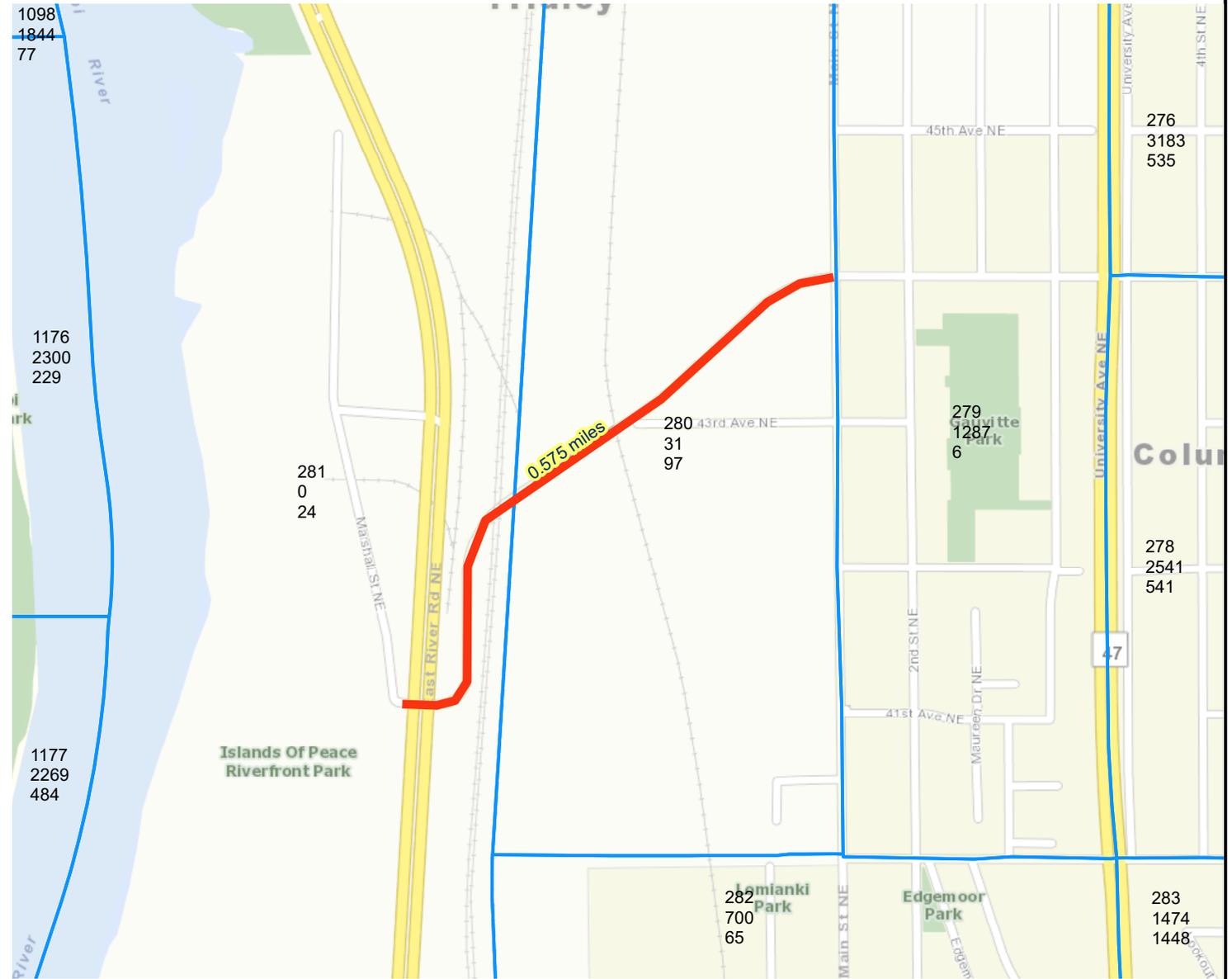
Other Attachments

File Name	Description	File Size
20200402_City of Columbia Heights_Letter of Support.pdf	City of Columbia Heights letter of support	398 KB
CSAH 2 STP Fridley Snow-Ice Maintenance Confirmation and Letter of Support.pdf	Fridley Snow-Ice Maintenance Confirmation and Letter of Support	93 KB
CSAH 2 Trail - Resolution #2020-45.pdf	Anoka County Grant Application Resolution	357 KB
MRRT Connection_44th Ave Layout.pdf	Proposed improvements map.	1.6 MB
MRRT Connection_44th Ave_ Bike Ped_Regional Solicitation One-Pager.pdf	One page project summary.	737 KB
MRRT Connection_Before Photo.pdf	Existing conditions photo	641 KB

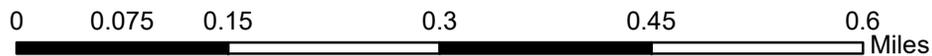
Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 25678
 Total Employment: 10321



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/13/2020
 LandscapeRSA4



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

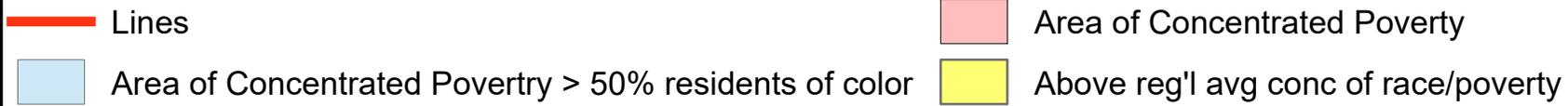
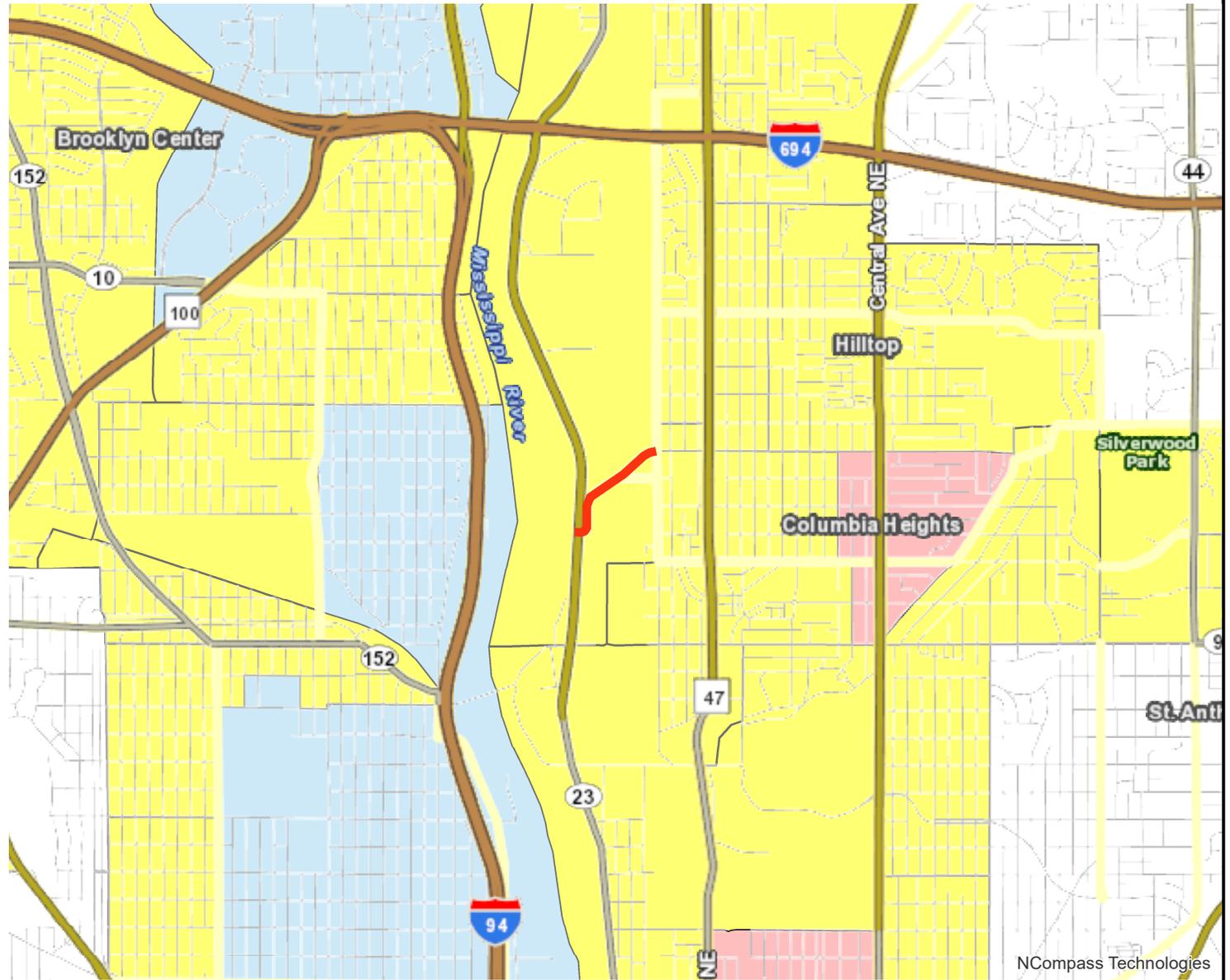


Socio-Economic Conditions

Results

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

Tracts within half-mile:
102 51206 51304 51400



Created: 4/13/2020
LandscapeRSA2



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

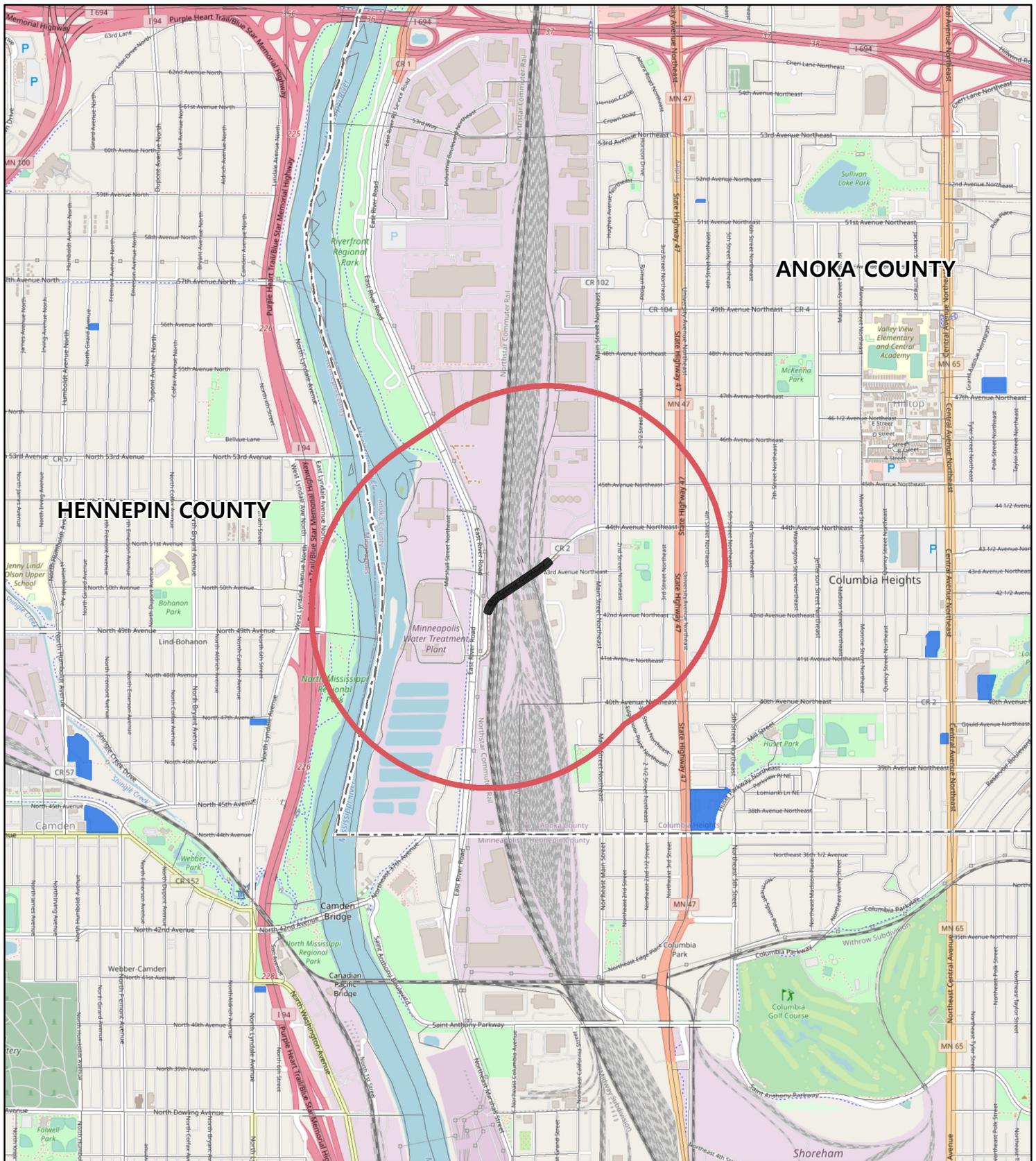


Access to Affordable Housing

44th Avenue NE Bridge

Anoka County Grant

Fridley / Columbia Heights, MN



HENNEPIN COUNTY

ANOKA COUNTY

Columbia Heights

Shoreham

-  Half Mile Buffer
-  44th Avenue NE Bridge
-  Publicly Funded (Subsidized) Rental Housing
-  County Boundary



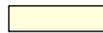
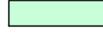
SOURCES: HousingLink-Streams, ESRI Imagery



SCALE IN FEET



LEGEND

-  BITUMINOUS PATCHING
-  BITUMINOUS MILL & OVERLAY
-  BRIDGE WORK
-  APPROACH PANEL WORK
-  CURB & GUTTER
-  MULTI-USE TRAIL
-  CONCRETE WALK
-  RETAINING WALL

EAST RIVER ROAD

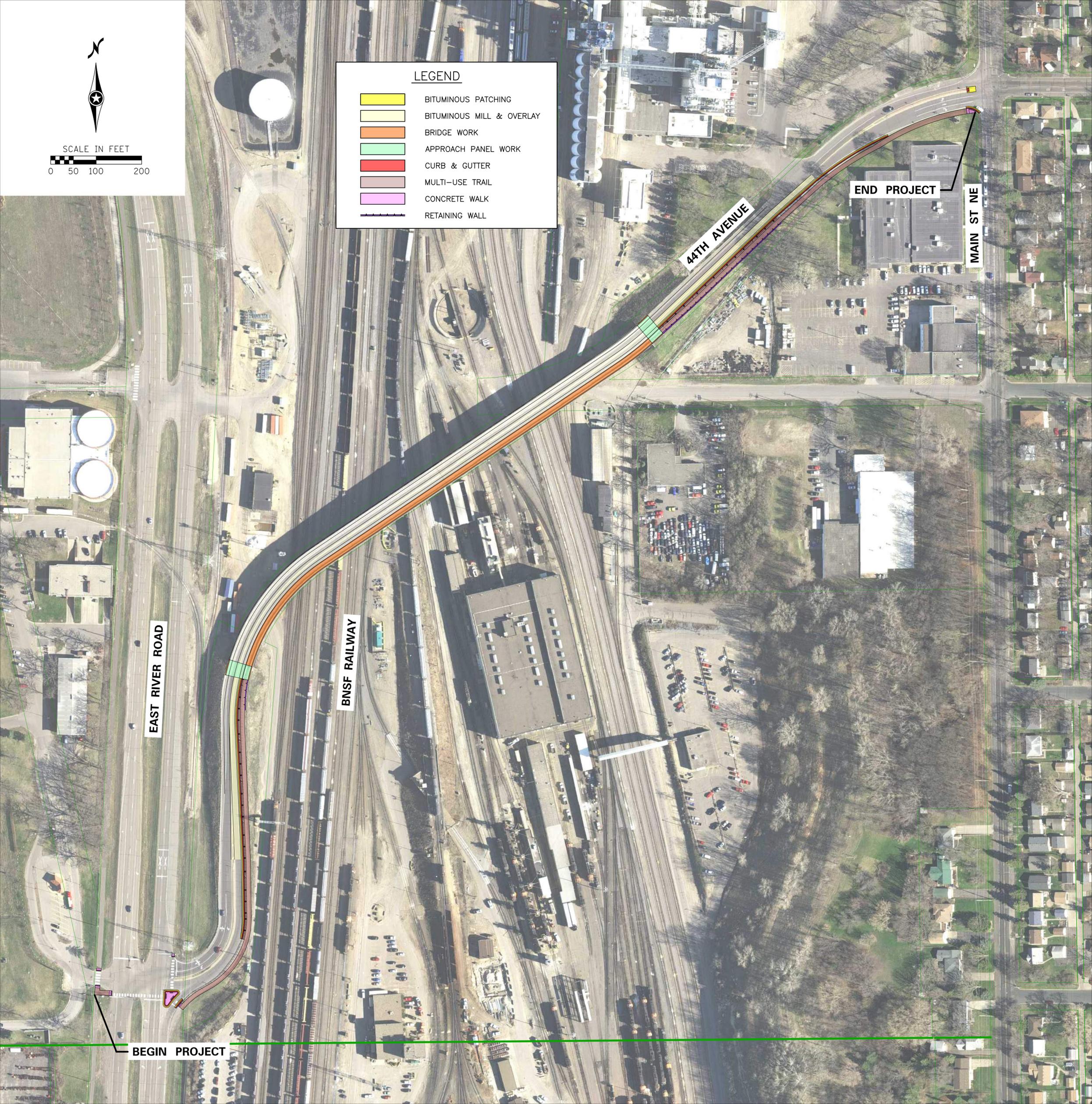
BNSF RAILWAY

44TH AVENUE

END PROJECT

MAIN ST NE

BEGIN PROJECT



The Grantors do not warrant their title to said premises nor undertake to defend the Grantee in the peaceable possession, use or enjoyment thereof; and the grant herein made is subject to all outstanding rights or interest of others, including the tenants and licensees of the Grantors.

TO HAVE AND TO HOLD THE SAME, together with all the hereditaments and appurtenances thereunto belonging, to Grantee for public use and enjoyment for the purposes aforesaid and for no other purpose whatsoever subject to the terms and conditions hereinbefore stated.

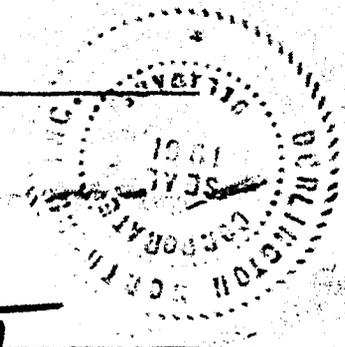
IN WITNESS WHEREOF, the Grantors have caused their corporate seals to be hereunto affixed, and these presents to be executed by their duly authorized officers this 7th day of March, 1975.

BURLINGTON NORTHERN INC.

BY J. Kinady
Vice President

ATTEST:

BY John Q. Ashton
Secretary

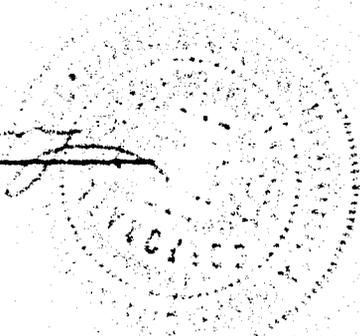


MINNEAPOLIS, ANOKA AND CUYUNA RANGE RAILROAD COMPANY

BY John Q. Ashton
Vice President

ATTEST:

BY [Signature]
Secretary

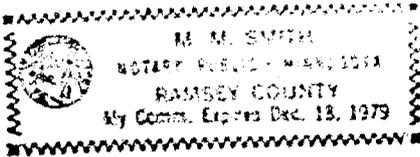


ACCEPTED:
ANOKA COUNTY, MINNESOTA

BY Paul L. Huff
Title: County Engineer

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

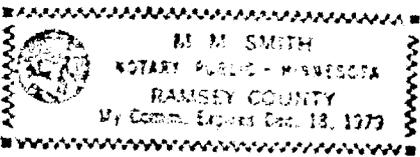
The foregoing instrument was acknowledged before me this 7th
day of March, 1975, by J. C. KENADY, Vice President and
JOHN D. JONSON, Secretary of Burlington Northern Inc., a
Delaware corporation, on behalf of the corporation.



M. M. Smith

STATE OF MINNESOTA)
) ss.
COUNTY OF Ramsey)

The foregoing instrument was acknowledged before me this 7th
day of March, 1975, by JOHN D. JONSON, VICE PRESIDENT
and F. A. DENING, SECRETARY of Minneapolis, Anoka and
Cuyuna Range Railroad Company, a Delaware corporation, on behalf of the corporation.



M. M. Smith

This instrument was drafted by Industrial Development and Property Management Department,
Burlington Northern Inc., 176 East Fifth Street, St. Paul, Minnesota 55101.

ENTERED
July 21 1975
[Signature]
Notary Public



April 2, 2020

Elaine Koutsoukos
Transportation Advisory Board (TAB) Coordinator
Elaine.koutsoukos@metc.state.mn.us

RE: 2020 Regional Solicitation Grant Application
MRRT Connection/44th Avenue Bicycle and Pedestrian Improvements

Dear Ms. Koutsoukos and Transportation Advisory Board:

The City of Columbia Heights supports Anoka County's application for Regional Solicitation funding for bicycle and pedestrian improvements to 44th Avenue between Main Street and East River Road in Fridley. This portion of 44th Avenue bridges over the Burlington Northern Santa Fe (BNSF) Northtown Rail Yard and provides an important connection for the community of Columbia Heights to the Mississippi River Regional Trail (MRRT), a Tier 1 facility in the Metropolitan Council's Regional Bicycle Transportation Network.

The BNSF rail line and yard runs along the length of East River Road in Fridley and the western Columbia Heights border. 44th Avenue is the only grade separated crossings of the rail line that directly connect Columbia Heights to the MRRT, the river, and adjacent parks. Within Columbia Heights, 44th Avenue provides a central east-west connection through the city, connecting residents to the Mississippi River and Silverwood Regional Park via an on-road bicycle route. This project would strengthen the connection between Columbia Heights and the MRRT by providing an off-road multi-use trail on 44th Avenue between Main Street and East River Road and reconfiguring lanes on the bridge to provide a separated facility for pedestrians and bicyclists.

The City of Columbia Heights has designated this segment of 44th Avenue as part of their City Trail Loop in the Parks and Trails chapter of the 2040 Comprehensive Plan. Off-road trail development has been prioritized for the City Trail Loop due to the amount of trail use, connections to the river and parks, and traffic volume of the adjacent roadway.

Sincerely,

CITY OF COLUMBIA HEIGHTS

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



Fridley Civic Campus

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

May 1, 2020

PW20-012

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

**RE: Anoka County 2020 Regional Solicitation Grant Application
MRRT Connection/44th Avenue Bicycle and Pedestrian Improvements**

Dear Ms. Koutsoukos and the Transportation Advisory Board:

The City of Fridley is in full support of Anoka County's Regional Solicitation application for bicycle and pedestrian improvements to 44th Avenue in Fridley. This is an important connection between the Mississippi River Regional Trail (MRRT) and multi-use trail along Main Street that includes a bridge that crosses I-694 which provides pedestrians and cyclists an essential connection to transit, employment centers, commercial, and residential uses.

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 44th Avenue were listed as a high priority for the City's Active Transportation Network in this plan.

Currently there are no off-road pedestrian and bicycle facilities on 44th Avenue between Main Street and the bridge. There is a 3.5' -4' wide sidewalk on the south side of the bridge that begins approximately 300' to the east of the bridge abutment. The sidewalk is difficult to access due to the location of the guardrail along the bridge in transition from the roadway shoulder to the walk. This project would provide a separated connection for users to access the MRRT by adding an off-road multi-use trail to the bridge and reconfiguring lanes on the bridge to provide the required safe space for both pedestrians and bicyclists.

In addition, the City of Fridley will remove snow and ice from the proposed CSAH 2 Multi-use Trail to provide year-round Bicycle and Pedestrian use in compliance with the requirements for maintenance of bicycle and pedestrian facilities projects (Item number 11 in the 2020 STP Application form).

Best regards,

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

James Kosluchar, PE
Public Works Director/City Engineer

cc: Jack Forslund, Anoka County Highway Department

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: April 14, 2020

RESOLUTION #2020-45

OFFERED BY COMMISSIONER: Schulte

**AUTHORIZING SUBMITTAL OF A FEDERAL FUNDING APPLICATION
FOR THE CSAH 2 BRIDGE MULTI-USE TRAIL PROJECT**

WHEREAS, CSAH 2 (44th Avenue NE) is an “Other” Arterial route that provides an important east-west transportation connection in Anoka County; and,

WHEREAS, the CSAH 2 bridge (Bridge No. 02523) is an important crossing over the BNSF rail yard for motorized traffic as well as for pedestrians and bicyclists; and,

WHEREAS, the existing CSAH 2 bridge pedestrian area lacks sufficient width to safely accommodate pedestrian and bicyclist travel across the BNSF rail yard; and,

WHEREAS, the Anoka County Highway Department is proposing to submit an application to the Transportation Advisory Board through the Metropolitan Council’s 2020 Regional Solicitation program to receive federal transportation funds to improve the multi-use trail on the CSAH 2 bridge over the BNSF railroad tracks linking CSAH 1 (East River Road) with CSAH 102 (Main Street); and,

WHEREAS, Anoka County has the necessary capabilities to adequately fund its local cost share for this public improvement project:

NOW, THEREFORE, BE IT RESOLVED that the Anoka County Highway Department is hereby authorized to submit an application to the Transportation Advisory Board, through the Metropolitan Council’s 2020 Regional Solicitation program, in the Multi-Use Trail category, to receive federal transportation funds to make improvements to the CSAH 2 (44th Avenue NE) bridge over the BNSF rail yard in Fridley.

STATE OF MINNESOTA)
COUNTY OF ANOKA) ^{SS}

I, Rhonda Sivarajah, County Administrator, Anoka County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Anoka County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on April 14, 2020, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 14th day of April 2020.


RHONDA SIVARAJAH
COUNTY ADMINISTRATOR

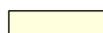
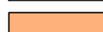
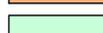
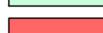
	<u>YES</u>	<u>NO</u>
DISTRICT #1 – LOOK	X	
DISTRICT #2 – BRAASTAD	X	
DISTRICT #3 – WEST	X	
DISTRICT #4 – MEISNER	X	
DISTRICT #5 – GAMACHE	X	
DISTRICT #6 – REINERT	X	
DISTRICT #7 – SCHULTE	X	



SCALE IN FEET



LEGEND

-  BITUMINOUS PATCHING
-  BITUMINOUS MILL & OVERLAY
-  BRIDGE WORK
-  APPROACH PANEL WORK
-  CURB & GUTTER
-  MULTI-USE TRAIL
-  CONCRETE WALK
-  RETAINING WALL

EAST RIVER ROAD

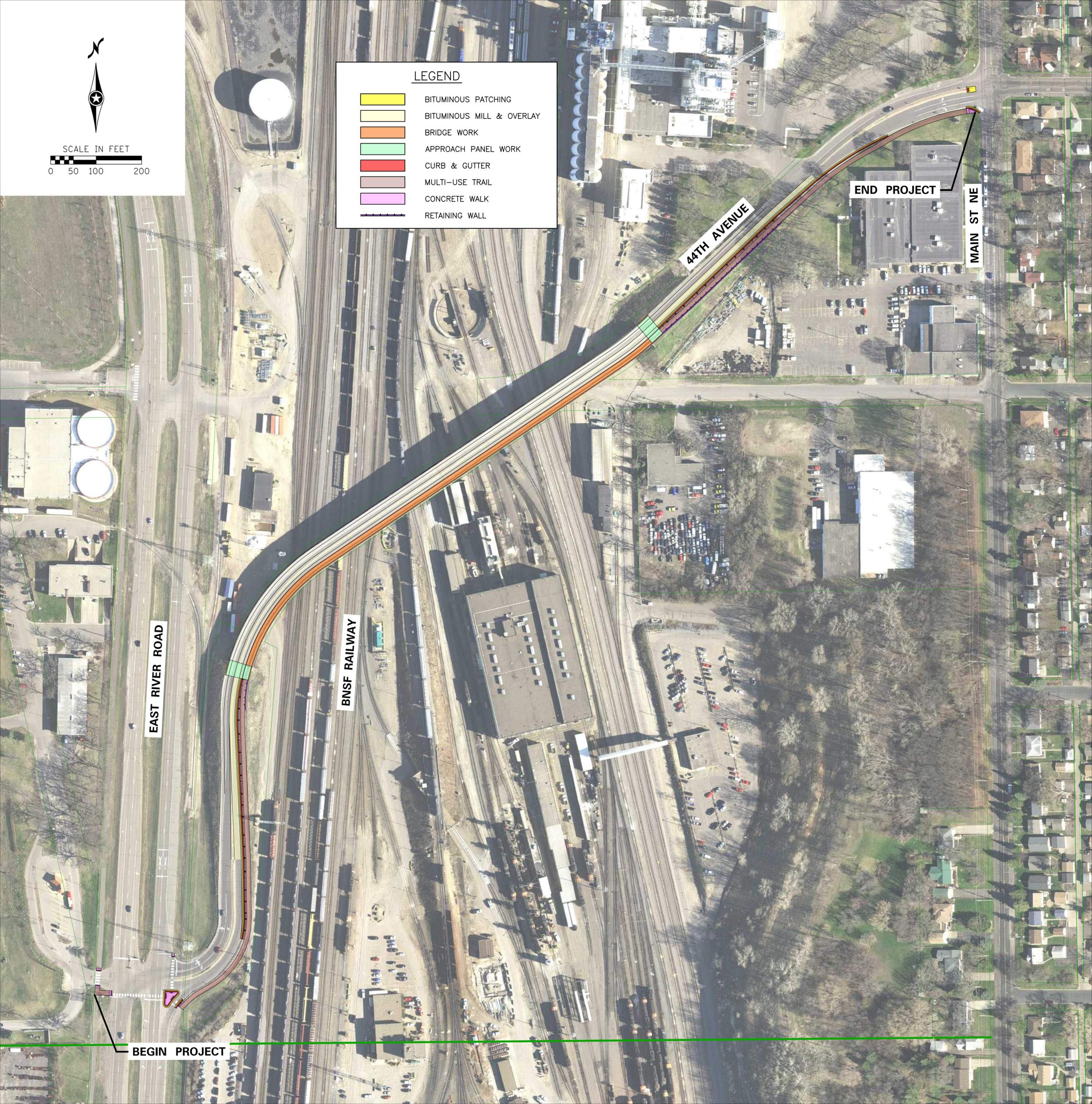
BNSF RAILWAY

44TH AVENUE

END PROJECT

MAIN ST NE

BEGIN PROJECT



MRRT Connection / 44th Avenue Bicycle and Pedestrian Improvements

Applicant: Anoka County

Route: 44th Avenue (CSAH 2) between Main Street and East River Road (CSAH 1)

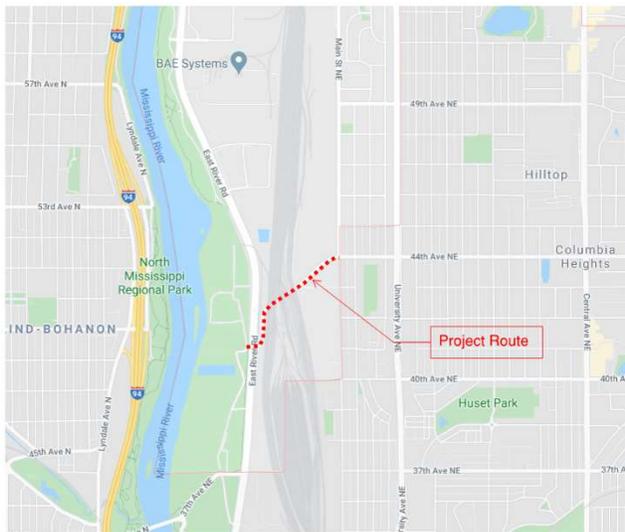
County: Anoka

City: Fridley

Request Award Amount: \$1,832,000.00

Total Project Cost: \$2,290,000.00

Map:



Before Photo:



Project Description:

Installation of a .6 mile off-road multi-use trail along 44th Avenue (CSAH 2) in Fridley from Main Street to East River Road (CSAH 1). This includes reconfiguration of barriers and travel lanes on the 44th Avenue bridge to accommodate the separated multi-use trail. ADA ramps will be added or upgraded where needed at the Main Street and East River Road intersections. The multi-use trail closes a gap between the off-road multi-use trail along Main Street and the Mississippi River Regional Trail, A RBTN Tier 1 alignment, on the west side of East River Road. This connection is only one of 3 grade separated crossings of the Burlington Northern Santa Fe (BNSF) Northtown rail yard between 61st Ave north of 1-694 and St. Anthony Parkway, a distance of approximately 3.5 miles. The rail yard is a critical barrier for those who live and work in Fridley, Columbia Heights, and Hilltop to gain access to the MRRT, regional recreation opportunities, and the Mississippi River.

Project Benefits:

This project will provide an ADA accessible off-road pedestrian and bicycle facility. Currently bicycles travel on-road. There are no pedestrian facilities between Main Street and the bridge abutment. There is a 4' concrete walk on the bridge that is not ADA accessible. This project is listed as a High Priority project in the City of Fridley Active Transportation plan. There are limited crossings of the BNSF Northtown yard and rail line. This is a needed barrier crossing improvement for connectivity between communities and a RBTN Tier 1 alignment and recreational opportunities along the river.

