



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14322 - City of Anoka T.H. 169/Ferry Street Underpass

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 05/15/2020 10:38 AM

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## Primary Contact

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**Address:** 2015 First Ave N

**\*** Anoka Minnesota 55303  
City State/Province Postal Code/Zip

**Phone:\*** 763-576-2984  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** ANOKA, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City  
**Organization Website:** www.ci.anoka.mn.us  
**Address:** 2015 1ST AVE N

\* ANOKA Minnesota 55303  
City State/Province Postal Code/Zip

**County:** Anoka

**Phone:\*** 763-576-2700  
Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000020920A2

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## Project Information

**Project Name** City of Anoka T.H. 169/Ferry Street Underpass

**Primary County where the Project is Located** Anoka

**Cities or Townships where the Project is Located:** City of Anoka

**Jurisdictional Agency (If Different than the Applicant):**

Replacing the existing at-grade, signalized crossing on T.H. 169/Ferry Street (a principal arterial) in Anoka with an underpass will greatly improve safety, continuity, and mobility for both non-motorized and vehicular traffic. This project is located near the intersection of Benton Street and T.H. 169 and is at the junction of the Mississippi River and Rum River Regional Trails.

The City of Anoka has been exploring improvements to this area for several years. The West Rum River Corridor Plan explored improvements to enhance the City's relationship to the river, communicate the character of the community, and support the desire for improved and expanded sidewalk and trail connections. At its completion in 2018, several improvements were identified including the Ferry Street Underpass.

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

The existing signalized crossing creates a conflict point between regional trail users and the 51,000 vehicles traveling on this 4-lane segment of T.H. 169 each day. Crash data from the past 10 years identifies eight crashes; two including pedestrians/bicycles and the remaining crashes being rear end vehicle-to-vehicle crashes, which could be attributed to people not anticipating a need to stop at the midblock location.

The construction of this underpass will benefit vehicles on T.H. 169 by separating uses and eliminating the midblock crossing. Vehicular mobility through downtown Anoka can expect to improve and the crashes as seen the last 10 years eliminated.

For the trail user, the underpass will allow for improved safety, greater continuity, and enhanced user experience. The safety of all users is a primary

motivator for the outlined improvements; providing a designated non-motorized accessible route will ensure a positive experience for all ages and experience levels. The proposed improvements will eliminate the roadway as a barrier and will create more of a park like experience as the trail winds through adjacent green space to connect to existing trails and the pedestrian bridge across the Rum River. Wait times at the signal will be eliminated and improved connectivity will be achieved to local and regional destinations.

With the support of MnDOT to remove the existing at-grade, signalized crossing, this project will replace it with an underpass and trail connections to the pedestrian bridge across the Rum River and the regional trail system. This project will improve ADA accessibility and eliminate the conflict point between vehicles and bicycles/pedestrians. Required right-of-way has been acquired by the City of Anoka. This project is anticipated to positively impact all users, both local and regional, of these facilities.

*(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.](#)**

TH 169 100-FEET N of BENTON ST, CONSTRUCT PEDESTRIAN UNDERPASS BOX CULVERT XXXXX

**Project Length (Miles)**

0.1

*to the nearest one-tenth of a mile*

## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?** No

**If yes, please identify the source(s)**

**Federal Amount** \$1,440,000.00

**Match Amount** \$360,000.00

*Minimum of 20% of project total*

**Project Total** \$1,800,000.00

*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** City of Anoka

*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.*

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## Project Information

**County, City, or Lead Agency** City of Anoka

**Zip Code where Majority of Work is Being Performed** 55303

**(Approximate) Begin Construction Date** 05/20/2024

**(Approximate) End Construction Date** 08/19/2024

**Name of Trail/Ped Facility:** Mississippi River Regional Trail

*(i.e., CEDAR LAKE TRAIL)*

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

**From:** Franklin Lane and Benton Street intersection  
**(Intersection or Address)**

**To:**  
**(Intersection or Address)**

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

**Or At:** 500-feet north of Benton Street on T.H. 169/Ferry Street

**Miles of trail (nearest 0.1 miles):** 0.1

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

**Is this a new trail?** No

**Primary Types of Work** PED UNDERPASS BOX CULVERT, PED RAMPS,  
SIDEWALK/TRAIL CONNECTIONS

*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):

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## Requirements - All Projects

### All Projects

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

Goal: Transportation System Stewardship: Strategy - Making the system more efficient and effective and providing for the best user experience the region can afford. (p. 42); Strategy - Focus on investments that have the greatest benefit for all users of the transportation system: residents, businesses, and people of all ages, abilities, and backgrounds. (p. 42)

Goal: Safety and Security: Objective - Reduce fatal and injury crashes and improve safety and security for all modes of passenger travel and freight transport. (p. 44); Strategy - Safety and security are at the heart of providing a comfortable, trustworthy system and will be a focus in all areas of transportation investment. (p. 44)

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

Goal: Access to Destinations: Objective - Increase the availability of multimodal travel options, especially in congested highway corridors (p. 46); Objective - Increase the number and share of trips taken using transit, carpools, bicycling, and walking (p.46); Objective - Improve the availability and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations. (p. 46); Strategy - This plan emphasizes the importance of improving and expanding transportation options through investments in a multimodal system of highways with MnPASS options, local and express bus service, transitways, a regional bicycle system, and local pedestrian amenities. (p. 46)

Goal: Competitive Economy: Objective - Invest in a multimodal transportation system to attract and retain businesses and residents (p. 48); Strategy - Direct investment to transportation system will

serve generations of today and tomorrow and attract talent and businesses looking for a place to prosper (p. 48)

Goal: Healthy and Equitable Communities:

Objective - Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options. (p. 50); Objective - Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations. (p. 50); Strategy - The plan supports a transportation system that considers the needs of all potential users while promoting the environmental and health benefits of transportation options like carpooling, transit, bicycling, and walking. (p. 50)

*(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.*

City of Anoka 2040 Comprehensive Plan (p. 91, 118, 121-122, 127, 131, 139, 229)

City of Anoka Capital Improvement Plan (p. 9, 13, 25)

City of Anoka West Rum River Corridor Plan (p. 75, 77, 89, 90, 108, 109)

City of Anoka South Ferry Street Redevelopment Study (Rum River Trail West) (p. 68, 77, 89-90, 108-109)

Project Note: The T.H. 169/Ferry Street Underpass will improve local and regional connections to jobs, retail/commercial businesses, and recreation facilities. The Mississippi River and Rum River Regional Trail Corridors and their local offshoots provide access to downtown Anoka, the Northstar Commuter rail station in Anoka, Mercy Hospital, Anoka Ramsey Community College, the Center of Ramsey (COR) and extends all the way to Minneapolis. This crossing improvement at T.H. 169 will create better trail connectivity by eliminating the physical psychological barriers for users the regional trail system.

**List the applicable documents and pages:**

While not identified as a regional job concentration in Thrive MSP 2020, downtown Anoka is located less than a half-mile to the proposed underpass site and is one of few historic downtowns in the Twin Cities Region with several shops, offices, and restaurants. The underpass at T.H. 169/Ferry Street will better connect several residential neighborhoods to this job center.

The T.H. 169/Ferry Street Underpass will greatly improve the user safety for pedestrians and bicyclists - the most vulnerable users of our transportation system - by removing the existing the conflict point with vehicular traffic on T.H. 169. With several senior living facilities in the area as well as low-income apartment complexes a large breadth of the population will benefit from this improvement. This project will provide a low-cost/high-reward improvement to the Mississippi River Regional Trail Corridor and the local pedestrian/bicycle network by enhancing the user experience, eliminating barriers, and providing a higher level of comfort.

*(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:

05/06/2020

Link to plan:

<https://www.anokaminnesota.com/604/ADA-Transition-Plan>

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

### Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

### 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.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$90,000.00
Removals (approx. 5% of total cost)	\$90,000.00
Roadway (grading, borrow, etc.)	\$30,000.00
Roadway (aggregates and paving)	\$290,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$70,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$25,000.00
Traffic Control	\$100,000.00
Striping	\$4,000.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$80,000.00
Bridge	\$0.00
Retaining Walls	\$130,000.00
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	\$180,000.00
<b>Totals</b>	<b>\$1,189,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$80,000.00
Sidewalk Construction	\$50,000.00
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)	\$0.00
Pedestrian-scale Lighting	\$90,000.00
Streetscaping	\$20,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$50,000.00
Other Bicycle and Pedestrian Elements	\$315,000.00
<b>Totals</b>	<b>\$611,000.00</b>

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## Specific Transit and TDM Elements

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

Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

### Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

### Totals

Total Cost	\$1,800,000.00
Construction Cost Total	\$1,800,000.00
Transit Operating Cost Total	\$0.00

### Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1589232771153\_Map\_RBTN Orientation.pdf

*Please upload attachment in PDF form.*

### Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 28000

Existing Employment Within One Mile (Integer Only) 14962

Upload the "Population Summary" map 1589233174471\_Map\_Population-Employment Summary.pdf

*Please upload attachment in PDF form.*

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## **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.*

Anoka's Median household income is \$54,171, 18% of the population is over age 65 and 21% are under age 18. 59% of youth at Franklin Elementary School (0.3 miles from project) is on Free/Reduced lunch. 15% of the population is not white. Only 51% own their own home and 88% have a computer (US Census 2018). Feedback from the community as a whole was conducted as part of the comprehensive plan update and is outlined in the Risk Assessment section of this application.

There are several affordable housing complexes within a half mile of the proposed underpass (see Appendix A) with populations classified as elderly, low-income, and special needs. Understanding the importance of reaching out to these populations specifically, the City conducted a survey to solicit input from the multi-family properties and residents adjacent to Ferry St. A direct mail postcard was sent to 328 residents. The survey was also made available for public access on the City's website at [www.AnokaMinnesota.com](http://www.AnokaMinnesota.com). Individuals without internet access were instructed to contact the city to complete the survey by phone.

**Response:**

The feedback received confirms that the majority of respondents cross Ferry Street at the mid-block crossing with the next most common crossing location at the Main Street intersection. 78% of respondents would use an underpass to cross if it were constructed. 35% of participants primarily cross Ferry St for pleasure, exercise, and/or to access the trail system; a large number (31%) of respondents also cross in order to access downtown businesses. The City plans to continue soliciting survey responses in order to gather a larger dataset as final design continues in order to fully understand the needs of these groups.

The proposed underpass project addresses the

survey responses by providing a grade-separated crossing to improve access and continuity to the local and regional trail system, allowing users to seamlessly use the trails or access downtown without having to cross T.H. 169/Ferry St.

*(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 census tracts-504.02/505.01-surrounding the project are comprised of the following equity populations: 8.3/17.3% residents of color; 2/5.1% speak English less than very well; 9.4/9.6% foreign-born residents; 10.6%/15.5% living below 100% of the poverty level; 11.4%/9.2% living at 100-150% of the poverty level; 20.7/22.3% aged 65 and older.

From the 2010 census data, Anoka's population is expected to grow nearly 24% by the year 2040. This growth includes an expected increase to the above-mentioned equity groups and an increased aging population. The percentage of the population over 60 is expected to accelerate and has presented itself in the City with an increase in the number of senior cohorts throughout the City.

**Response:**

The existing at-grade crossings is not ADA compliant, causing difficulty for users with disabilities. Furthermore, the existing crossing requires non-motorized travelers to wait for the signal which can take time when trying to balance the needs of the 51,000 vehicles traveling the corridor each day. This project will increase safety and improve user experience by providing ADA compliant facilities and separating the highway traffic from pedestrian/bike movements.

Eliminating the highway as a barrier will improve access to nearby services, medical offices, and employment centers. Construction of the underpass is expected to improve connectivity between the east and west side of T.H. 169/Ferry Street, providing a safe and comfortable crossing for those who either do not have or choose not to use a vehicle.

Cost burdened residents often rely on public transportation or are a single vehicle household.

The improved trail connection is also anticipated to expand access to the nearby Northstar Commuter Rail station. The Anoka Station & Platform is located just one-mile north of the underpass and is connected by the Rum River Regional Trail Corridor. This connection will provide non-motorized access to this transit resource that is separate from vehicular routes.

This grade-separated crossing will also provide better connectivity to the regional trail system. Providing access to green space, recreation opportunities, and active transportation options will benefit all populations, allowing for healthy lifestyle choices and exposure to natural areas, proven to reduce stress levels and improve mental health.

This project will improve connectivity in the non-motorized transportation network and implement continuous facilities, resulting in safer conditions which will benefit low-income populations, elderly, youth, persons with disabilities, and persons of color. Connections to local and regional destinations will be improved, enhancing access to essential daily functions, including jobs and services like retail, medical, and restaurants.

*(Limit 2,800 characters; approximately 400 words)*

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

*Below is a list of negative impacts. Note that this is not an exhaustive list.*

*Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.*

*Increased noise.*

*Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.*

*Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.*

*Increased speed and/or cut-through traffic.*

*Removed or diminished safe bicycle access.*

*Inclusion of some other barrier to access to jobs and other destinations.*

*Displacement of residents and businesses.*

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

*Other*

The only negative project impacts to vulnerable populations anticipated include construction activities and detours. Construction efforts will take great care to maintain access to businesses, surrounding neighborhoods and affordable housing units, and existing pedestrian and bicycle connections.

Throughout construction, signage and routine construction notification updates will be utilized to ensure that community members, commuters, and travelers understand what is currently under construction; where vehicular, bicycle, and pedestrian detour routes are located; and how to access impacted businesses and neighborhoods. Particular attention will be dedicated to ensuring that access to the regional trails maintained.

The City of Anoka does not anticipate any negative externalities associated with the completed improvements to the T.H. 169/Ferry St Underpass. The project will improve pedestrian and bicycle access considerably over existing conditions, eliminating the need to interact with traffic, providing continuous facilities, and improving ADA accessibility.

The total walking distance to get across T.H. 169/Ferry St will increase in order to meet grades; however the safety improvements are seen to outweigh this inconvenience. The underpass is part of a larger West Rum River Corridor riverfront redevelopment project which will increase access to the river and create a linear park from Peninsula Point Park to the Rum River Dam. Seating areas and pedestrian nodes are included as part of this plan and will provide ample opportunities for rest along the trail corridor for those who need it.

**Response:**

The project will address crash concerns and, to some extent congestion issues, at the existing at-grade crossing which will improve safety by addressing conditions that contribute to rear end crashes. Local connections will improve along with regional mobility. The grade separation of the trail will reduce conflict points, therefore reducing crash potential for all users.

The project is not anticipated to result in negative impacts to air quality or noise.

The City of Anoka has already acquired the necessary right-of-way/properties to construct the underpass. Currently, the parcels are vacant land. The City plans to dedicate the parcels along the river to trail/public park improvements associated with the riverfront redevelopment; the parcel to the west of the roadway will be redeveloped as single-family housing. An easement is already in place along these parcels for the underpass and trail construction.

*(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

1589233539523\_Map\_Socio-Economic Conditions.pdf

---

## Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
------	---	---	-------	---

---

### Total Project Length

Total Project Length 0.1

*Project length entered on the Project Information - General form.*

---

### Housing Performance Score

Total Project Length (Miles) or Population 0

Total Housing Score 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.

The housing stock in the City of Anoka is 52% single family homes, 42% multifamily homes (5 units or more), and 6% townhomes. When comparing the City of Anoka to Anoka County and 7-County Metropolitan Area, the City's homeownership rates are significantly lower, while the percentage of renter-occupied units is significantly higher; approximately 50% of the housing stock is owner occupied while 46% is renter occupied. Nearly 93% of the City's housing stock is at or below the 80% of Area Median Income (AMI) and 50% is at or below 50% AMI.

Affordable housing units within a half mile radius include the following:

- Walker Methodist River (aka) Walker on the River
- Population: Elderly; Total Units: 45; Affordable Units: 45; 1BR Units: 45; Funding: Project Based Subsidy; 45 units at 30% AMI; HUD Section 202

- Franklin Lane - Total Units: 66; Affordable Units: 66; 1BR units: 56, 2BR Units: 10; Funding: Tax Credit (LIHTC 4%); 66 units at 60% AMI

- Bridge Square Apartments - Population: Elderly; Total Units: 101; Affordable Units: 101; 1BR Units: 100, 2BR Units: 1; Funding: Project Based Subsidy; 101 units at 30% AMI; HUD Section 8 (PBA)

- River Manor Apartments [just outside of ½ mile radius] - Total Units: 99; Affordable Units: 88; Funding: MHFA Housing Tax Credit; 88 units at 60% AMI

The proposed underpass will improve access for residents of these housing units by eliminating the barrier of crossing the busy highway to reach local

**Response:**

destinations or use the trail to reach regional destinations and job centers. Safety will be greatly improved by separating the vehicular and bicycle/pedestrian movements. Accessibility will also be improved with upgrade to the facilities which comply with the American with Disabilities Act. With several affordable and higher density housing units close to the project and river, it is anticipated that this project will improve the quality of life for a wide range of Anoka residents.

*(Limit 2,100 characters; approximately 300 words)*

**Upload map:**

1589233837251\_Area Affordable Housing.pdf

---

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

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

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

*Bike system gap improvements include the following:*

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

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

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

The proposed T.H. 169/Ferry Street underpass meets the qualifications of a Critical Bicycle Transportation Link and should be considered a regional priority as it performs the following functions. The grade-separation of the multiuse trail from the highway will: improve bikeability and convenience for all age/experience levels; improve continuity between jurisdictions along the Mississippi River Regional Trail (Ramsey, Anoka, Coon Rapids, Fridley and Columbia Heights); and provide an alternative to crossing T.H. 169 as a physical barrier.

The separation of non-motorized and vehicular users is expected to improved user experience and convenience by providing a safe and comfortable bicycle route for users of all ages and experience levels. The proposed underpass and trail connections are separated, for the most part, from the roadway providing a buffer to vehicular traffic and increasing comfort level. Additionally, the underpass will reduce the perceived time to cross by eliminating wait times at the existing signal.

**Response:**

Eliminating the heavily used 4-lane roadway (over 51,000 vehicles per day) as a barrier will improve connectivity along the local and regional trail networks. The Mississippi River and Rum River Regional Trails connect central Anoka with Mercy Hospital, Anoka-Ramsey Community and Technical College, and the Coon Rapids Dam in Coon Rapids; the Mississippi River West Regional Park and the Center of Ramsey in Ramsey; and downtown Anoka and Anoka High School in Anoka to name a few. This doesn't include the local service and recreation destinations served by the local trail network.

While the mid-block crossing location is not

identified in the Regional Bicycle Barriers Improvement areas, crossing number A025, located on the Main Street bridge crossing the Rum River, is included. This point is ranked 133 of 675 on the priority list and is located just 600-feet north of the proposed underpass location. With the connection of the underpass to the existing pedestrian bridge across the Rum River, it could be argued that this improvement will eliminate or at minimum provide an alternative route to the identified barrier at Main Street.

*(Limit 2,800 characters; approximately 400 words)*

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

**DEFINITIONS:**

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

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

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

**Tier 1**

Yes

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

**Tier 2**

*Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments*

**Tier 3**

*Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments*

**Non-tiered**

*Crossings of non-tiered Regional Bicycle Barrier segments*

**No improvements**

*No Improvements to barrier crossings*

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

**Multiple**

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

---

## Measure B: Project Improvements

**Response:**

Installing the proposed pedestrian underpass will increase the safety of pedestrians, bicyclists and of vehicles along T.H. 169/Ferry Street. This segment of T.H. 169 is heavily used with over 51,000 vehicles traveling along the corridor each day. Crash data for the last 10 years (2010-2019) was provided by MnDOT and in that period there were eight crashes related to the existing midblock signalized pedestrian crossing. There was a minor injury crash involving a pedestrian using the midblock crossing and a non-injury crash involving a bicycle using the midblock crossing. The other six crashes at the existing signalized pedestrian crossing were vehicle to vehicle crashes with one resulting in a possible injury and the others resulting in property damage. Five of the six vehicle to vehicle crashes were rear ends which could have been caused by people not anticipating a need to stop at the signalized midblock crossing. The other vehicle to vehicle crash was a sideswipe crash caused by a vehicle trying to avoid a rear end crash. The crash data for the eight crashes associated with the existing signalized crossing is included in an Appendix. An underpass will eliminate all vehicle to pedestrian/bicycle conflict points at the existing crossing giving pedestrians and bicyclists a safe way to cross T.H. 169/Ferry St, in addition to eliminating the risk for vehicle to vehicle crashes caused by the signal.

This project is expected to completely eliminate these types of crashes from occurring in the future.

An additional crash occurred in January of 2020 which is not included in the MnDOT report, likely as it occurred just north of the midblock crossing. This crash exemplified an issue that can arise from having the two signals, at Main Street and the mid-block crossing, in close proximity to one another (approximately 650-feet). With traffic stopped at the

Main Street intersection and backed up to the existing crossing, a driver of a flatbed towing vehicle rear-ended another vehicle. The towing vehicle went off the roadway into the chain link fence above the historic amphitheater. Luckily, no pedestrians were present at the crossing. A diagram from the police report is included with the crash data attachment.

*(Limit 2,800 characters; approximately 400 words)*

---

## **Measure A: Multimodal Elements**

Bicycles, pedestrians, and vehicles will all be served by the proposed underpass. Improved safety and mobility will be gained by all modes as will local and regional connectivity. In addition, connections to nearby transit services will be improved.

The proposed underpass will improve the travel experience of pedestrians by providing a designated space for them to cross T.H. 169/Ferry Street that is buffered from vehicular traffic. Compared to existing infrastructure, this new route will provide wider, ADA accessible facilities that will loop through adjacent green space rather than run along the highway. Vehicles traveling through this area can expect less delay with the removal of the at-grade pedestrian signal creating faster travel times through downtown Anoka.

**Response:**

Pedestrian safety is anticipated to improve with the installation of the underpass especially for populations requiring special consideration (elderly, youth, those living with disabilities). Separating the non-motorized from motorized movements will eliminate conflict points and allow users as much time as they need to cross. Additionally, there are some users that disregard the existing pedestrian signal due to the wait times and decide to cross through traffic; the underpass will reduce the perceived time to cross by eliminating wait times.

A reduced amount of vehicular crashes is also expected by removing the at-grade crossing. The majority of crashes in the last 10 years have been rear-end crashes, potentially the result of vehicles not expecting to stop at this midblock location.

The Anoka Station & Platform of the NorthStar Commuter Rail is located one mile north of the underpass and is connected by the Rum River Regional Trail. This underpass will provide improved non-motorized access to this transit resource separated from vehicular routes. Connectivity to local bus routes is also anticipated to improve. Two bus stops (route 766E) along T.H. 169/Ferry Street within 500-feet of the underpass and a bus stop on the east side of the river (route 805) with service to the Riverdale Shopping area in Coon Rapids will be more accessible without the need to cross at the at-grade signal.

Pedestrians can expect improved connectivity to local destinations from this underpass improvement by eliminating the roadway as a barrier to cross to their destination.

*(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.**

100%

#### **Attach Layout**

*Please upload attachment in PDF form.*

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

50%

**Attach Layout**

1589311608256\_Project Layout.pdf

*Please upload attachment in PDF form.*

**Layout has not been started**

0%

**Anticipated date or date of completion**

03/01/2023

## **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**

100%

**There are historical/archeological properties present but determination of no historic properties affected is anticipated.** Yes

100%

**Historic/archeological property impacted; determination of no adverse effect anticipated**

80%

**Historic/archeological property impacted; determination of adverse effect anticipated**

40%

**Unsure if there are any historic/archaeological properties in the project area.**

0%

**Project is located on an identified historic bridge**

## **3)Right-of-Way (25 Percent of Points)**

**Right-of-way, permanent or temporary easements either not required or all have been acquired** Yes

100%

**Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete**

50%

**Right-of-way, permanent or temporary easements required, parcels identified**

25%

**Right-of-way, permanent or temporary easements required, parcels not all identified**

0%

**Anticipated date or date of acquisition**

## **4)Railroad Involvement (15 Percent of Points)**

**No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)** Yes

100%

**Signature Page**

*Please upload attachment in PDF form.*

**Railroad Right-of-Way Agreement required; negotiations have begun**

50%

**Railroad Right-of-Way Agreement required; negotiations have not begun.**

0%

**Anticipated date or date of executed Agreement**

**5) Public Involvement (20 percent of points)**

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

**Meeting with general public:** 10/24/2017

**Meeting with partner agencies:** 12/12/2019

**Targeted online/mail outreach:** 04/29/2020

**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.**

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%

Agency coordination with MnDOT (08/05/2019) and Anoka County (12/12/2019) has occurred with the underpass project development. Discussions with MnDOT centered on coordinating underpass improvements with scheduled overlay projects on T.H. 169 in order to minimize disruption to the roadway system. The City is also acutely aware of the several major construction projects scheduled to US Highway 10 in the coming years and plan to schedule the underpass construction in a way that will not disrupt detour plans for that work. The trail implications to the regional trail system was discussed with the County.

Community input on the T.H. 169/Ferry Street Underpass was received directly and indirectly through a survey, the Comprehensive Plan Update process, and the West Rum River Corridor Study.

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

The community survey conducted specifically for the underpass (and described in the Equity Population Engagement section) identified the surrounding resident support for an underpass if one were constructed with 78% of respondents indicating they would use the improved connection.

A community survey, conducted as part of the comprehensive plan update, solicited feedback from the community on a range of issues including improving the parks and recreation system with 42% of respondents supporting improved trail and sidewalk connections. The survey was open for three months and had 180 responses. The survey was distributed online with printed copies provided at open house events and upon request. Opportunities for an active lifestyle was a primary reason respondents enjoyed lived in Anoka and expanding the park and recreation system and

promoting healthy lifestyles were listed as top community priorities. The proposed underpass project in is direct support of these priorities.

The specific underpass concept developed out of discussions with community members during the West Rum River Corridor study. A Task Force was formed with volunteers from Comprehensive Planning open house events and was made up of up of 16 community members with varying past involvement in the community The task force met for 6 months to study and develop the pedestrian corridor plan. Discussions for this element focused on the current difficulty of crossing T.H. 169/Ferry street and a desire to improve pedestrian safety and comfort with an underpass. The Ferry St. Underpass was identified on the improvement priority list as identified by the Task Force. The plan was reviewed with Parks and Recreation advisory board and City Council with opportunity for public comment.

---

### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,800,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,800,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

### Other Attachments

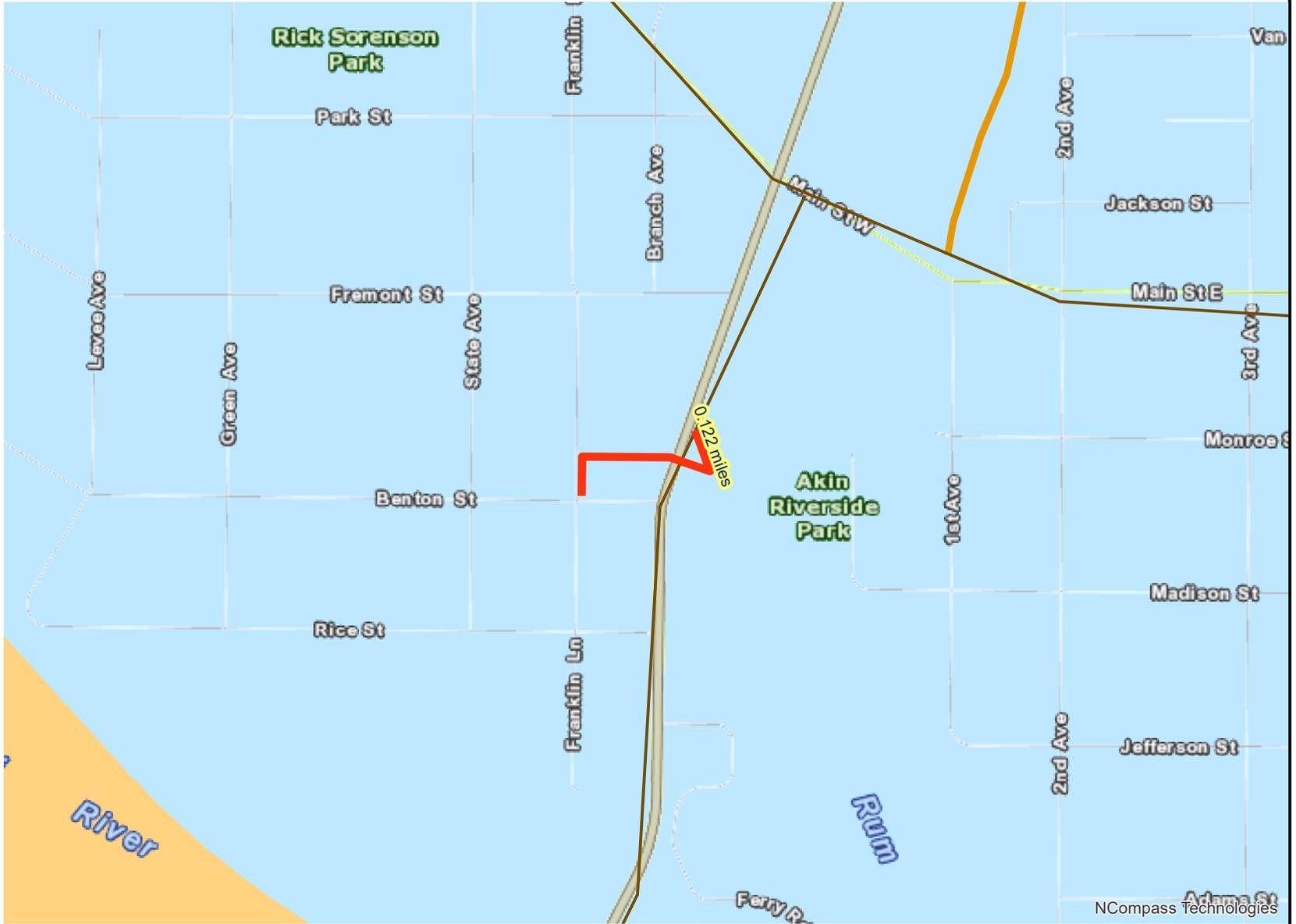
<b>File Name</b>	<b>Description</b>	<b>File Size</b>
2018 West Rum River Corridor.pdf	West Rum River Corridor Plan	1.6 MB
2020 January_Crash Diagram.pdf	January 2020 Crash Diagram	87 KB
Attachment_TH 169 (Ferry St) Crash Data.pdf	Crash Data	39 KB
Benton St Trail Easement Exhibit.pdf	Benton St Trail Easement	72 KB
Existing Conditions Photo.pdf	Existing Conditions Photo	460 KB
LOS_Anoka County Parks.pdf	Letter of Support - Anoka County	184 KB
LOS_Anoka Maintenance.pdf	Letter of Support - City of Anoka Public Services	439 KB
LOS_City of Anoka.pdf	Letter of Support - City of Anoka	413 KB
LOS_MnDOT.pdf	Letter of Support - MnDOT	370 KB
NonMotorizedFacilitiesRBTN.pdf	City Non-motorized Facilities Map	480 KB
Project Area Demographics.pdf	Project Area Demographics	497 KB
Project Context.pdf	Project Context Map	874 KB
TH 169 Ferry St Underpass_One Page Description.pdf	One-page summary	985 KB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: T.H. 169/Ferry Street Underpass | Map ID: 1584371257057

## Results

Project IN TIER 1  
Bicycle Transport Corridor.



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



Created: 3/16/2020  
LandscapeRSA6



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



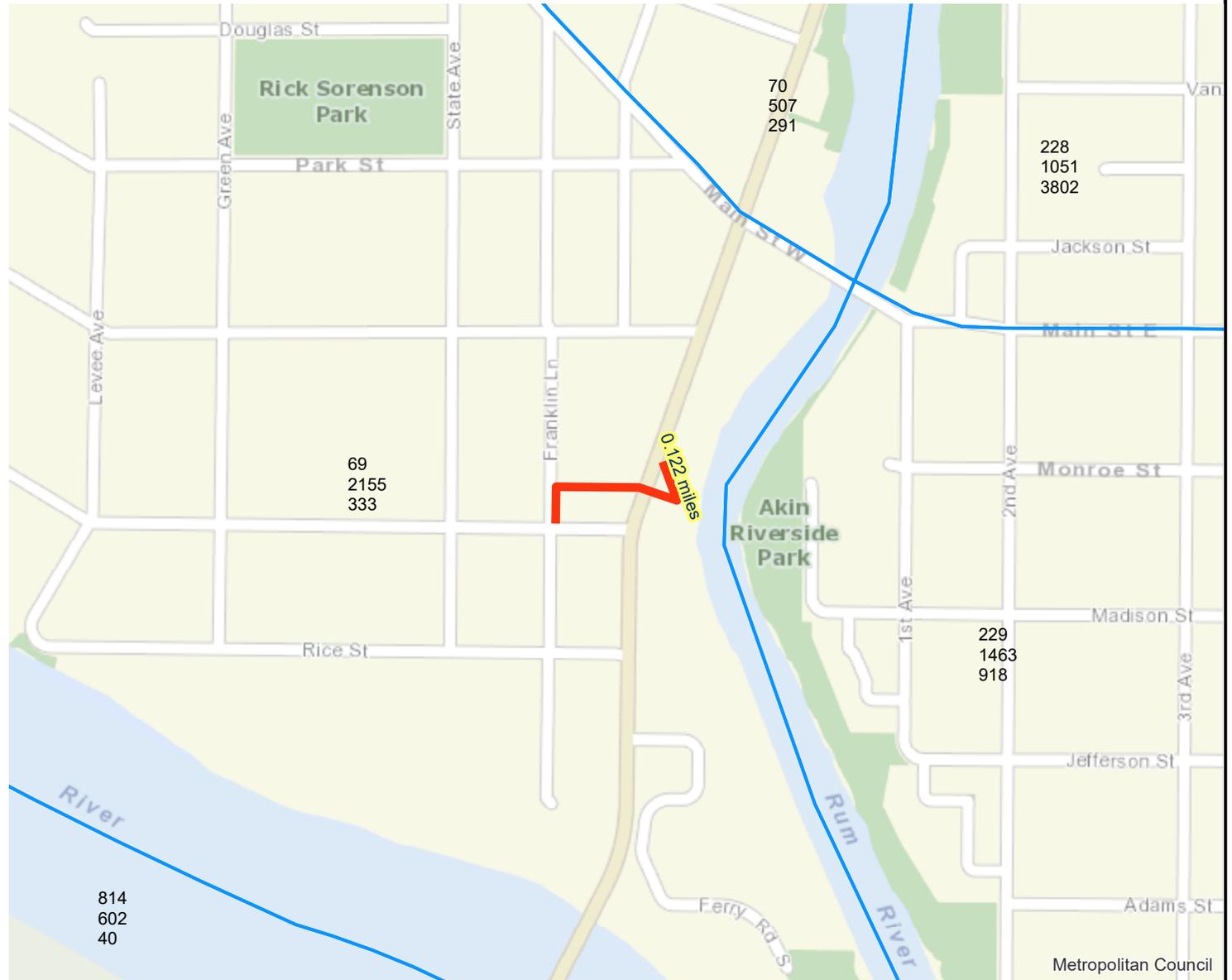
NCompass Technologies

# Population/Employment Summary

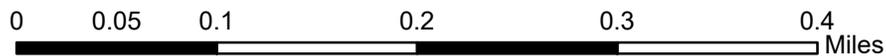
Multiuse Trails and Bicycle Facilities Project: T.H. 169/Ferry Street Underpass | Map ID: 1584371257057

## Results

Within ONE Mile of project:  
 Total Population: 28000  
 Total Employment: 14962



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/16/2020  
 LandscapeRSA4



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



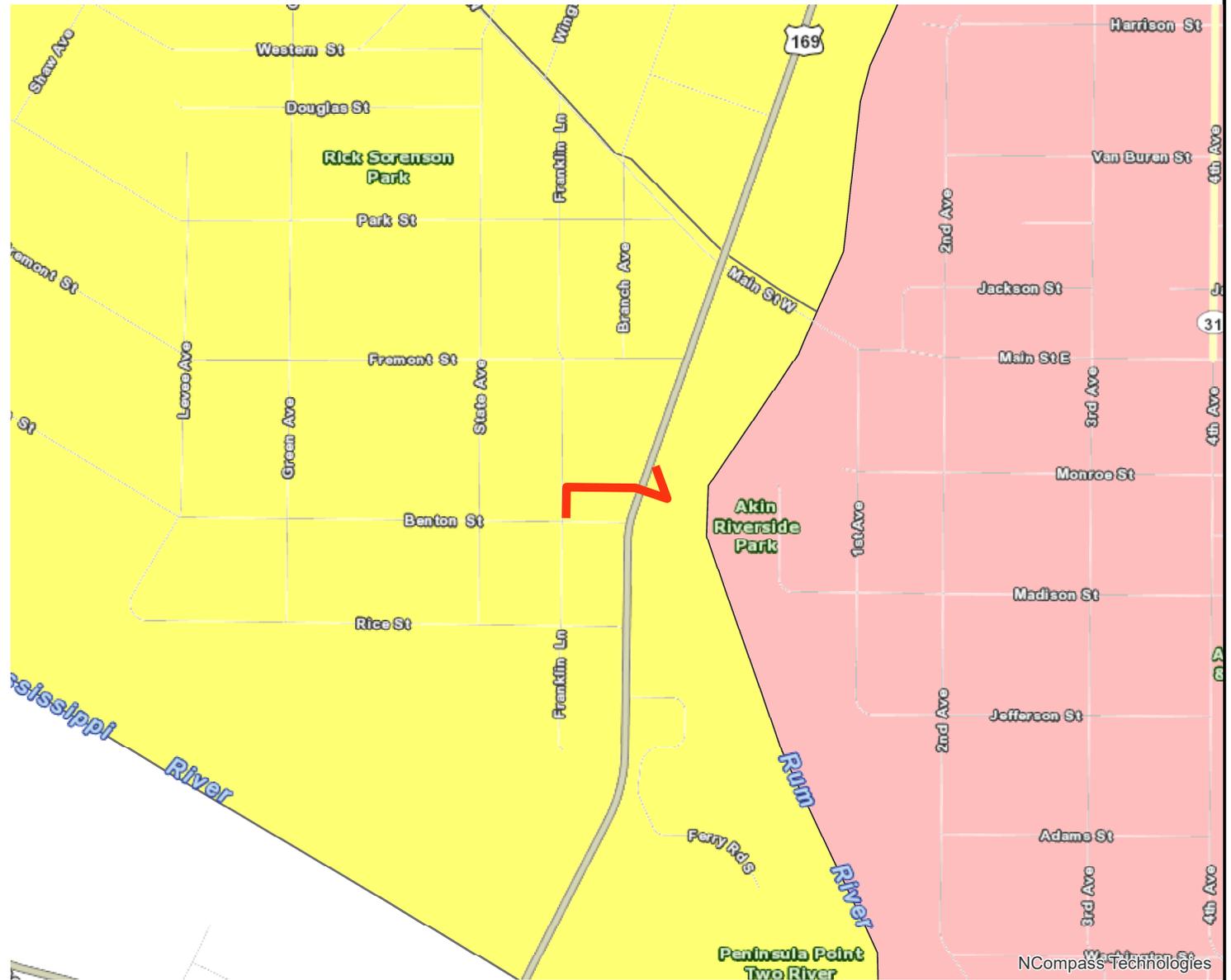
# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: T.H. 169/Ferry Street Underpass | Map ID: 1584371257057

## 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:  
26903 50401 50402  
50501



— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 3/16/2020  
LandscapeRSA2



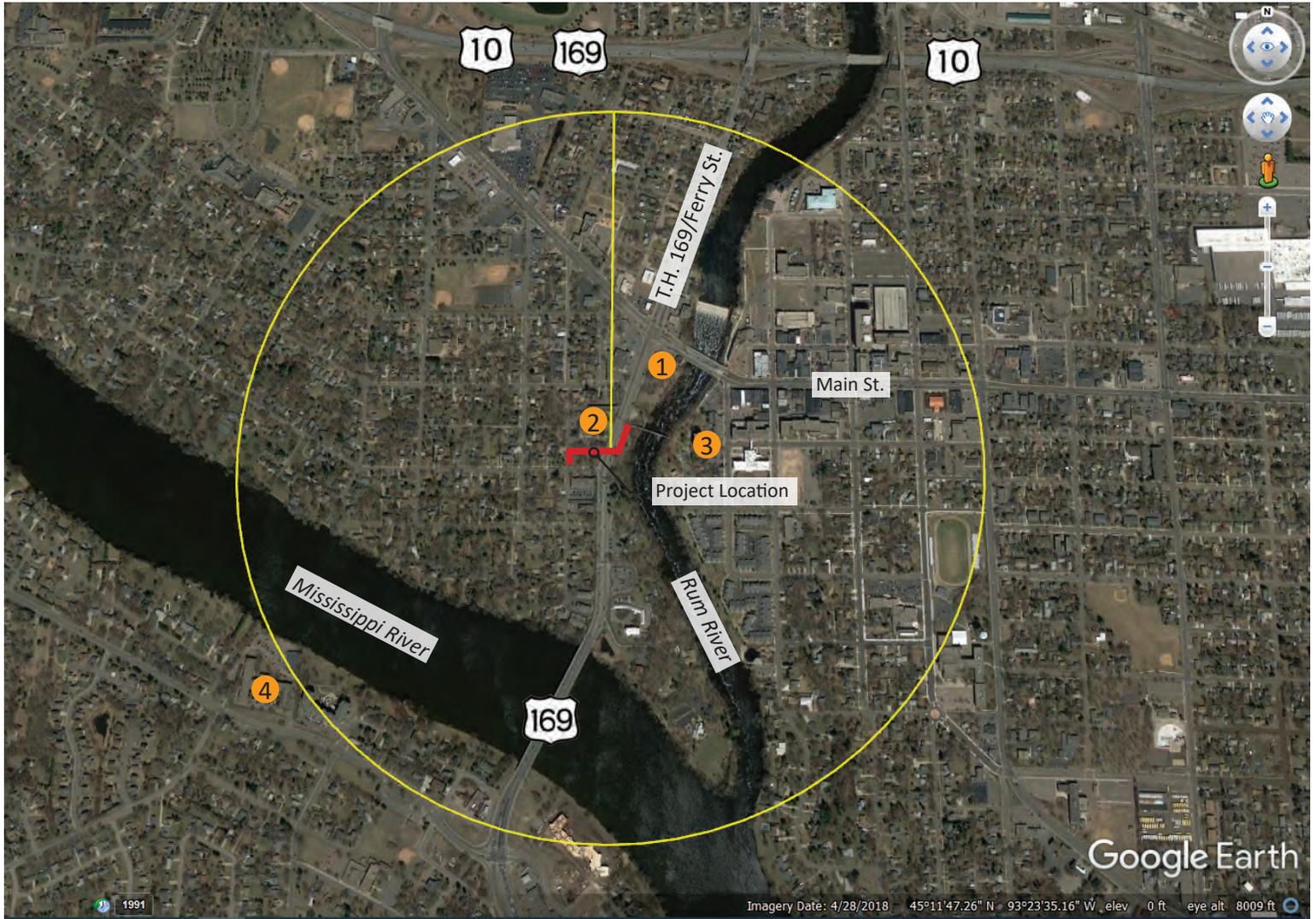
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>





City of Anoka:  
T.H. 169/Ferry St Underpass

Area Affordable Housing



Legend

-  Project Location
-  1/2 mile Radius
-  Affordable Housing Location

- 1. Walker Methodist Rover (aka) Walker on the River**  
1906 S Ferry Street, built 1987
  - Population: Elderly
  - Total Units: 45; Affordable Units: 45; 1BR Units: 45
  - Funding: Project Based Subsidy
  - 45 units at 30% area median income
  - HUD Section 202
- 2. Franklin Lane Apartments**  
1827 S Ferry St
  - Total Units: 66; Affordable Units: 66; 1BR units: 56, 2BR Units: 10
  - Funding: Tax Credit (LIHTC 4%)
  - 66 units at 60% area median income

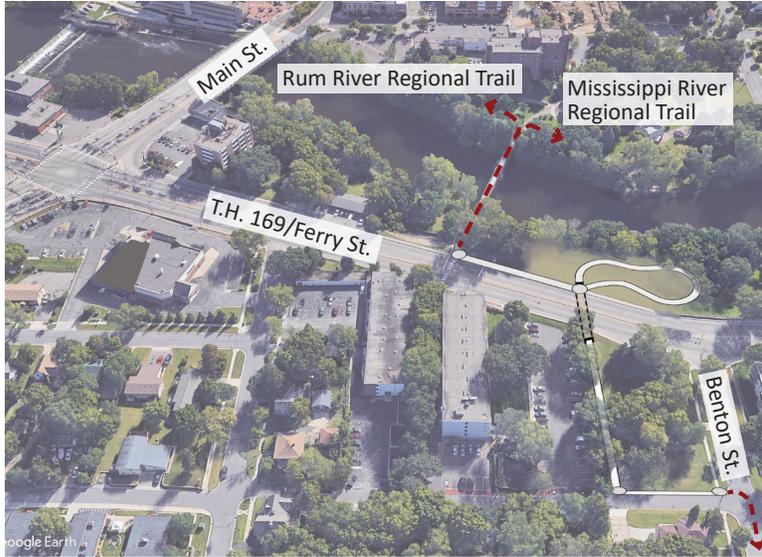
- 3. Bridge Square Apartments**  
2 Bridge Square, built 1978
  - Population: Elderly
  - Total Units: 101; Affordable Units: 101; 1BR Units: 100, 2BR Units: 1
  - Funding: Project Based Subsidy
  - 101 units at 30% area median income
  - HUD Section 8 (PBA)
- 4. River Manor Apartments**  
411 Dayton Road
  - Total Units: 99; Affordable Units: 88
  - Funding: MHFA Housing Tax Credit
  - 88 units at 60% area median income





City of Anoka:

# T.H. 169/Ferry St Underpass

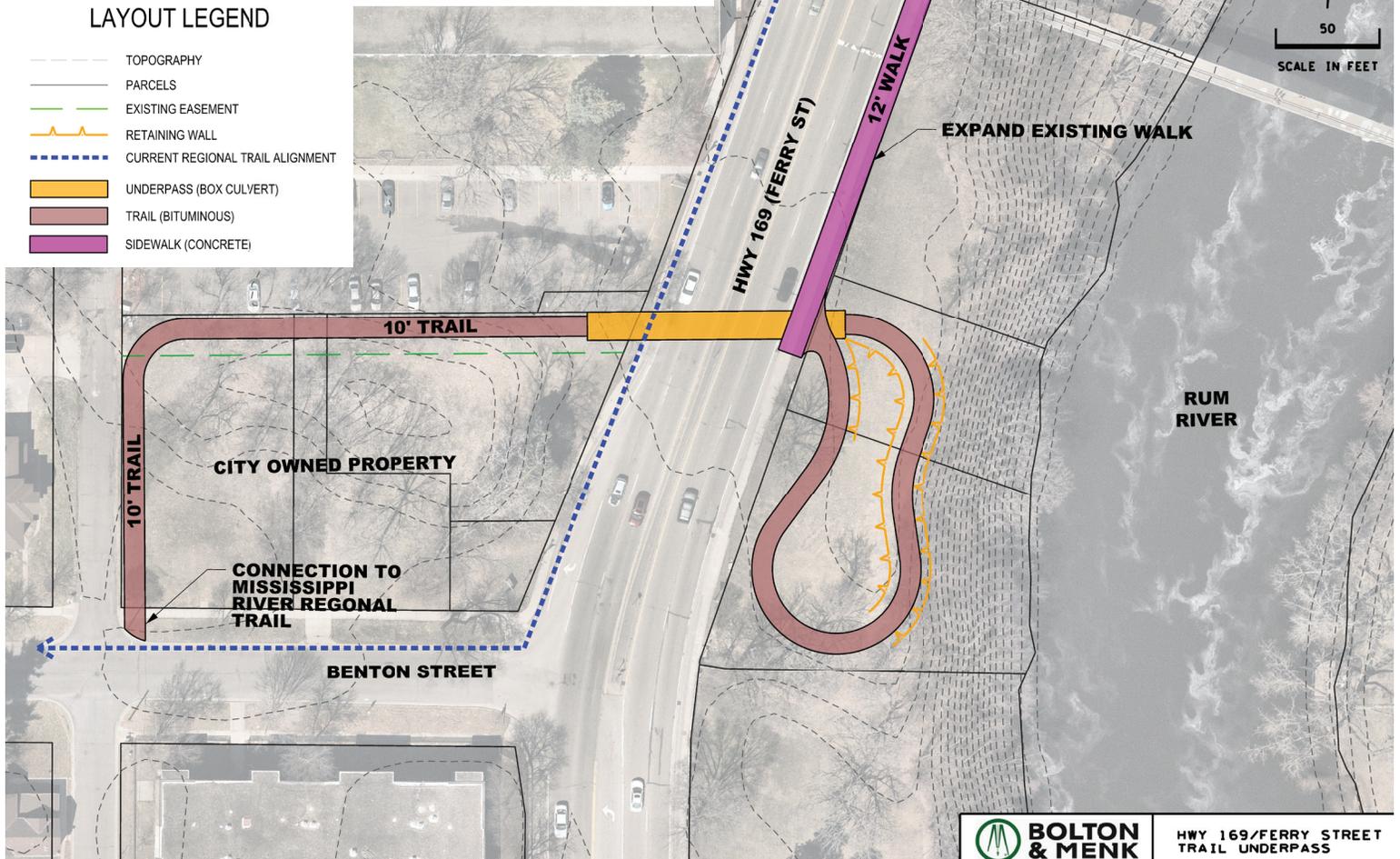


## Project Layout

The proposed underpass will connect to the existing Mississippi River Regional Trail alignment to the west through City owned property slated for redevelopment. To the east, the trail will tie into the existing pedestrian bridge crossing the Rum River. This project will not only improve safety and mobility for trail and roadway users on day one, but one step closer to the completed West Rum River Corridor vision.

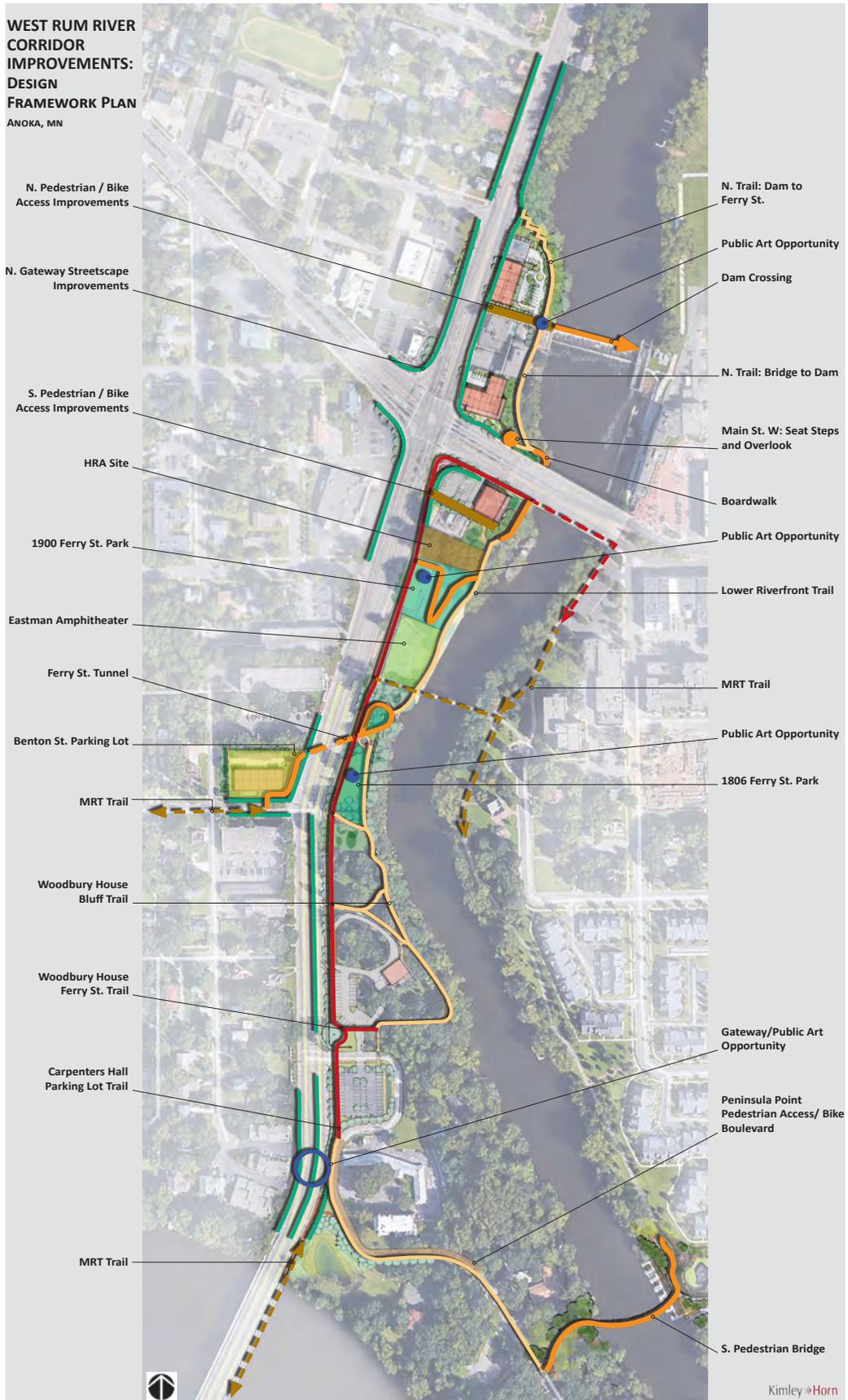
### LAYOUT LEGEND

- TOPOGRAPHY
- PARCELS
- EXISTING EASEMENT
- RETAINING WALL
- CURRENT REGIONAL TRAIL ALIGNMENT
- UNDERPASS (BOX CULVERT)
- TRAIL (BITUMINOUS)
- SIDEWALK (CONCRETE)



HWY 169/FERRY STREET TRAIL UNDERPASS







*Potential evening view of downtown from 1806 Ferry St. park.*

### **Benton Street Redevelopment Site**

Alternative concepts were created for the Benton Street Redevelopment Site that explore the potential for a parking lot, commercial or residential uses and/or a tunnel to connect the west and east sides of Ferry Street. The base design, illustrated in Concept A includes a public parking lot with sidewalks and landscape buffers. Concept B illustrates a public parking with the addition of a tunnel under Ferry Street connecting to the park proposed at the 1806 Ferry St. site.

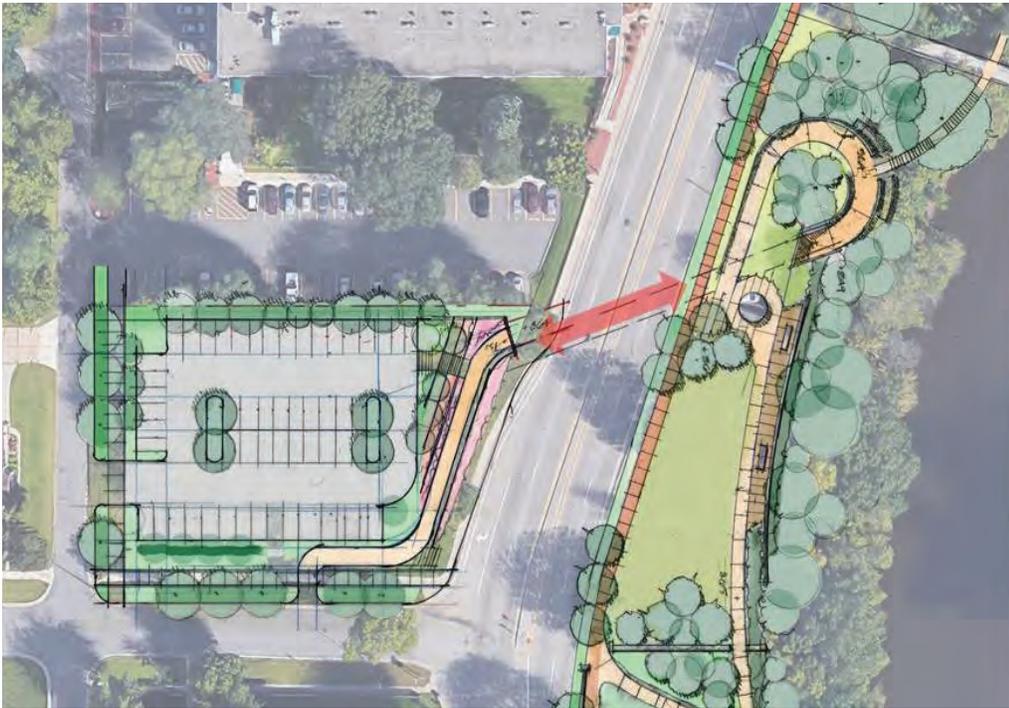
Concept C illustrates a mixed-use building on the Benton Street site. Another potential rendition of this concept would be to include a layer of public parking under private parking with mixed-use or residential development above.

### **Ferry Street Tunnel**

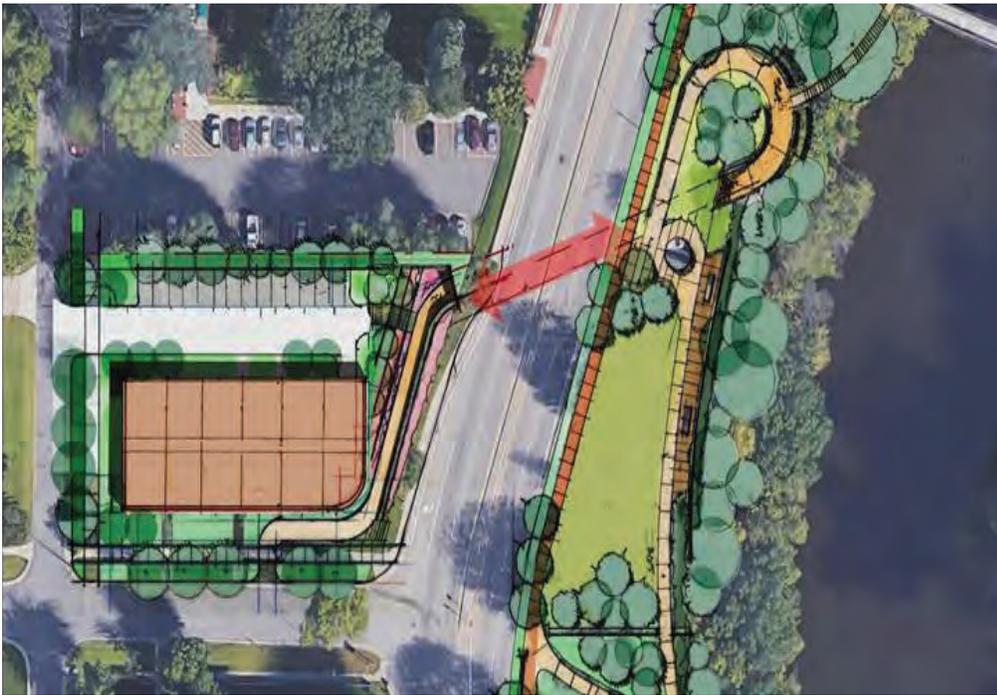
Concepts B and C illustrate a tunnel under Ferry Street connecting the Benton St. and 1806 Ferry Street sites. The preliminary design assumes the tunnel would need to be approximately 15ft deep to accommodate 10ft of clearance for maintenance vehicles and 5ft. of cover for Ferry Street reconstruction. The tunnel would angle under Ferry Street and daylight mid-way down the bluff on the Rum River side. A view of the river and downtown would be framed by the tunnel for users heading east. Both concepts illustrate the approximate length of ramps needed at 8.3% maximum slope to connect to street level. Stairs are also illustrated connecting the tunnel to the lower portion of the amphitheater.

### **Recommendations**

- Pursue less damaging solutions to connect the upper bluff open spaces to the rivers's edge such as stairs and/or alternative routes.
- Further study will also be needed to determine the feasibility of both concepts. Concept B could be a shorter- term solution until the market conditions are right for redevelopment as illustrated in Concept C.



*Concept B: Tunnel connecting park at 1806 Ferry St. and public parking at Benton Street site.*



*Concept C: Tunnel connecting Park at 1806 Ferry St. and public parking at Benton Street site.*

## **Priority Projects**

On November 28, 2018 the Task Force members participated in a priority setting exercise to define, from their perspectives, the most important improvements described in the framework plan to implement within the West Rum River Corridor. The list of prioritized improvements defines short, mid, and long term projects to focus funding resources on the most desirable components of the open space system. The results of the exercise are as follows:

### **1st Priority**

South Pedestrian Bridge  
Lower Riverfront Trail & Boardwalk  
1900 South Ferry Street and Adjacent HRA site

### **2nd Priority**

Eastman Amphitheater

### **3rd Third Priority**

Woodbury House Bluff Trail  
Woodbury House Ferry St. Trail

### **4th Priority**

North Trail: Bridge to Dam

### **5th Priority**

Ferry St. Tunnel

### **6th Priority**

Dam Crossing  
1806 Ferry Street Park  
Carpenters Hall Parking Lot Trail

### **7th Priority**

Peninsula Point Pedestrian Access/ Bike Boulevard  
MRT Trail  
Benton Street Parking Lot  
Main St. West Seat Steps and Overlook  
North Trail: Dam to Ferry Street  
So. Pedestrian / Bike Access improvements  
No. Pedestrian / Bike Access improvements  
North Gateway Streetscape improvements

## **Short Term Action Steps**

This section includes action steps that should be considered to integrate the improvements into an ongoing community-building strategy, and to gain the most benefit from open space, transportation and streetscape improvements.

### **1. Evaluate and Pursue Funding Sources**

A range of currently available Federal, State, County and local funding resources are outlined in the appendix. Future implementation steps will identify project components that may align with specific funding grant programs in order to leverage the City's funds with potential grants.

## **2. Amphitheater**

As an implementation step, meet with representatives of the State Historical Society to determine what impacts moving and rebuilding the amphitheater will have on meeting the criteria for listing on the National Register of Historic Places, as well as define the minimum treatment to maintain historic designation and associated funding resources. A more refined strategy to preserve, commemorate, or rebuild the amphitheater will follow when the options are more clearly defined with the State Historical Society.

## **3. Coordinate Objectives with all City Departments and Place Projects in the Capitol Improvement Plans**

The planning, engineering, and inspections departments should refer to the guidelines and associated public/private improvements when reviewing individual projects. Each proposed improvement should comply with the guidelines, reinforce the desired character of the West Rum River Corridor, and contribute to creating a cohesive, pedestrian-friendly, memorable, and viable place. City departments should refer to the components in this document to coordinate, design, and budget for capital improvements and to design public/private partnerships to finance and maintain public realm projects.

**4. Define a Maintenance Strategy for Each Project:** The long-term maintenance and associated costs are a critical consideration for the success of the improvements. A strategy should be created that defines a funding source, and assigns responsibility for maintenance of the various components.

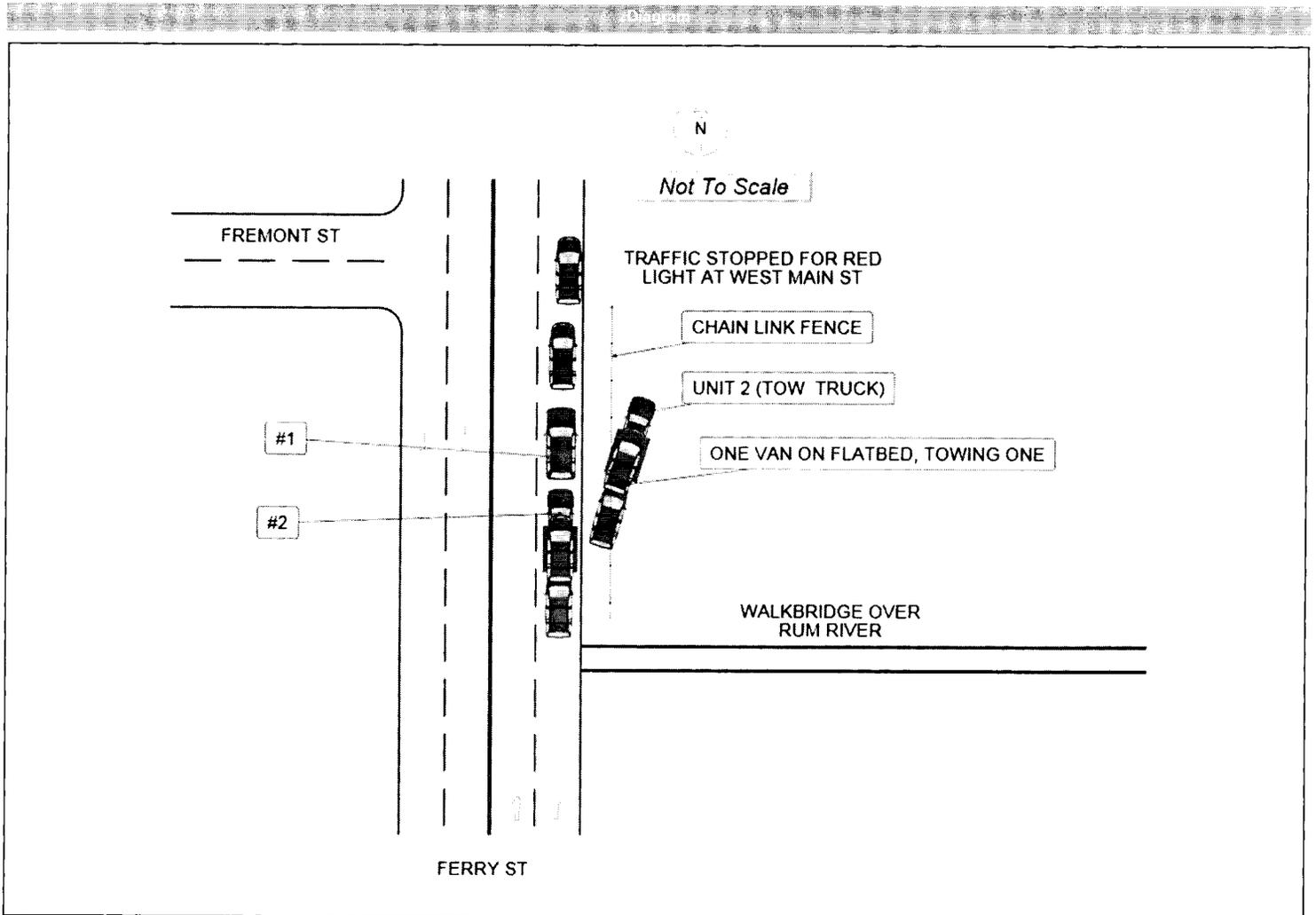
## **5. Public Art, Events and Installations**

Public Art competitions and urban prototyping events can leverage regional talent, generate community involvement and excitement for the project.

The West Rum River Corridor Framework Plan presents the City of Anoka an opportunity to create innovative policies and procedures to integrate art that is informed by contemporary best practices for public art processes. To implement public park projects the City should consider the following:

- Refine the framework plan to include public art at key locations within the gateway areas, Giddings Garden area, and parks.
- Resources for procedures in administering a public arts program are available through private consulting services as well as, the Minnesota State Arts Board. They include how to determine a public art strategy and plan, scope of work for public art projects, produce open or invitational calls for artists, conduct artist selection meetings, develop contracts with artists for design proposals, and commission artwork.
- Setting base-line funding for each project, should take into account the relative importance and scale of the project. Appropriate media and materials, and the expectation for community involvement should be considered in setting schedules, budgets and the creation of the artwork.
- The City may wish to consider establishing a flexible funding model that utilizes city funds to leverage private and foundation funds, in addition to other sources.
- An experienced public art project manager will likely be needed to develop and carry out public art projects on an ongoing basis.

UNIT 1 WAS STOPPED IN THE RIGHT LANE OF NORTHBOUND FERRY STREET BETWEEN THE WALK BRIDGE AND FREMONT STREET. UNIT 2 UNABLE TO STOP IN TIME AND REAR ENDED UNIT 1. UNIT 2 WENT OFF ROADWAY AND INTO CHAIN LINK FENCE OWNED BY CITY OF ANOKA. CITY OF ANOKA NOTIFIED. UNIT 2 IS A FLATBED TOW TRUCK AND WAS TOWING TWO VEHICLES. SEE DIAGRAM. UNIT 1 DRIVER SAID HIS NECK HURT BUT DECLINED GROUND TRANSPORT.



**TH 169 (2010-2019 Crash Data)**

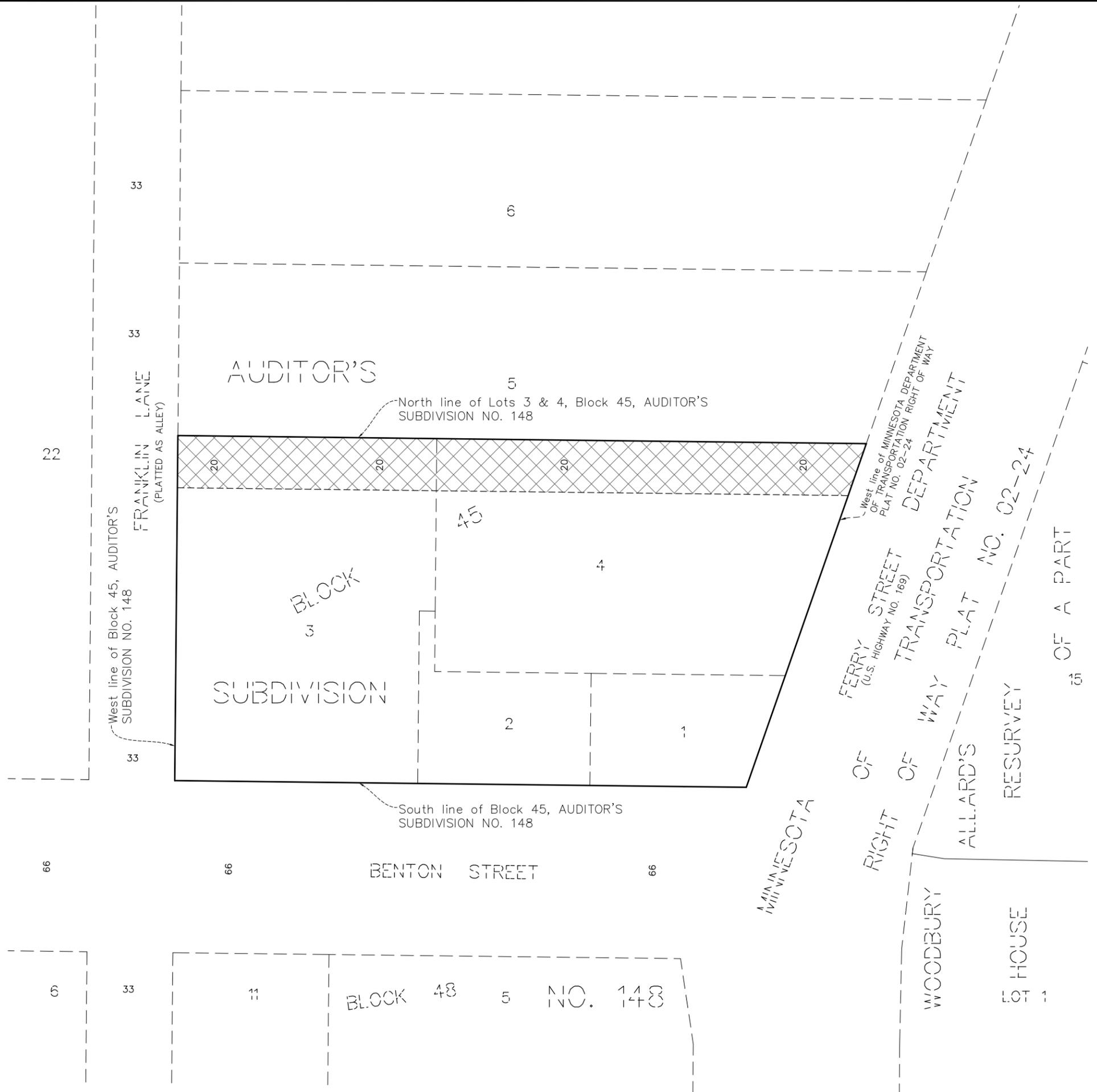
objectid	Incident ID	Date and Time	Year	Hour	Crash Severity	umber Kill	umber of Veh	Officer Narrative	Unit2 Most Harmful Event
2540672	10938078	10/17/2014, 1:04 PM	2014	13	Minor Injury Crash	0	1	#1 IS A PEDESTRIAN VEHICLE #2 SB ON FERRY ST. PEDESTRIAN IN MARKED CROSSWALK THAT IS CONTROLLED BY OVERHEAD SEMAPHORES. PEDESTRIAN REPORTEDLY CROSSING WITH DO NOT WALK SIGN. MADE IT ACROSS NB LANES AND STOPPED IN MEDIAN. PICKUP TRUCK DRIVEN BY ZAHORIK STOPPED IN INSIDE LANE TO ALLOW #1 TO CROSS. #1 THEN BEGAN CROSSING AND RAN INTO DRIVER'S SIDE FRONT OF #2. DRIVER OF #2 DIDN'T SEE #1 CROSSING AND REPORTED GREEN LIGHT. WITNESS' ALSO REPORTED GREEN LIGHT FOR SB TRAFFIC. SEE SUPPLEMENT AND PHOTOS STATE RECON EVENT #P140544769	Pedestrian
1781293	10854254	9/24/2013, 10:00 AM	2013	10	Possible Injury Crash	0	3	Unit 1 driver n/b right lane observed up ahead red pedestrian cross walk stop signal . Driver stated he had taken eyes off road causing his truck to rear end stopped Unit 2 which caused chain reaction. Unit 2 pushed into Unit 1, the first stopped car at signal crossing. Unit 2 driver complained of right calf pain and back pain.	Motor Vehicle In Transport
1834312	10934883	4/22/2014, 3:21 PM	2014	15	Property Damage Only Crash	0	2	OFFICER WAS PARKED IN THE 1800 BLOCK OF FERRY ST. WATCHING TRAFFIC. OFFICER NOTICED 2 MALES APPROACH THE CROSS WALK AND THE TRAFFIC SIGNAL TURNED RED. UNIT 2 BEGAN TO SLOW TO STOP, AND UNIT 1 REAR ENDED UNIT 2 AS IT DID NOT SLOW IN TIME. UNIT 1 DRIVER STATED SHE THOUGHT THE LIGHT WAS STILL GREEN. NOTHING FURTHER.	Motor Vehicle In Transport
2315824	10935627	6/12/2014, 9:20 AM	2014	9	Property Damage Only Crash	0	2	VEH 1 WAS STOPPING AT RED LIGHT ON 1800 BLK FERRY ST. VEH 2 SAW VEH 1 STOPPED, AND TRIED TO HIT BRAKES. VEH 2 WAS UNABLE TO STOP IN TIME. VEH 2 RAN INTO BACK OF VEH 1. SEE SUPP FOR FURTHER.	Motor Vehicle In Transport
1835015	11020667	7/18/2015, 7:37 PM	2015	19	Property Damage Only Crash	0	0	VEH 1 WAS TRAVELING SB ON FERRY ST AT THE 1800 BLK IN LANE 2 OF TRAFFIC. VEH IN LANE 1 OF TRAFFIC STOPPED AT A GREEN LIGHT AND ALLOWED A BICYCLIST TO CROSS ON THE CROSS WALK. VEH 1 COULD NOT SEE THE BIKER UNTIL HE WAS NEARLY IN FRONT OF HIM. DRIVER OF VEH 1 APPLIED BRAKES COMING TO A STOP. DRIVER OF VEH 2, ALSO TRAVELING SB IN LANE 2 SAW THAT VEH 1 WAS STOPPING. DRIVER OF VEH 2 ATTEMPTED TO STOP. VEH 2 COLLIDED WITH THE REAR OF VEH 1. LIGHT DAMAGE TO BOTH VEH'S.	Pedalcyclist (Bicyclist)
2264246	372953	8/20/2016, 2:52 PM	2016	14	Property Damage Only Crash	0	2	Unit 1 was stopped at the crosswalk on northbound Ferry St just south of Fremont St. When Unit 2 rear ended Unit 1. The Driver of Unit 2 stated she tried to stop but slid on the wet pavement.	Motor Vehicle In Transport
1947118	492263	8/7/2017, 1:21 PM	2017	13	Property Damage Only Crash	0	2	UNIT 1 WAS SB ON FERRY ST NEAR THE INTERSECTION WITH FREMONT ST. UNIT 2 WAS DIRECTLY BEHIND UNIT 1. UNIT 1 SLOWED FOR TRAFFIC THAT WAS STOPPED AT A CROSSWALK. UNIT 2 DID NOT SEE TRAFFIC STOPPING AND RAN INTO THE BACK OF UNIT 1. NO INJURIES. NO CITATIONS. UNIT 1 HAD A DENT IN THE BACK DOORS BUT WAS STILL OPERATIONAL. UNIT 2 HAD SIGNIFICANT DAMAGE TO THE FRONT AND WAS TOWED.	Motor Vehicle In Transport
2645896	720288	5/15/2019, 7:36 PM	2019	19	Property Damage Only Crash	0	2	UNIT 1 WAS NORTH BOUND FERRY ST STOPPED FOR RED LIGHT OF CROSS WALK IN LEFT LANE. UNIT 2 STATED THAT HE WAS IN RIGHT LANE WHEN THE RED LIGHT CHANGED. UNIT 2 STATED THAT HE SWERVED TO AVOID REAR-ENDING A VEHICLE AND STRUCK UNIT 1. UNIT 2 DID NOT HAVE INSURANCE.	Motor Vehicle In Transport

Easement Exhibit  
of  
BENTON STREET TRAIL  
for  
CITY OF ANOKA

Proposed Easement Description

A permanent easement for trail purposes over, under and across the North 20.00 feet of Lots 3&4, Block 45, AUDITOR'S SUBDIVISION No. 148, Anoka County, Minnesota, lying West of the west line of MINNESOTA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY PLAT NO. 02-24.

Area Easement contains 5,224 sq. ft. = 0.12 acres



DESIGNED BY		DRAWN BY		CHECKED BY		SCALE		DATE		FILE NO.	
		RDM		SMM		1"=20'		04/22/2019		ANB01-2019	
REVISION		DATE		BY		PAGE		BOOK		DATE	
I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Land Surveyor under the laws of the State of Minnesota. Brian Person Date 04/22/19 Lic. No. 49138											
<p><b>Hakanson Anderson</b>          Civil Engineers and Land Surveyors          3601 Third Avenue, Anoka, MN 55303          763-427-5860, FAX 763-427-0520          www.haa-inc.com</p>											
<p><b>BENTON STREET TRAIL</b>          ANOKA COUNTY, MINNESOTA</p>											
<p><b>EASEMENT EXHIBIT</b>          for          City of Anoka</p>											
SHEET NUMBER 1											



# City of Anoka: T.H. 169/Ferry St Underpass

## Existing Conditions



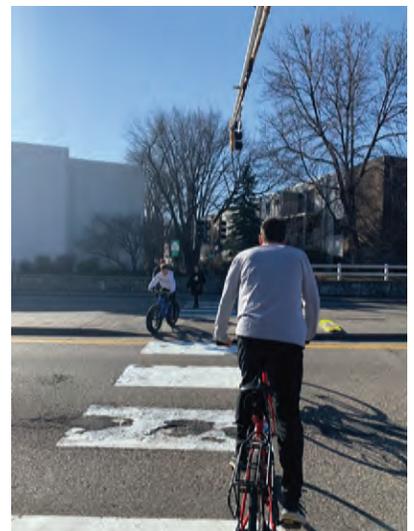
The existing at-grade, signalized crossing of T.H. 169/Ferry Street is a mid block crossing located 650-feet south of the Main Street intersection. 51,000 vehicles travel along the roadway corridor each day.



Long wait times for the crossing signal result in some users choosing to cross the road against the signal.



Existing facilities include a narrow sidewalk approach and facilities requiring updates - both ADA and general maintenance.





**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

May 5, 2020

Lisa LaCasse  
Recreation Supervisor  
City of Anoka  
2015 First Avenue North  
Anoka, MN 55303-2270

Dear Ms. LaCasse:

Please allow me to provide this letter of support on behalf of Anoka County for the City of Anoka's Trunk Highway (T.H.) 169/Ferry Street Underpass project for consideration of funding from the 2020 Regional Solicitation program.

The junction of the Mississippi River and Rum River Regional Trails in downtown Anoka is a local and regional asset. The proposed project will greatly improve the user experience, connectivity, and safety for bicyclists, pedestrians, and other recreational trail users.

Anoka County appreciates and supports the City's efforts to secure funding for improvements to the Mississippi River Regional Trail corridor. The County will continue to work with the City to develop and provide high quality bicycle and pedestrian facilities in our community.

Sincerely,

Jeff Perry, Director  
Anoka County Parks



April 27, 2020

To whom it may concern:

The City of Anoka is committed to providing the safest possible winter travel for the greatest number of people, which includes safe pedestrian travel on city sidewalks and trails within city limits/jurisdiction.

The City of Anoka Public Services Department is responsible for the clearing and removal of snow and ice control on the City's streets, trails and publicly owned parking lots. Per city policy, following snow accumulation of 2" or more, the snow is cleared from the City's local trails and the regional trail sections located within its jurisdiction. Current staffing levels allow for sidewalk and trail clearing to occur in concert with street plowing operations.

Deicing of sidewalks and trails, is done sparingly to minimize environmental impacts because many miles of trails within city jurisdiction are located adjacent to either the Rum or Mississippi Rivers. Spot deicing will occur when a hazardous situation is present due to freeze/thaw cycles or unseasonable rain events.

The City maintains a fleet of various pieces of equipment capable of clearing snow from pedestrian trails including pickup trucks with 8' articulating V plows, MT trackless machines with 'V' plow and rotary plow attachments, and John Deere tractors with front end attached sidewalk brooms or blowers.

As indicated herein, the City's Public Works department is prepared to maintain the regional trail as impacted by the T.H. 169/Ferry Street Underpass year round. Furthermore, the City of Anoka is in support of the proposed project to further improve the safety and experience of trail users.

Regards,

Mark Anderson  
Director of Public Services

Direct: 763-576-2921  
manderson@ci.anoka.mn.us

**ANOKA CITY HALL**  
2015 First Avenue North, Anoka, MN 55303  
763-576-2700



[www.ci.anoka.mn.us](http://www.ci.anoka.mn.us)  
Equal Opportunity Employer





May 4, 2020

To whom it may concern:

Please allow me to provide this letter of support on behalf of the City of Anoka Trunk Highway (T.H.) 169/Ferry Street Underpass project for consideration of funding from the 2020 Regional Solicitation program for funding years 2024/2025.

The City of Anoka is committed to providing the safest possible routes of travel for the greatest number of people, which includes safe pedestrian travel on city sidewalks and trails within city limits/jurisdiction. The City fully supports efforts to secure grant funding for improvements to the Mississippi River Regional Trail corridor with the construction of a pedestrian underpass and elimination of the midblock crossing on T.H. 169/Ferry Street. The junction of the Mississippi River and Rum River Regional Trails in downtown Anoka is a local and regional asset. The proposed project will greatly improve the user experience, connectivity, and safety for bicyclists, pedestrians, and recreational trail users.

As indicated herein, the City of Anoka is in support of the proposed T.H. 169/Ferry Street Underpass project to further improve the safety and experience of trail users. Furthermore, the City has planned and budgeted for its designated share of funding for this project, and upon successful application is prepared to allocate the funds necessary to complete the engineering required to ensure that the project is ready for construction in 2024/2025.

Regards,

Greg Lee  
City Manager

Direct: 763-576-2711  
[glee@ci.anoka.mn.us](mailto:glee@ci.anoka.mn.us)

**ANOKA CITY HALL**  
2015 First Avenue North, Anoka, MN 55303  
763-576-2700



[www.ci.anoka.mn.us](http://www.ci.anoka.mn.us)

Equal Opportunity Employer



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

May 12, 2020

Lisa LaCasse  
Recreation Supervisor  
City of Anoka  
2015 First Avenue North  
Anoka, MN 55303-2270

**Re: MnDOT Letter for City of Anoka  
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding Request for TH  
169/Ferry St Underpass Project**

Dear Lisa LaCasse,

This letter documents MnDOT Metro District's recognition for the City of Anoka to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for US 169/Ferry St. Underpass Project.

As proposed, this project impacts MnDOT right-of-way on US 169. As the agency with jurisdiction over US 169, MnDOT will allow Anoka to seek improvements proposed in the application. 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, but Metro District does have other roadway investments planned to occur nearby and on this roadway over the next 5-6 years. Please coordinate project development with MnDOT Area staff so that our agencies can work together to best leverage our respective efforts. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year.

MnDOT Metro District looks forward to continued cooperation with the City of Anoka 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 Melissa Barnes, North Area Manager, at [Melissa.Barnes@state.mn.us](mailto:Melissa.Barnes@state.mn.us) or 651-234-7718.

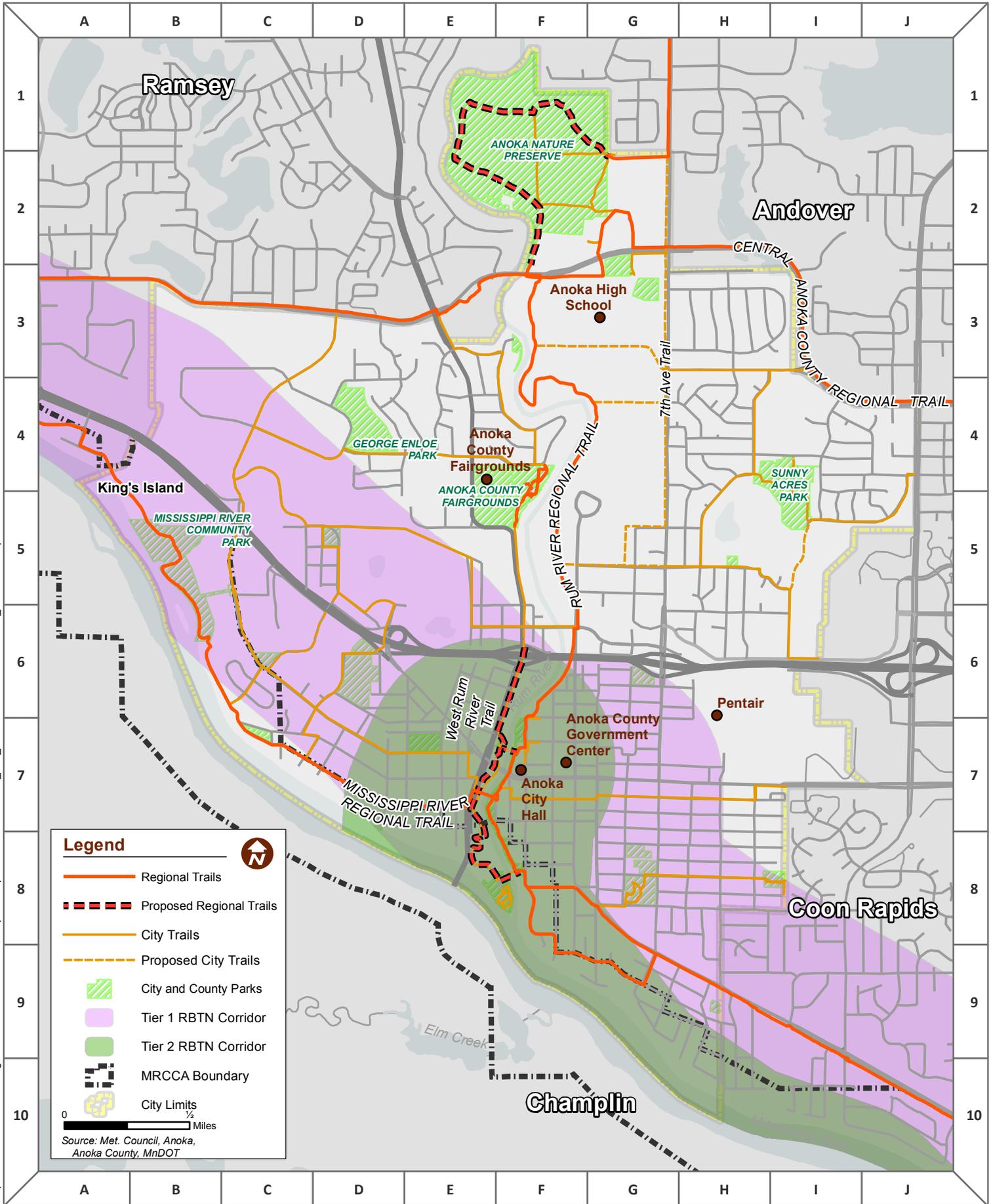
Sincerely,

Michael Barnes  
Digitally signed by Michael Barnes  
Date: 2020.05.12 16:50:26 -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

Map Document: \\narscserver1\gis\ANOKA\16114059\ESRI\Maps\Transportation\85x11\ANOK\_T10\_NonMotorizedFacilitiesRBTN\_85x11P.mxd | Date Saved: 4/10/2018 2:06:53 PM



**Legend**

- Regional Trails
- Proposed Regional Trails
- City Trails
- Proposed City Trails
- City and County Parks
- Tier 1 RBTN Corridor
- Tier 2 RBTN Corridor
- MRCCA Boundary
- City Limits

0 1/2 Miles

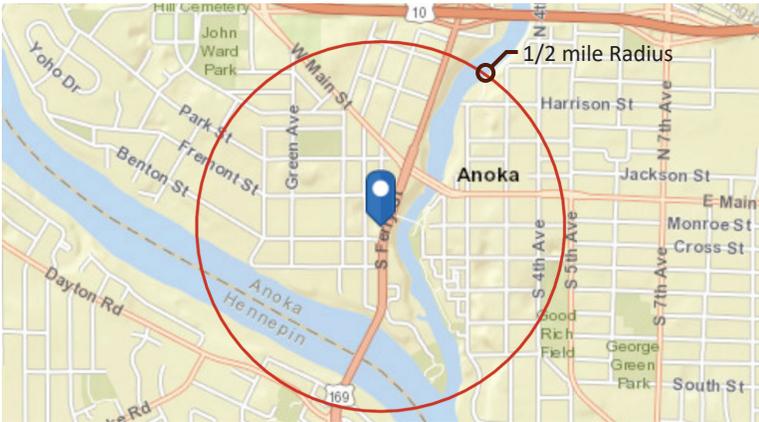
Source: Met. Council, Anoka, Anoka County, MnDOT



# City of Anoka: T.H. 169/Ferry St Underpass

## Area Demographics

### Project Area



### KEY FACTS

2,691

Population

42.9

Median Age



Average Household Size



220,238

2019 Median Home Value (Esri)

### DISABILITY



370

2014-2018 ACS Households with  
1+ Persons with a Disability



33%

2014-2018 ACS Households with  
1+ Persons with a Disability (%)

### AGE



435

2019 Child  
Population (Age  
<18)



625

2019 Senior  
Population (Age  
65+)



16%

2019 Child  
Population (Age  
<18) (%)



23%

2019 Senior  
Population (Age  
65+) (%)

### INCOME



\$43,923

Median Household  
Income



\$25,939

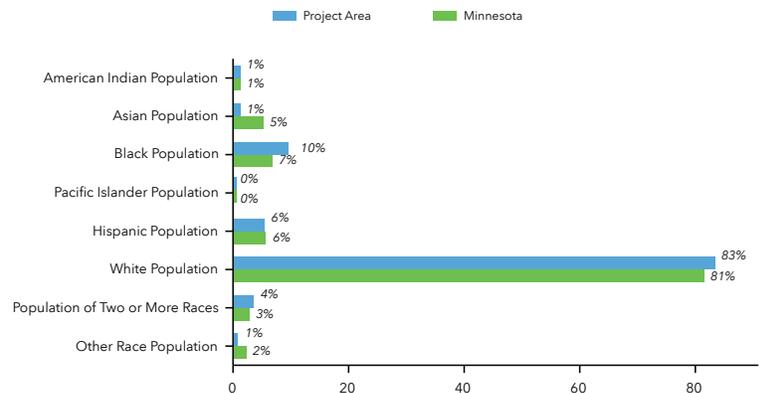
Per Capita Income



\$28,181

Median Net Worth

### RACE



Bars show comparison to Minnesota



# City of Anoka: T.H. 169/Ferry St Underpass



## Project Location & Connectivity Map

The T.H. 169/Ferry Street underpass, is located at the confluence of several trail systems and will greatly improve the user experience of both local and regional trail connections. Located on the Mississippi River Regional Trail corridor, the underpass intersects with the Rum River Regional Trail corridor and local trail networks.

T.H. 169/Ferry Street is one of few river crossings and serves as a main thoroughfare to the City of Anoka. Separating the vehicular and non-motorized movements with this underpass will improve safety for all users and improve local and regional mobility.

### Trail Connections

- City Trail
- Rum River Regional Trail
- Mississippi River Regional Trail

### Land Use Descriptions

- Downtown Commercial
- Institutional
- Apartment Building
- Senior Living





# City of Anoka: T.H. 169/Ferry Street Underpass



## Applicant, Location, & Route:

City of Anoka, T.H.  
169/Ferry Street,  
Mississippi River Regional  
Trail Corridor



## Application Category:

Multiuse Trail & Bike  
Facilities



## Funding Information:

**Requested Award  
Amount:**  
\$1,440,000  
**Local Match:** \$360,000  
**Project Total:** \$1,800,000



## Match \$ Sources:

- City of Anoka



## Project Fast Facts:

- Tier One Priority Regional Bicycle Transportation Network Corridor
- Underpass connects to the Mississippi River and Rum River Regional Trails as well as the local trail and sidewalk network.
- 51,000 vehicles per day on T.H. 169/Ferry St

## Project Overview

With the support of MnDOT to remove the existing at-grade, signalized crossing, this project will replace it with an underpass and trail connections to the pedestrian bridge across the Rum River and the regional trail system. This project will improve ADA accessibility and eliminate the conflict point between vehicles and bicycles/pedestrians. Required right-of-way has been acquired by the City of Anoka. This project is anticipated to positively impact all users, both local and regional, of these facilities.

## Project Benefits

The existing signalized crossing creates a conflict point between regional trail users and vehicles and acts as a barrier to trail continuity.

- The construction of this underpass will benefit vehicles on T.H. 169 by separating uses and eliminating the midblock crossing. Vehicular mobility can expect to improve and the crashes as seen the last 10 years eliminated.
- For the trail user, the underpass will allow for improved safety, greater continuity, and enhanced user experience.
  - Providing a designated non-motorized accessible route will ensure a safe and positive experience for all ages and experience levels.
  - Wait times at the signal will be eliminated and improved continuity will be achieved to local and regional destinations.
  - The proposed improvements will eliminate the roadway as a barrier and will create more of a park like experience

