



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17663 - Anoka Rum River Regional Trail 4th Ave BNSF Railroad Crossing and Trail Connection

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/14/2022 8:59 AM

Primary Contact

Name:* Lisa A LaCasse
Pronouns First Name Middle Name Last Name

Title: Public Services Administrator

Department: Public Services

Email: llacasse@ci.anoka.mn.us

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

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

Project Information

Project Name Anoka Rum River Regional Trail 4th Ave BNSF Railroad Crossing and Trail Connection

Primary County where the Project is Located Anoka

Cities or Townships where the Project is Located: Anoka

Jurisdictional Agency (If Different than the Applicant):

The City of Anoka is seeking funds to construct a 10 foot wide trail for nearly 0.2 miles on the west side of 4th Avenue (County Road 31), a major collector, between Johnson Street and Pierce Street (County Road 30). Today, there is no sidewalk or trail along the west side of the road. As part of these improvements, the railroad crossing at 4th Avenue will be retrofitted to accommodate the trail. This will include upgrading the railroad crossing bed and installing pedestrian crossing gates. The City of Anoka, Anoka County, and Burlington Northern Santa Fe (BNSF) have been collaborating to ensure the improvements are consistent with the BNSF design standards.

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

One of the key benefits of the proposed improvements will be pedestrian/bicycle access to the Rum River Trail and/or to access the Anoka Northstar Station. Currently, pedestrians/bicyclists traveling along the Rum River Trail to the Anoka Northstar Station must travel in the road approximately 700 feet to Pierce Street to safely access a crossing. Trail users who chose to continue south into Anoka's Central Business District must also travel in the road to reach a pedestrian crossing over Highway 10 (Principal Arterial). The trail gap along 4th Avenue has created circuitous and unsafe routes for pedestrians and bicyclists accessing this crossing. The proposed improvements will help safely channel pedestrians and bicyclists between the regional trail, Anoka Northstar Station, and Anoka's Central Business District.

Furthermore, it is important to recognize the project's benefits beyond the Rum River Trail connection to the Anoka Northstar Station. The 4th Avenue corridor is approximately one-mile in length between the project limits and Anoka's Central Business District. Located directly along this corridor includes neighborhoods of concentrated

poverty and race, two homeless shelters including one for veterans, religious institutions, affordable housing, a senior housing complex, the Anoka County Government Center, the Anoka County Courts Administration, Anoka County Corrections campus, Rum River Human Services Center, and the Anoka Northstar Station. Combined, these neighborhoods, land uses and governmental services create a unique corridor that require alternative modes of transportation. Providing a trail on the west side of 4th Avenue will complete a gap in the local and regional transportation system.

(Limit 2,800 characters; approximately 400 words)

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

Pleasant Street/Pierce Street, 4th Ave CSAH 30/BNSF railroad crossing

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 0.2

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$556,000.00

Match Amount \$150,000.00

Minimum of 20% of project total

Project Total \$706,000.00

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

Match Percentage 21.25%

Minimum of 20%

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

Source of Match Funds City of Anoka local 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: 2026, 2027

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2025

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

Project Information

County, City, or Lead Agency City of Anoka

Zip Code where Majority of Work is Being Performed 55303

(Approximate) Begin Construction Date 04/01/2026

(Approximate) End Construction Date 10/30/2026

Name of Trail/Ped Facility: Rum River Trail

(i.e., CEDAR LAKE TRAIL)

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

From: Johnson Street and 4th Ave
(Intersection or Address)

To: Pleasant Street/Pierce Street and 4th Ave
(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): 0.2

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

Is this a new trail? Yes

Primary Types of Work

Grading, aggregate base, bituminous surfacing, restoration, railroad crossing signal and surfacing, ped ramps and miscellaneous construction

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: N/A

New Bridge/Culvert No.: N/A

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

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

The proposed project is consistent with the 2040 TPP goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies. Examples include:

1. Goal B: Safety and Security (page 2.5) - Objective A, Strategy B6
2. Goal C: Access to Destinations (page 2.10)- Objective A, Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C15, Strategy C16, Strategy C17
3. Goal D: Competitive Economy (page 2.26) - Objective A, Objective B, Strategy D3
4. Goal E: Healthy Environment (page 2.30) - Objective A, Objective B, Objective C, Objective D, Strategy E3, Strategy E4, Strategy E5, Strategy E6, Strategy E7
5. Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.35) - Objective A, Objective C, Strategy F6

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.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

The proposed improvements were identified as a project goal in the City of Anoka's approved 2040 Comprehensive plan. The third goal in the Parks, Recreation and Open Space Chapter is to provide a system of accessible multi-use trails and corridors that offer pedestrians access to significant environmental features, public facilities, neighborhoods, and business districts. Construction of the 4th Avenue Rail Crossing for the Rum River Trail is project 1 under this goal (page 142 of the city's comprehensive plan.).

(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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000

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: 05/08/2020

Link to plan:

chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/viewer.html?pdfurl=https%3A%2F%2Fwww.anokaminn.esota.com%2FDocumentCenter%2FView%2F1189%2FADA-Transition-Plan-PDF&clen=3780369

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. Unique projects are exempt from this qualifying requirement.

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)	\$25,000.00
Removals (approx. 5% of total cost)	\$25,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$35,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$25,000.00
Traffic Control	\$3,500.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$5,000.00
Bridge	\$0.00
Retaining Walls	\$60,000.00

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	\$350,000.00
Roadway Contingencies	\$50,000.00
Other Roadway Elements	\$0.00
Totals	\$578,500.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$90,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$20,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$5,000.00
Wayfinding	\$2,500.00
Bicycle and Pedestrian Contingencies	\$10,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$127,500.00

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	\$706,000.00
Construction Cost Total	\$706,000.00
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 Yes

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 1649708017995_Map #1 Project to RBTN Orientation.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	19500
Existing Employment Within One Mile (Integer Only)	12711
Upload the "Population Summary" map	1649708077681_Map #2 Population_Employment Summary.pdf

Please upload attachment in PDF form.

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

This project is located in census tracts that are ABOVE the regional average for population in poverty or population of color. The City of Anoka is predominately White (80%), 7% Black and 5% Hispanic according to the 2020 US Census. The census tract where the northern end of the proposed trail segment will be located is more diverse with 76% White and 10% Black, and 5% Hispanic. Additionally in the City of Anoka where the project location is 8.9% of the population is below the poverty level, and the median household's income is \$60,890. A substantial portion of the population (18.7%) is over the age of 65.

Response:

This trail gap has been identified by the City of Anoka for more than a decade. Its need was particularly felt with the completion of the Rum River Trail and the opening of the nearby Northstar Rail Station. The recent 2040 Comprehensive Planning efforts confirmed that pedestrian and bicycle connectivity is a primary goal of residents. A wide net was cast in order to engage with a representative swath of the community when the 2040 Comprehensive Planning process was underway. The city held a large open house event for guiding the comprehensive planning process with attendance estimated at 300 people. Following the open house, the city conducted an online survey asking questions on multiple subjects including parks, trails and open spaces, housing, transportation, and retail/economic development. The trail project was included in the draft materials available to the public for comment. The online survey received 210 responses. For 9 weeks following the initial survey, the city asked a question of the week on follow up topics; survey response averaged 158 responses (97 lowest, 357 highest) weekly.

The city utilized a variety of outlets for advertising for the initial open house and follow up meetings, which included direct mailings to more than 1000 businesses, city of Anoka facebook page (10,000+ followers), city website, e-subscribe direct email contacts, city newsletter distribution to 8000 residents and businesses, placement of posters in retail and restaurant establishments, advertisement and article in the City's official newspaper, and information interviews on QCTV local cable access channel. Additional engagement was conducted through an open house in conjunction with the Highway 10 project and bridge replacement projects that impacted the rum river trail alignment. Effort was made to ensure that as many people from as many areas of the community as possible would be informed about the process and about their opportunities to engage with it, especially those who may historically have had less access to public participation opportunities.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

The 4th Avenue corridor is approximately one-mile in length between the project limits and Anoka's Central Business District. Located directly along this corridor includes neighborhoods of concentrated poverty and race, two homeless shelters (e.g., Stepping Stone Emergency Housing and Hope 4 Youth), veteran housing (e.g. Haven for Heroes), religious institutions, affordable housing, senior housing (e.g., Homestead of Anoka), Anoka County Government Center, Anoka County Courts Administration, Anoka County Corrections campus, Rum River Human Services Center, and the Anoka Northstar Station. Combined, these neighborhoods, land uses and governmental services create a unique corridor that require alternative modes of transportation.

Response:

The proposed improvements will eliminate a 0.2-mile gap that limits safe pedestrian and bicycle movement throughout the community. It will also reduce the confusion that pedestrians and bicyclists currently experience when the Rum River Trail abruptly ends mid-block on the west side of the road. Trail users are then required to travel on the roadway through an intersection and over railroad tracks before the trail starts again. The proposed improvements will also close a gap in the transit user's "first-and-last" mile experience between the Anoka Northstar Station and their final destination (e.g., Anoka's Central Business District). The "first-and-last" mile connection is critical given the number of transit users traveling between the Northstar Station and the vast range of housing options, jobs, services, and recreational amenities along the 4th Avenue corridor.

There are no known long term negative externalities associated with the project. The project will not displace businesses or residents, but merely provide positive outcomes by enhancing

the local and regional trail network with the Anoka Northstar Station and Anoka's Central Business District.

Construction impacts will be minimal, if any, from a dust and noise perspective. Construction will not result in the closure of any access points or removal of existing pathways. The appropriate construction mitigation measures will be put in place to address any potential issues that could disrupt local businesses and residents during construction.

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

Measure C: Affordable Housing Access

Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

There are a significant number of subsidized and naturally occurring affordable housing units within the ½ mile buffer of the project area, in addition to other forms of supportive housing services. Nearly all of the homes within a 1/2 mile of the project area have an estimated value of \$243,500 or Less. Currently a total of 175 publicly subsidized rental housing units are located in census tracts within 1/2 mile of the project area. A large part of Anoka's income diversity is due to the provision of housing stock that meets the needs of low-income populations. For example, 32 percent of the total housing units are affordable to households with an income between 31 and 50 percent of the average median income, and 48 percent of the housing stock is rental. The two census tracts that are part of the proposed trail addition have group quarters population percentages at 5.5% and 4.3% as compared to all of Anoka County where 1% of the population is in group quarters or 2.4% in the state of Minnesota.

Response:

The proposed project will provide many benefits to the surrounding communities including increasing social cohesion by linking neighborhoods of concentrated poverty and race to jobs, services, and amenities. The 4th Avenue corridor is approximately one-mile in length between the project limits and Anoka's Central Business District. Located directly along this corridor includes neighborhoods of concentrated poverty and race, two homeless shelters (e.g., Stepping Stone Emergency Housing and Hope 4 Youth), Veteran's Housing (Haven for Heroes), religious institutions, affordable housing, senior housing (e.g., Homestead of Anoka), Anoka County Government Center, Anoka County Courts Administration, Anoka County Corrections campus, Rum River Human Services Center, and the Anoka Northstar Station. Combined, these neighborhoods, land

uses and governmental services create a unique corridor that requires alternative modes of transportation. Connectivity between different forms of supportive and alternative housing types and the many services and amenities provided within and by the City is essential. Making the transportation options as convenient, safe, and desirable as possible will only help to strengthen that essential connectivity and increases everyone's potential to thrive.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1649771243999_Map #3 Socio-Economic Conditions.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.

Today, there are no sidewalks or trails along the west side of 4th Avenue. This has resulted in a number of safety and connectivity issues for pedestrians/bicyclists wishing to access the Anoka Northstar Station. For example, pedestrians/bicyclists traveling along the Rum River Trail to the Anoka Northstar Station (via 4th Avenue) must travel in the road (approximately 700 feet) to Pierce Street to safely access a crossing. Trail users who choose to continue south into Anoka's Central Business District must also travel in the road to reach a pedestrian crossing over Highway 10 (Principal Arterial). The trail gap along 4th Avenue has created circuitous, confusing, and unsafe routes for pedestrians and bicyclists accessing this crossing. The proposed improvements will help safely channel pedestrians and bicyclists between the project area and Anoka's Central Business District.

Response:

The proposed improvements will also close a gap in the transit user's "first-and-last" mile experience between the Anoka Northstar Station and their final destination (e.g., Anoka's Central Business District). The "first-and-last" mile connection is critical given the number of transit users traveling between the Northstar Station and the vast range of housing options, jobs, services, and recreational amenities along the 4th Avenue corridor.

Closing this gap is critical in helping achieve the Regional Bicycle Transportation Network (RBTN). As seen in the RBTN Evaluation and Major Barriers map, the project is an RBTN Tier 2 Alignment that connects two RBTN Tier 1 search corridors. This project creates a north-south pedestrian and bicycle connection to some of Anoka's most frequented destinations. The proposed project connects the Anoka Northstar Station with the

Anoka Community Corrections campus, Anoka County Government Center, and the Anoka Central Business District. Several multi-family housing developments and two homeless shelters are located directly along the 4th Avenue corridor. The project also provides an important pedestrian connection to the Rum River and Mississippi Regional Trail (MRT). The proposed project will provide an opportunity for an increasing number of residents to travel safely to their places of work, entertainment, and residence.

(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

Yes

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

The primary goal of the proposed project is to provide an off-street trail for pedestrians and bicyclists to safely channel between the Rum River Trail (west of 4th Avenue), Anoka North Star Station and Anoka's Central Business District. Other project goals include the reduction in pedestrian/bicycle exposure, improve pedestrian/bicycle access and mobility, eliminate circuitous routes over Highway 10, and encourage walking/biking.

The proposed project will establish a 10 foot wide, ADA-compliant trail on the west side of 4th Avenue. The proposed trail will provide enough room for pedestrians to move comfortably. The project will include improved curb ramps along the corridor, as well as the installation of a buffer (ranging between two and ten feet) between the trail and the road, creating an added level of safety and comfort for users. These features will increase the safety of pedestrians and bicyclists since they will no longer have to travel in the roadway in order to reconnect with the Rum River Trail.

Response:

The project will also include a pedestrian/bicycle crossing at the railroad tracks, which is owned and operated by Burlington Northern Santa Fe (BNSF). The railroad tracks serve the Northstar Commuter Rail (six trains a day), while moving large volumes of freight (approximately 54 trains a day). The railroad crossing will be retrofitted to accommodate the trail by upgrading the railroad crossing signal and installing crossing arms. The City of Anoka has been working with Anoka County and BNSF to ensure these improvements are consistent with their design standards.

Crash data from MNCMAT indicates that 12 incidents have been recorded with in the project area over the past 10 years. One of those incidents involved a woman pushing four infants in a stroller

at a crossing in the study area which was struck by a motorized vehicle. Other incidents, while not directly involving pedestrians and bicyclists, point to the importance of this new alignment in reducing the potential for hazardous interaction between motorized and non-motorized traffic at and around this juncture by providing an alternative more direct option route for the trail.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The proposed project is a low-cost/high-benefit solution that will more safely integrate all modes of transportation (i.e., vehicles, pedestrians, bicyclists, transit users and trains) along the 4th Avenue corridor. The proposed project will establish a 10-foot wide, ADA-compliant trail on the west side of 4th Avenue. The proposed trail will provide enough room for pedestrians to move comfortably. The project will include improved curb ramps along the corridor, as well as the installation of a buffer (ranging between two and ten feet) between the trail and the road, creating an added level of safety and comfort for users. These features will dramatically increase the safety of pedestrians and bicyclist since they will no longer need to travel directly in the roadway alongside motorized vehicles to continue along the Rum River Trail. Another important benefit is that the proposed improvements will help channel pedestrians and bicyclists between regional destinations (e.g., Anoka Northstar Station, Anoka's Central Business District, Rum River Trail, Anoka County Government Center, and Anoka County Community Corrections), and multiple transit stops, while overcoming physical barriers (e.g., Highway 10 and railroad lines).

The proposed project will achieve the following multimodal goals:

- Provide an off-street trail for pedestrians and bicyclists to safely channel between the Rum River Trail, Anoka North Star Station and Anoka's Central Business District.
- Reduce pedestrian and bicycle exposure, while improving pedestrian and bicycle access and mobility.
- Support and enhance the RBTN network.

- Promote and encourage walking and biking.
- Address a 0.2 mile gap in the Rum River Trail and remove trail users off the road between Pierce Street and Johnson Street.
- Enhance transit ridership along the Northstar Commuter Rail
- Eliminate circuitous pedestrian and bicyclists' routes over Highway 10.
- Safely channel pedestrians and bicycle over the BNSF railroad lines.

(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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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. Yes

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

The city held a large open house event for guiding the 2040 comprehensive planning process. Attendance was estimated at 300 people. Following the open house, the city conducted an online survey asking questions on multiple subjects including parks, trails and open spaces, housing, transportation, and retail/economic development. The online survey received 210 responses. For 9 weeks following the initial survey, the city asked a question of the week on follow up topics; survey response averaged 158 responses (97 lowest, 357 highest) weekly. An additional open house opportunity occurred in conjunction with the Highway 10 and bridge replacement projects that impacted the Rum River Trail alignment.

The city utilized a variety of outlets for advertising for the initial open house and follow up meetings, which included direct mailings to more than 1000 businesses, city of Anoka Facebook page (10,000+ followers), city website, e-subscribe direct email contacts, city newsletter distribution to 8,000 residents and businesses, placement of posters in retail and restaurant establishments, advertisement and article in the City's official newspaper, and information interviews on QCTV local cable access channel.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout 1649780620615_an717Preliminary Plans (8-8-17).pdf

Please upload attachment in PDF form.

Additional Attachments 1649780620606_Letters of Support- Construction.pdf

Please upload attachment in PDF form.

3.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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified Yes

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$706,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$706,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
4th Ave One-page Project Summary.pdf	Project Summary Anoka Rum River Regional Trail 4th Ave BNSF Railroad Crossing and Trail Connection	1.2 MB
4th Ave Site Photos.pdf	Photos of project area existing conditions along 4th Ave	587 KB
Agreement with Rail Road Regarding Right-of-way.pdf	Email agreement with BNSF Rail Road Regarding Right-of-way	603 KB
Anoka Housing Costs.pdf	Map of housing costs in the City of Anoka	689 KB
Crash Study 4th Avenue 2012 - 2021.pdf	Crash Study last 10 years data	1.4 MB
LOS - City of Anoka.pdf	Letter of support from the City Manager of the City of Anoka	215 KB
LOS - snow and ice clearing.pdf	Letter of Support from City of Anoka Public Services Maintenance Supervisor on snow and ice clearing	214 KB
LOS CSAH 31 Multiuse Trail.pdf	Letter of support from the Anoka County Transportation Division Manager/ County Engineer	168 KB
LOS Parks.pdf	Letter of Support from the Anoka County Parks Director	147 KB
Map #4 Transit Connections.pdf	Map #4 Transit Connections	3.3 MB
ProjectAreaLandUse1.pdf	Relevant land uses and transit connections around project area	12.1 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: City of Anoka 4th Ave | Map ID: 1649177362451

Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



Created: 4/5/2022
LandscapeRSA6

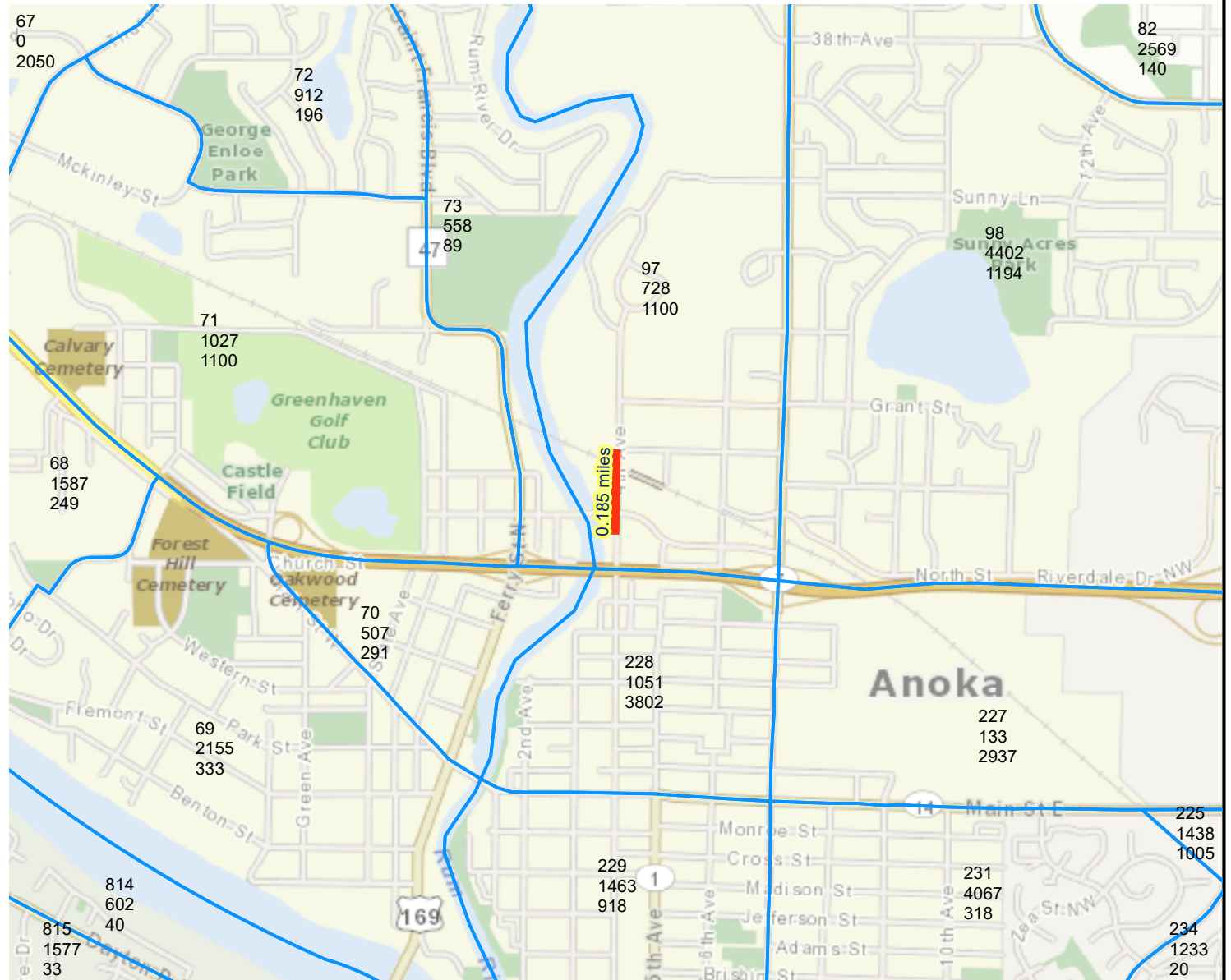


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: City of Anoka 4th Ave | Map ID: 1649177362451



Results

Within ONE Mile of project:
 Total Population: 19500
 Total Employment: 12711

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/5/2022
 LandscapeRSA4



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



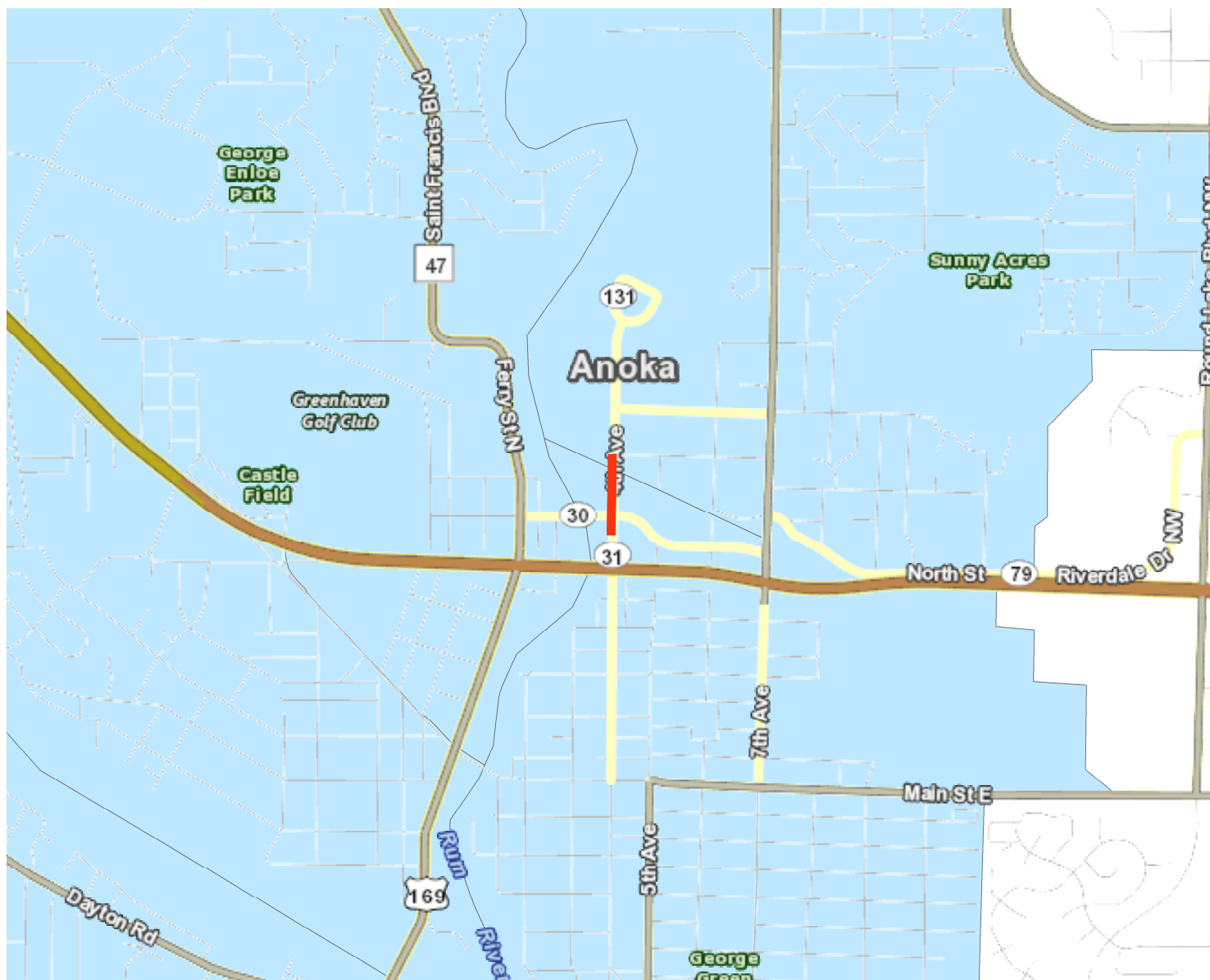
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: City of Anoka 4th Ave | Map ID: 1649177362451

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 175

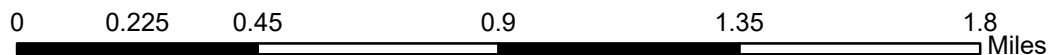
Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 4/5/2022
LandscapeRSA2



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



4TH AVENUE TRAIL CONSTRUCTION PROJECT

CONSTRUCTION PLANS FOR GRADING, AGGREGATE BASE, BITUMINOUS SURFACING, RESTORATION,
RAILROAD CROSSING SIGNAL, RAILROAD CROSSING SURFACING AND MISCELLANEOUS CONSTRUCTION
CITY OF ANOKA, MINNESOTA

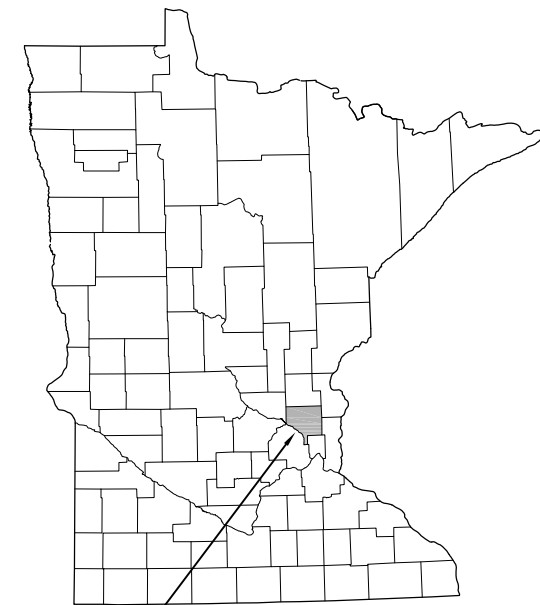
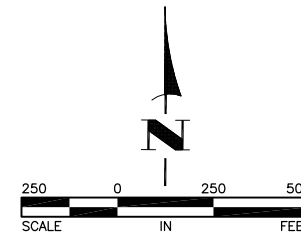
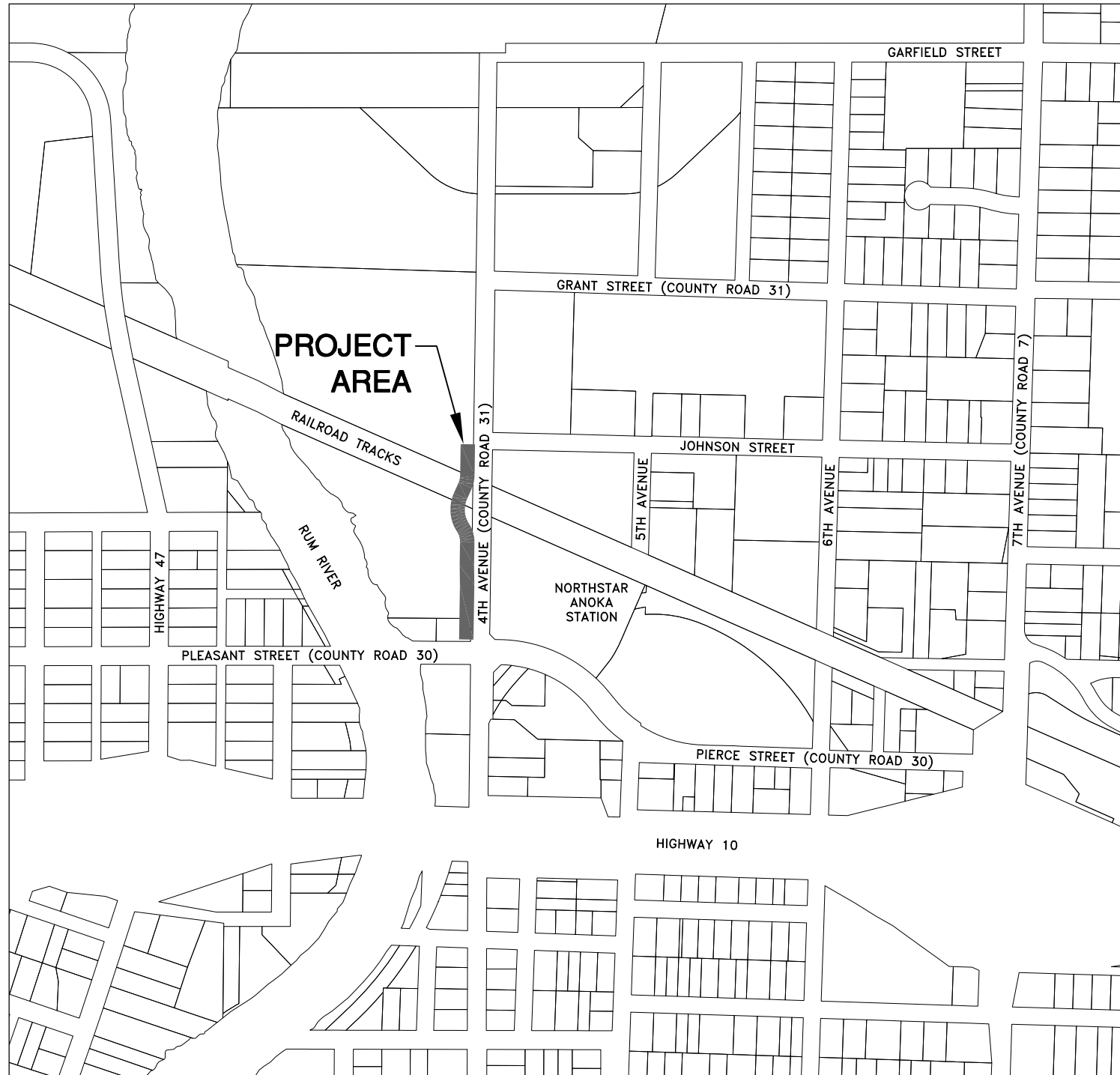
GOVERNING SPECIFICATIONS

THE SPECIFICATIONS REFERENCED IN SECTION 01 42 00 OF THE PROJECT MANUAL SHALL GOVERN.
ALL FEDERAL, STATE AND LOCAL LAWS, REGULATIONS, AND ORDINANCES SHALL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.
ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.
ALL REQUIREMENTS OF THE PROJECT MANUAL FOR THE 4TH AVENUE TRAIL CONSTRUCTION PROJECT DATED XXXXXXXXXXXX.

SHEET INDEX

THIS PLAN CONTAINS 9 SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATED QUANTITIES, PROJECT LEGEND AND DETAILS
3	DETAILS
4	EXISTING TOPOGRAPHY AND REMOVALS PLAN
5-6	TRAIL CONSTRUCTION PLAN
7	RAILROAD CROSSING CONSTRUCTION PLAN
X1-X4	CROSS SECTIONS



CITY OF ANOKA,
ANOKA COUNTY,
MINNESOTA

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL "D". THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

APPROVED: ANOKA COUNTY ENGINEER _____ DATE _____

RECOMMENDED FOR APPROVAL

GREG LEE _____ DATE _____
CITY OF ANOKA CITY MANAGER

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

CRAIG J. JOCHUM, P.E. _____ 23461 _____ DATE 8/8/17
HAKANSON ANDERSON LIC. NO.

DATE	REVISION

REVIEW COPY

Jun 04, 2018 - 10:01am
 K:\cad_eng\PROJECTS\MUNICIPAL\AN717.dwg\AN717 DETAILS.dwg

LEGEND

FO-BUR	BURIED FIBER OPTIC CABLE
T-BUR	BURIED TELEPHONE CABLE
G	GAS MAIN
P-BUR	BURIED ELECTRIC CABLE
P-OH	OVERHEAD ELECTRIC CABLE
	UTILITY PEDESTAL
	POWER POLE
	GUY WIRE
	LIGHT POLE
	SIGN
>>	STORM SEWER
>	SANITARY SEWER
	WATERMAIN
	HYDRANT
	GATE/BUTTERFLY VALVE
	SANITARY SEWER MANHOLE
	CATCH BASIN
	TREES AND SHRUBS
	TRUNCATED DOMES
	CONCRETE CURB & GUTTER
	DETAIL NUMBER
	SHEET NUMBER
	SOIL BORING

DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

REVIEW COPY

Date 1/31/18 **J. JOCHUM, P.E.** Lic. No. 23461

DESIGNED BY:
TAE

DRAWN BY:
DMS

CHECKED BY:
CJJ



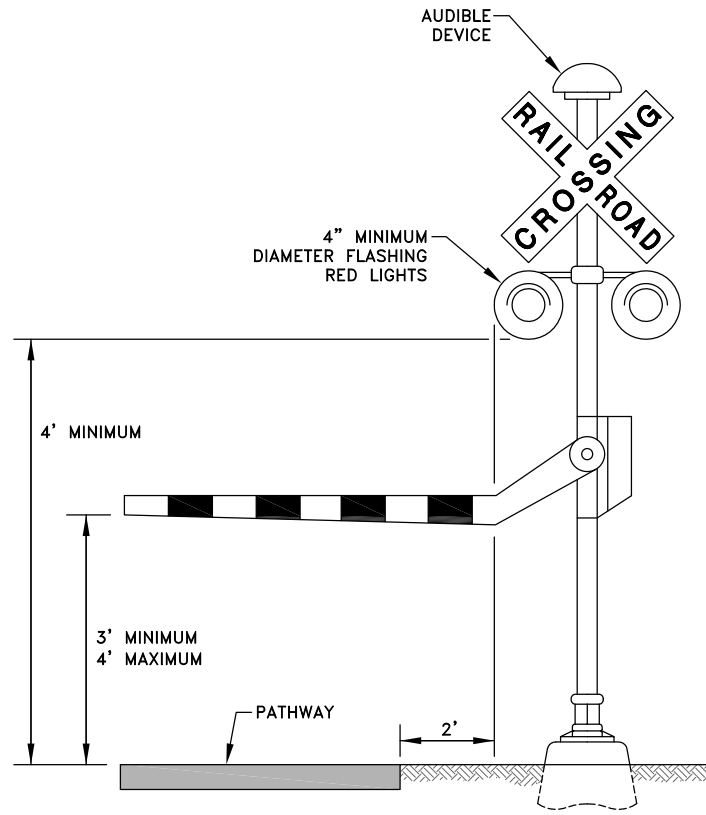
Hakanson Anderson
 Civil Engineers and Land Surveyors
 3601 Thurston Ave., Anoka, Minnesota 55303
 763-427-5860 FAX 763-427-0520
 www.hakanson-anderson.com

**4TH AVENUE TRAIL
 CONSTRUCTION PROJECT**

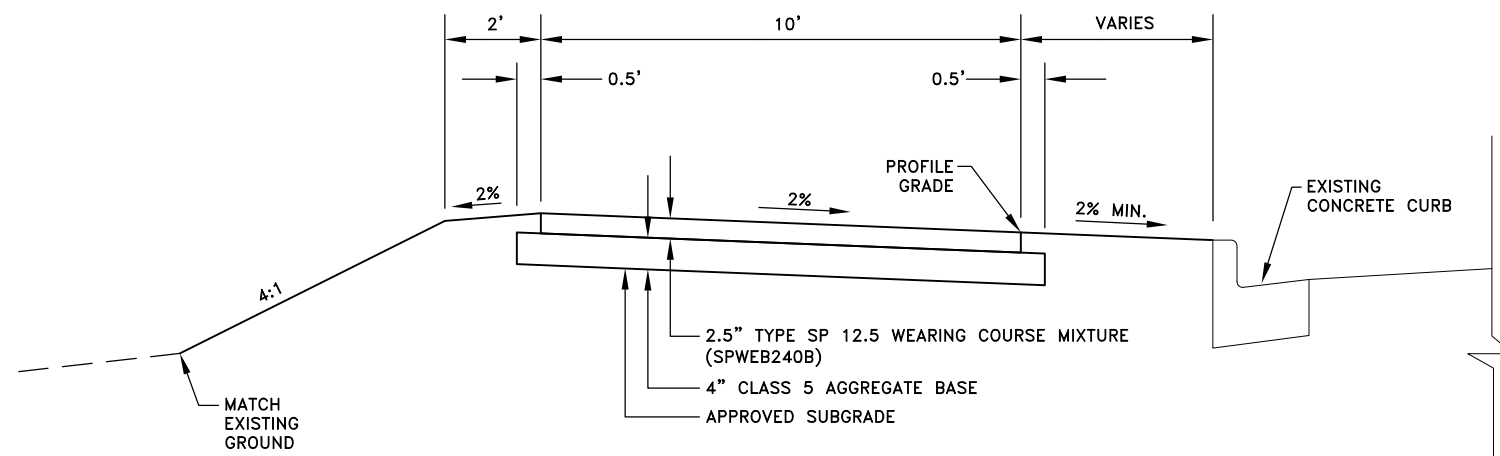
**ESTIMATED QUANTITIES,
 PROJECT LEGEND AND DETAILS**

CITY OF ANOKA, MINNESOTA

SHEET
2
OF
7
SHEETS

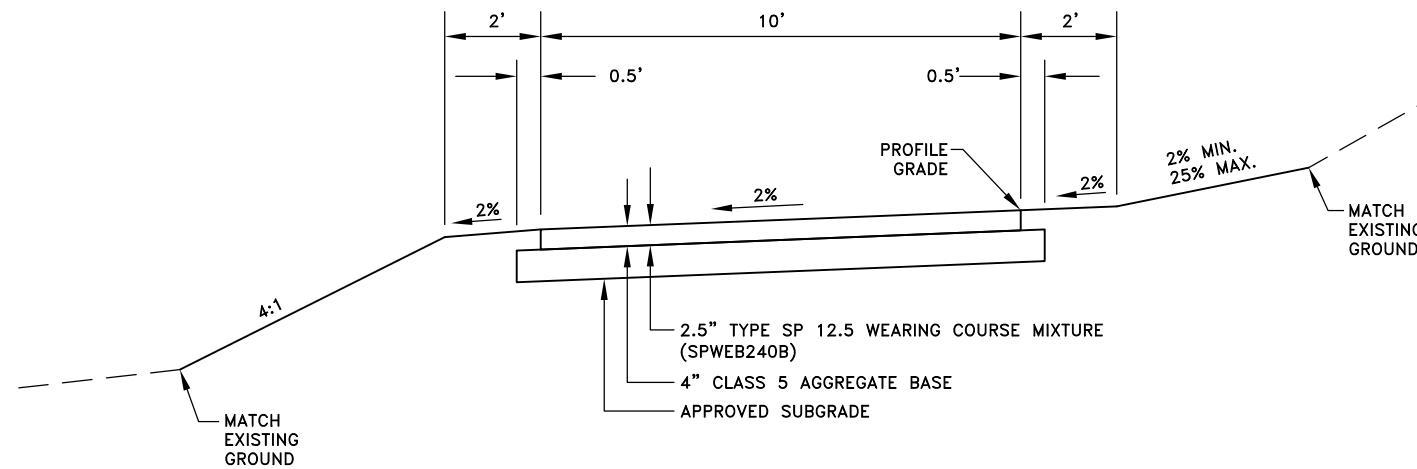


1
3 PEDESTRIAN GATE PLACEMENT



TYPICAL TRAIL SECTION
STA X+XX TO X+XX
STA X+XX TO X+XX
N.T.S.

2
3



TYPICAL TRAIL SECTION
STA X+XX TO X+XX
STA X+XX TO X+XX
N.T.S.

3
3

Jun 04, 2018 - 10:01 am K:\cad_eng\PROJECTS\MUNICIPAL\AN717.dwg\AN717 DETAILS.dwg

DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

W. J. JOCHUM, P.E.
Lic. No. 23461

DESIGNED BY: TAE
DRAWN BY: DMS
CHECKED BY: CJJ



Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

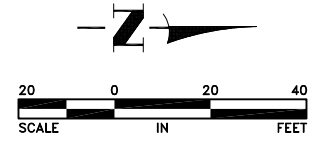
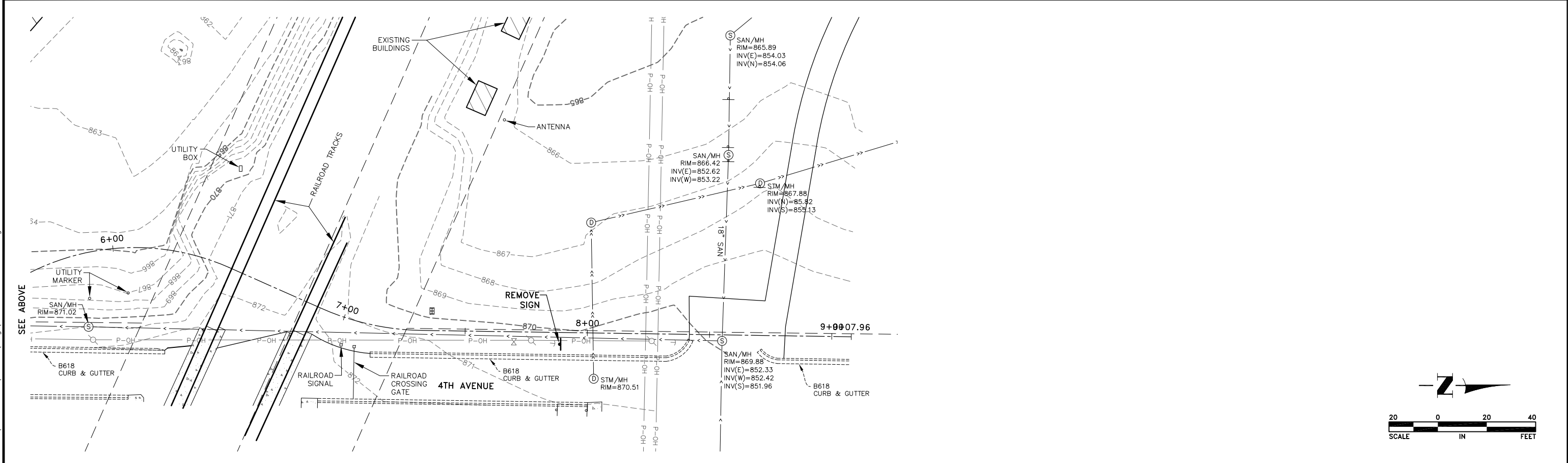
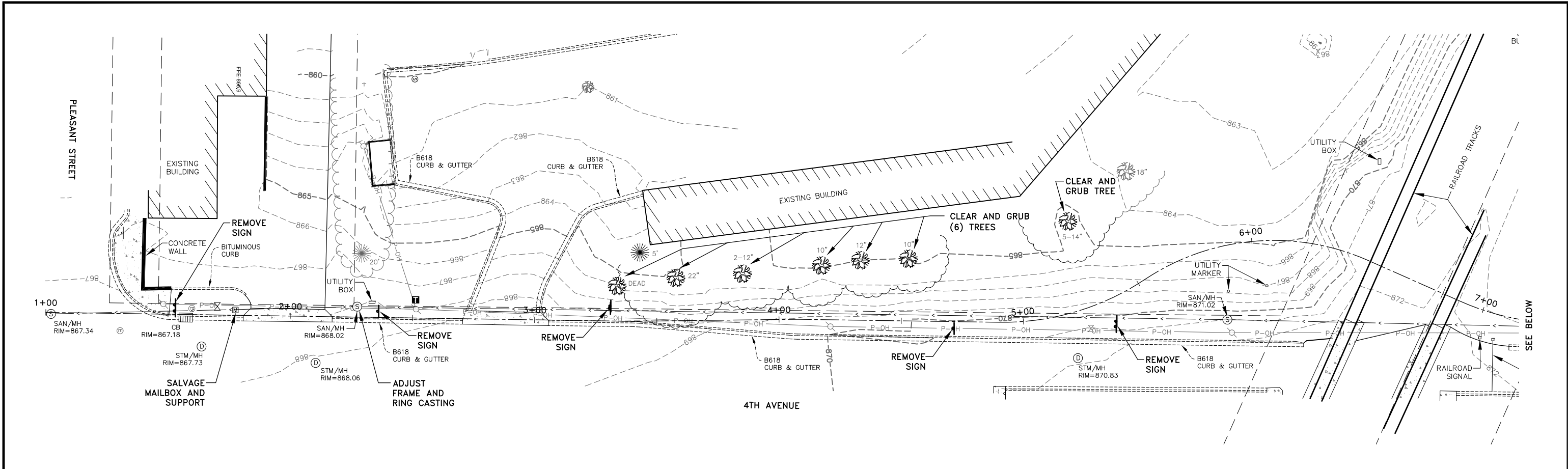
**4TH AVENUE TRAIL
CONSTRUCTION PROJECT**

DETAILS

CITY OF ANOKA, MINNESOTA

SHEET 3 OF 7 SHEETS
AN717

Jun 04, 2018 - 10:02am
 K:\cad_eng\PROJECTS\MUNICIPAL\AN717.dwg\AN717 REMOVALS.dwg



DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
 Date 8/3/18
 J. JOCHUM, P.E.
 Lic. No. 23461

DESIGNED BY: TAE
 DRAWN BY: TAE
 CHECKED BY: CJJ



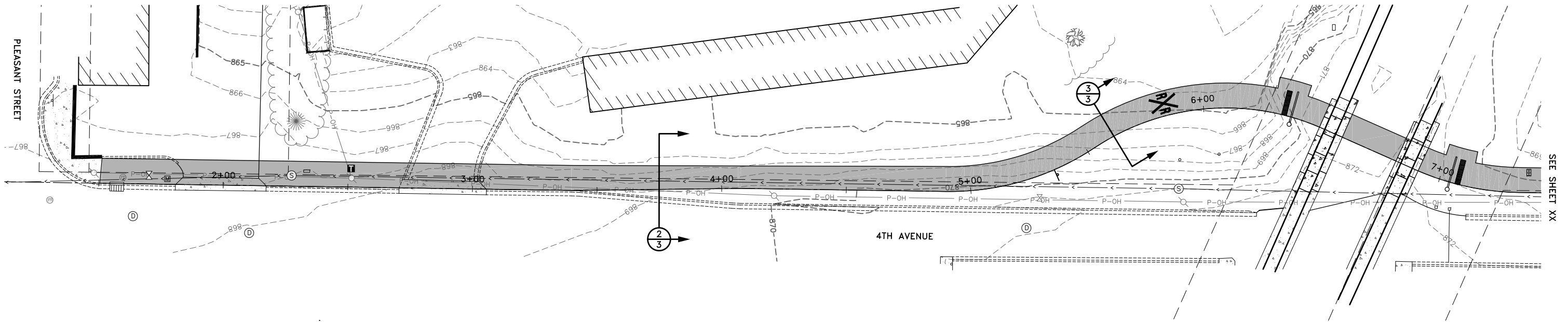
Hakanson Anderson
 Civil Engineers and Land Surveyors
 3601 Thurston Ave., Anoka, Minnesota 55303
 763-427-5860 FAX 763-427-0520
 www.hakanson-anderson.com

**4TH AVENUE TRAIL
 CONSTRUCTION PROJECT**

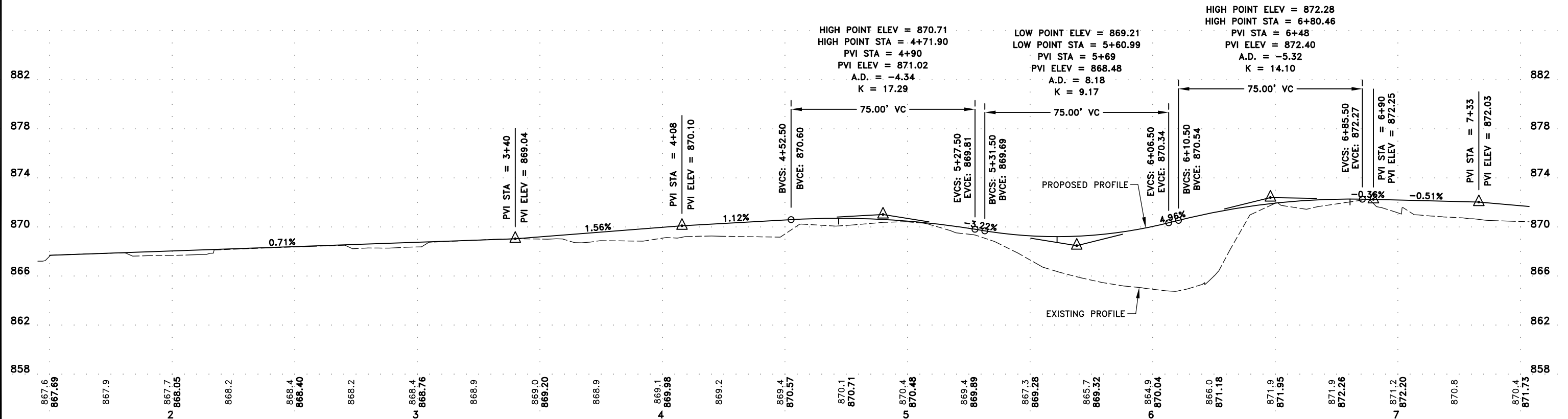
**EXISTING TOPOGRAPHY
 AND REMOVALS PLAN**
 CITY OF ANOKA, MINNESOTA

SHEET 4 OF 7
 SHEETS AN717

Jun 04, 2018 - 10:03am
K:\cod_eng\PROJECTS\MUNICIPAL\AN717.dwg\AN717PP-TRAIL.dwg



GENERAL NOTES:
1. SEE SHEET 7 FOR DETAILED RAILROAD CROSSING CONSTRUCTION PLANS.



DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
Date 8/8/18
S. JOCHUM, P.E.
Lic. No. 23461

DESIGNED BY: TAE
DRAWN BY: TAE
CHECKED BY: CJJ



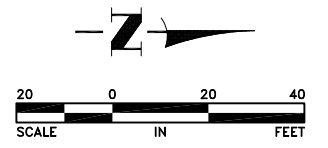
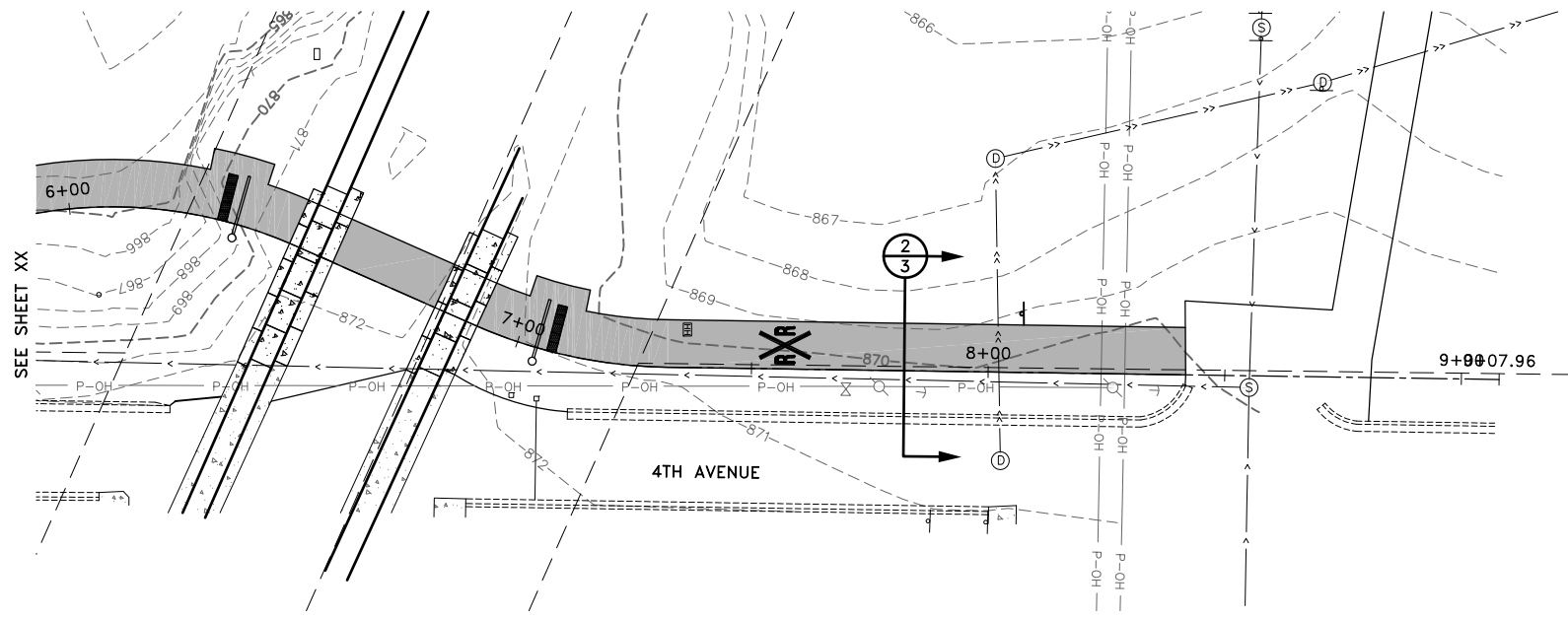
Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

**4TH AVENUE TRAIL
CONSTRUCTION PROJECT**

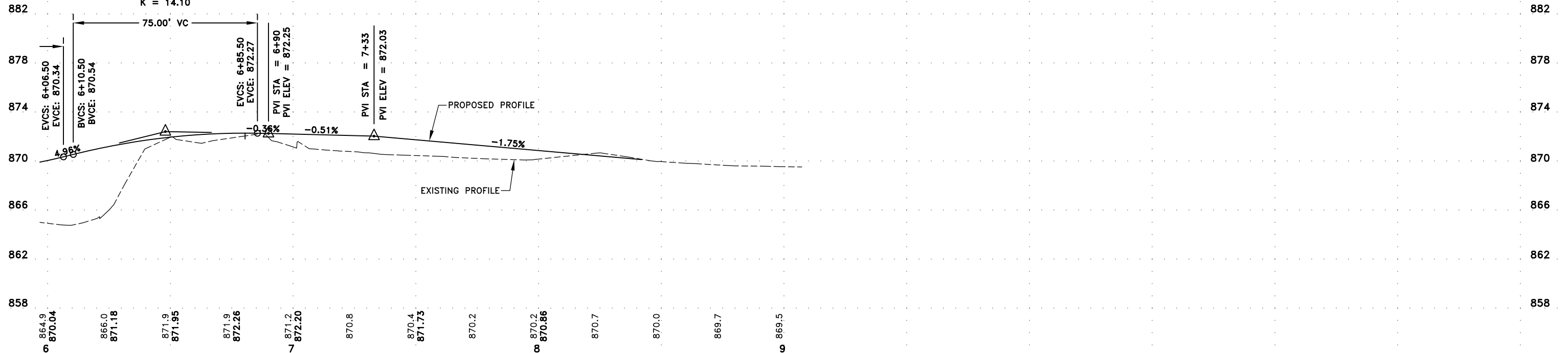
TRAIL CONSTRUCTION PLAN
CITY OF ANOKA, MINNESOTA

SHEET 5 OF 7 SHEETS
AN717

GENERAL NOTES:
 1. SEE SHEET 7 FOR DETAILED RAILROAD CROSSING CONSTRUCTION PLANS.



HIGH POINT ELEV = 872.28
 HIGH POINT STA = 6+80.46
 PVI STA = 6+48
 PVI ELEV = 872.40
 A.D. = -5.32
 K = 14.10



Jun 04, 2018 - 10:03am K:\cod_eng\PROJECTS\MUNICIPAL\AN717.dwg\AN717PP-TRAIL.dwg

DATE	REVISION
6	870.04
	866.0
	871.18
	871.9
	871.95
	871.9
	872.26
7	871.2
	872.20
	870.8
	870.4
	871.73
	870.2
8	870.2
	870.86
	870.7
	870.0
	869.7
9	869.5

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
 Date 8/8/18
 S. JOCHUM, P.E.
 Lic. No. 23461

DESIGNED BY: TAE
 DRAWN BY: TAE
 CHECKED BY: CJJ



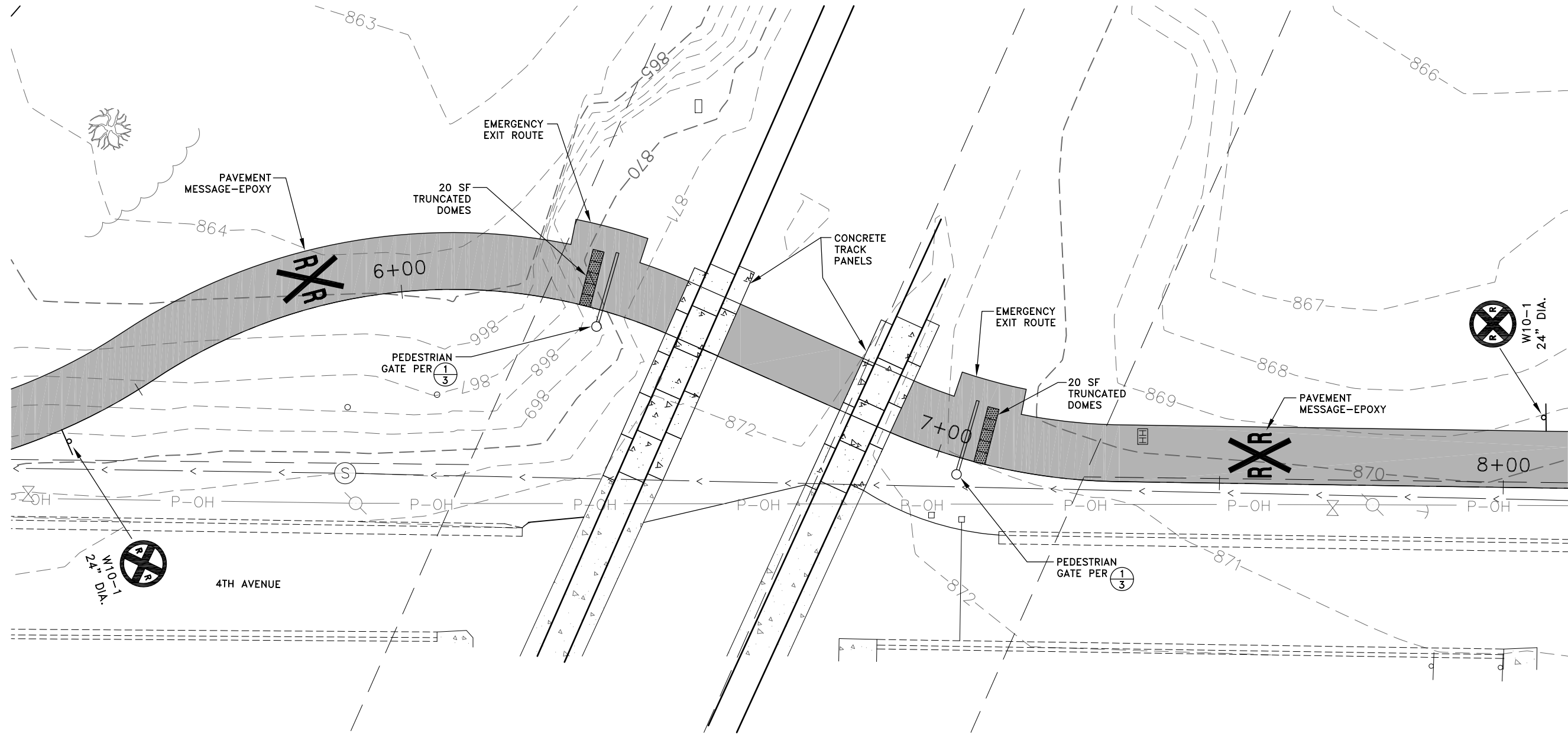
Hakanson Anderson
 Civil Engineers and Land Surveyors
 3601 Thurston Ave., Anoka, Minnesota 55303
 763-427-5860 FAX 763-427-0520
 www.hakanson-anderson.com

4TH AVENUE TRAIL
 CONSTRUCTION PROJECT

TRAIL CONSTRUCTION PLAN
 CITY OF ANOKA, MINNESOTA

SHEET 6 OF 7 SHEETS
 AN717

Jun 04, 2018 - 10:03am
 K:\cad_eng\PROJECTS\MUNICIPAL\AN717\dwg\AN717 RAILROAD.dwg



DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
PRELIMINARY
 Date 1/31/18
 J. JOCHUM, P.E.
 Lic. No. 23461

DESIGNED BY:
TAE
 DRAWN BY:
DMS
 CHECKED BY:
CJJ



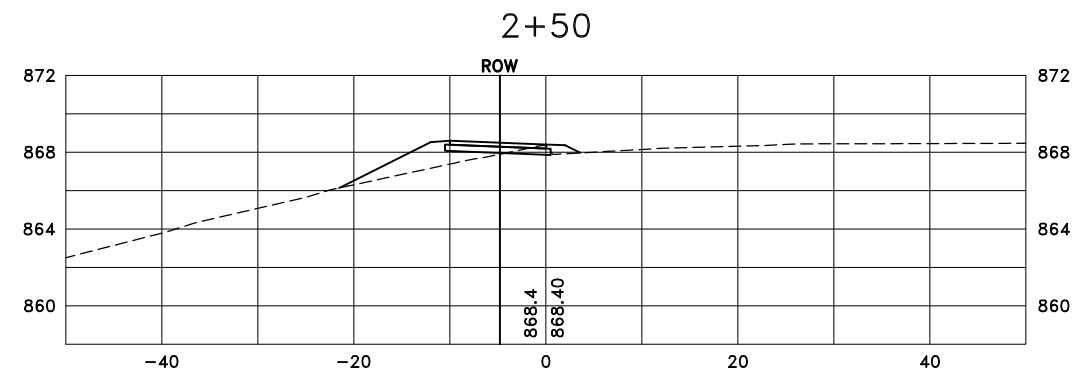
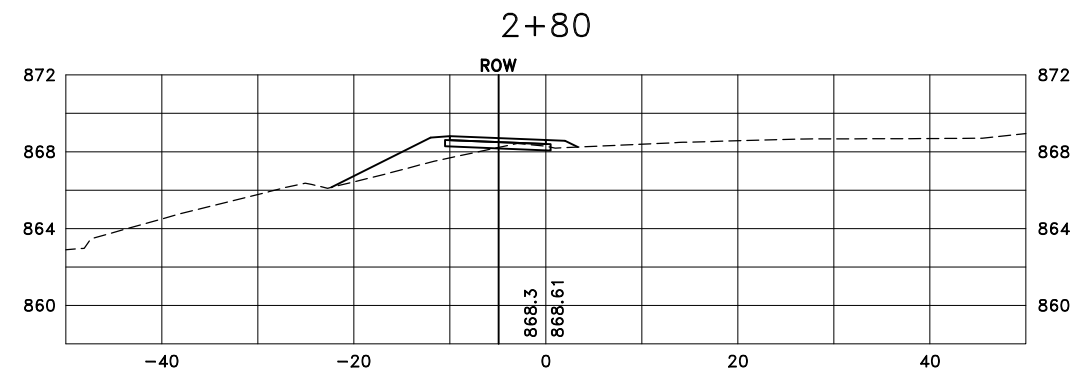
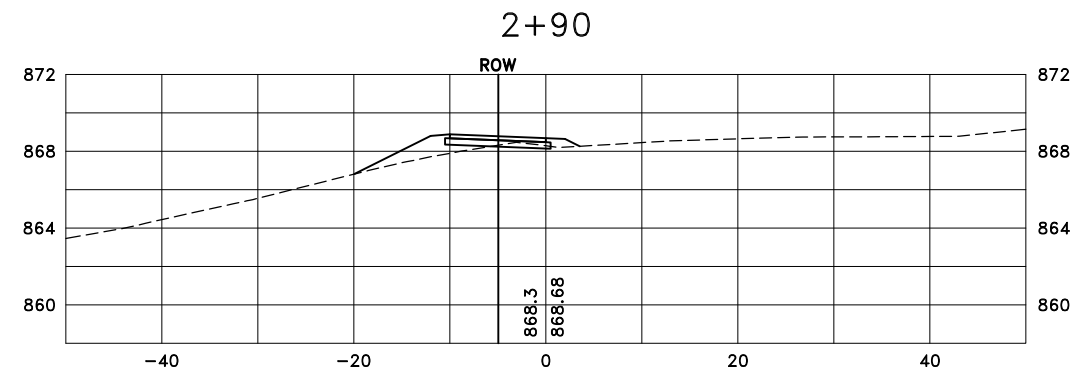
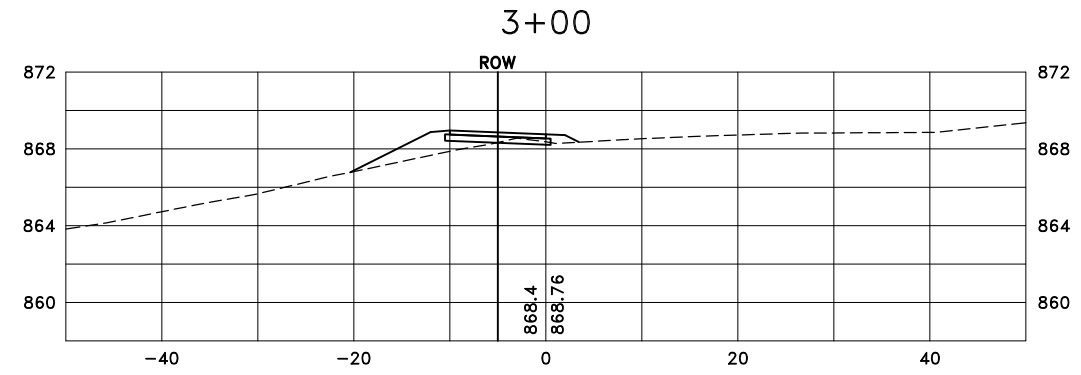
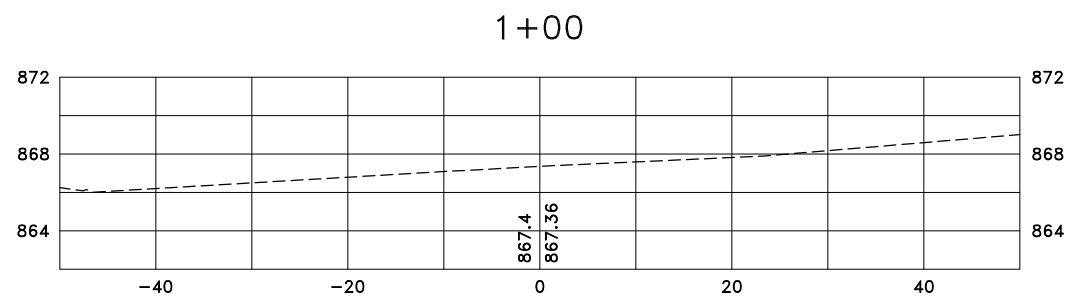
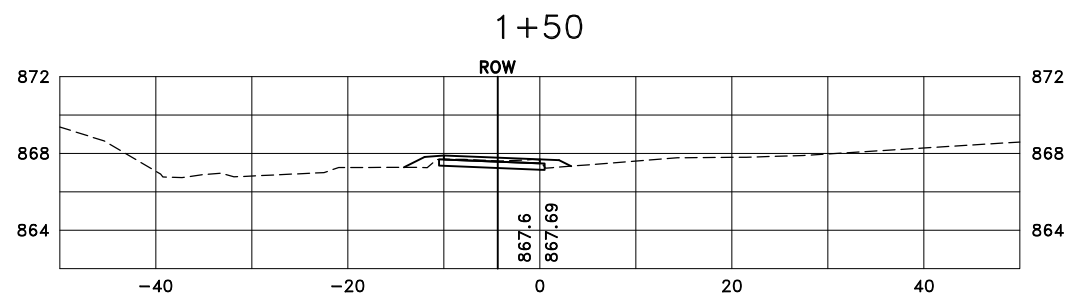
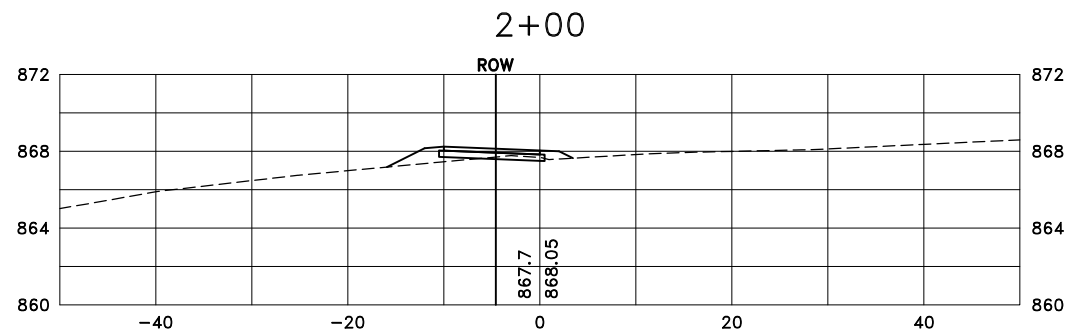
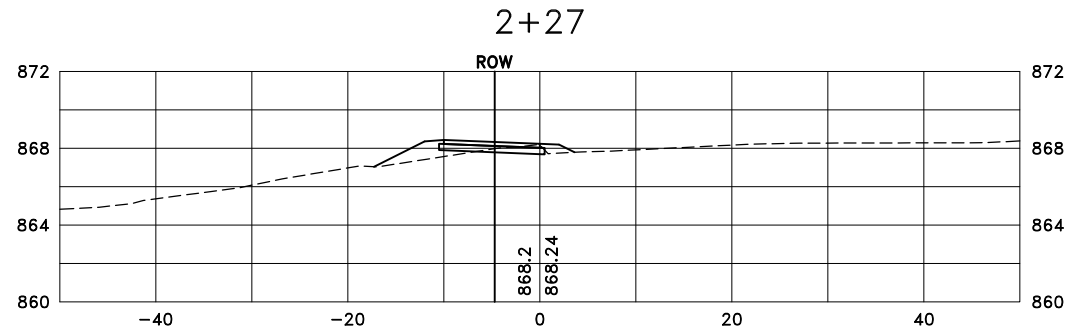
Hakanson Anderson
 Civil Engineers and Land Surveyors
 3601 Thurston Ave., Anoka, Minnesota 55303
 763-427-5860 FAX 763-427-0520
 www.hakanson-anderson.com

**4TH AVENUE TRAIL
 CONSTRUCTION PROJECT**

RAILROAD CROSSING CONSTRUCTION PLAN
 CITY OF ANOKA, MINNESOTA

SHEET
7
OF
7
SHEETS
AN717

Jun 04, 2018 - 10:04am
 K:\cod_eng\PROJECTS\MUNICIPAL\AN717\dwg\AN717XSECTIONS.dwg



DATE	REVISION

DESIGNED BY:
TAE
 DRAWN BY:
TAE
 CHECKED BY:
CJJ



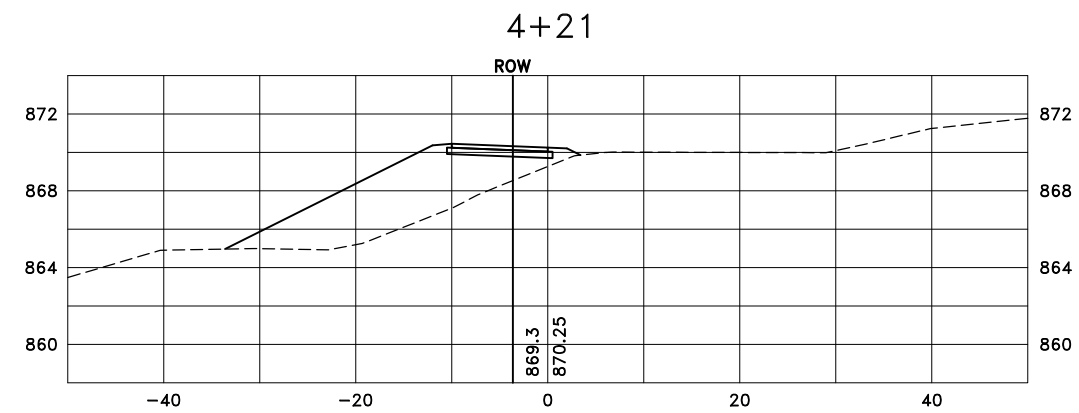
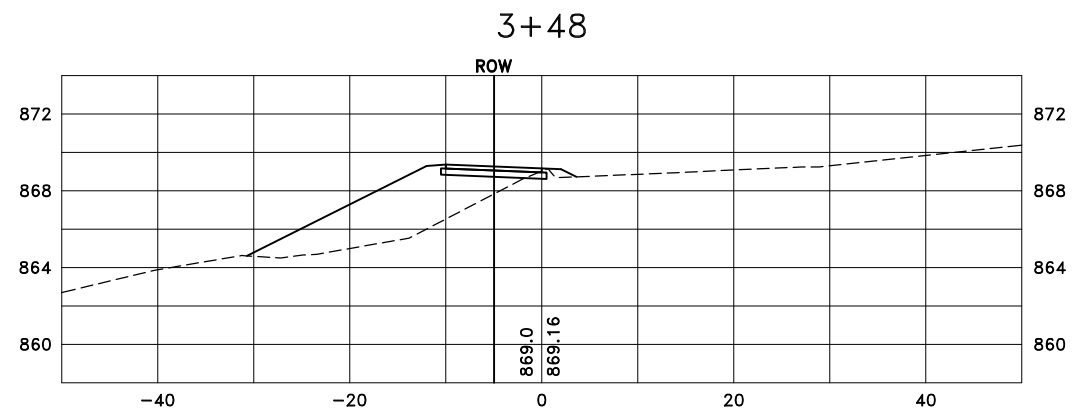
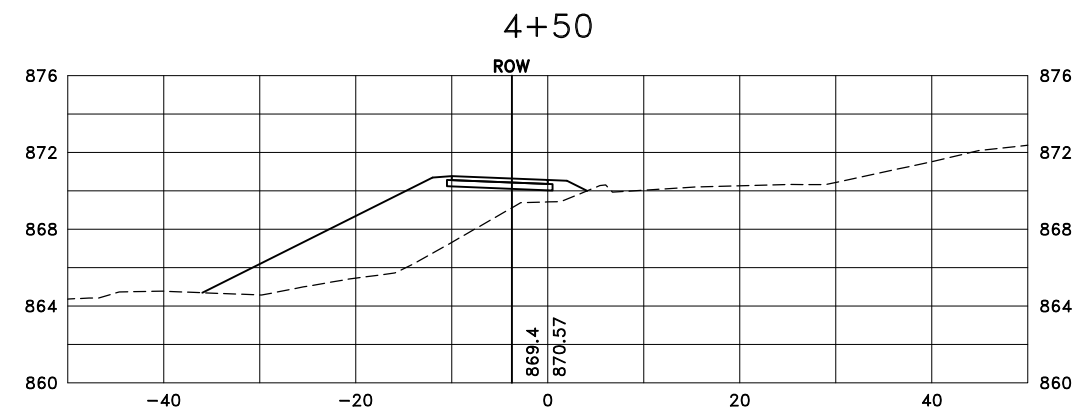
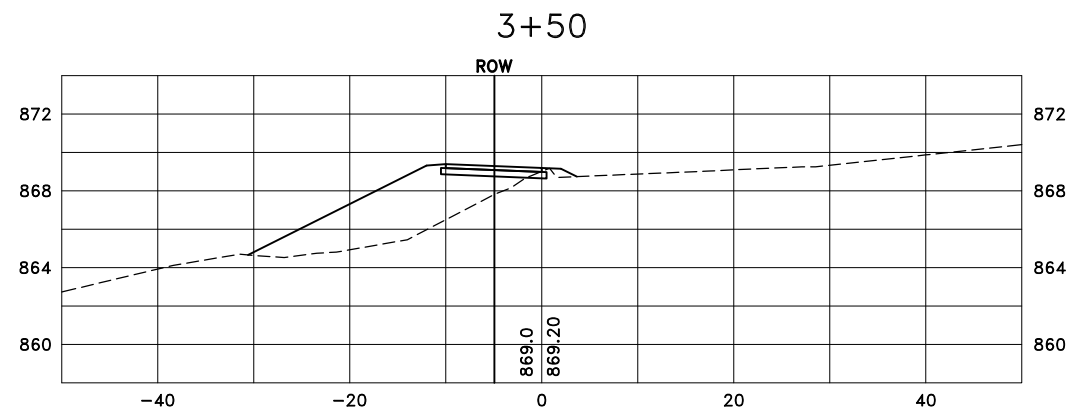
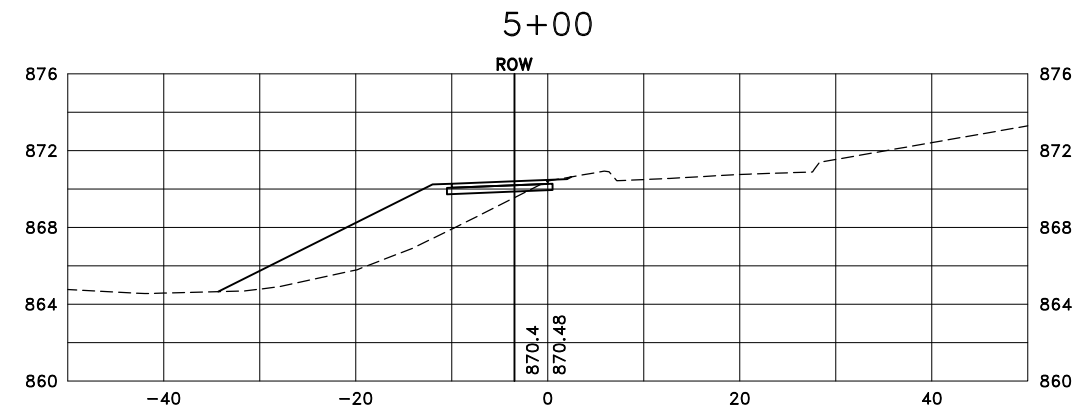
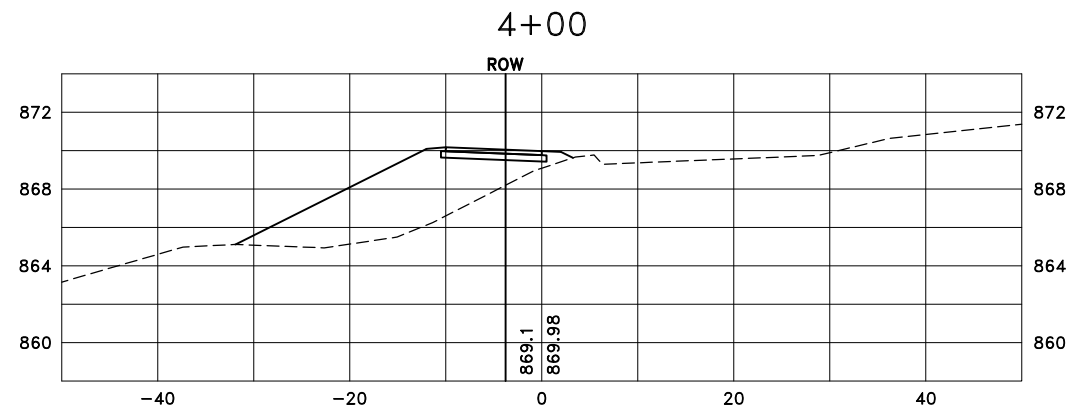
Hakanson Anderson
 Civil Engineers and Land Surveyors
 3601 Thurston Ave., Anoka, Minnesota 55303
 763-427-5860 FAX 763-427-0520
 www.hakanson-anderson.com

**4TH AVENUE TRAIL
 CONSTRUCTION PROJECT**

CROSS SECTIONS
 CITY OF ANOKA, MINNESOTA

SHEET
X1
 OF
X4
 SHEETS
AN717

Jun 04, 2018 - 10:04am
K:\cod_eng\PROJECTS\MUNICIPAL\AN717.dwg\AN717XSECTIONS.dwg



DATE	REVISION

DESIGNED BY:
TAE
DRAWN BY:
TAE
CHECKED BY:
CJJ



Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

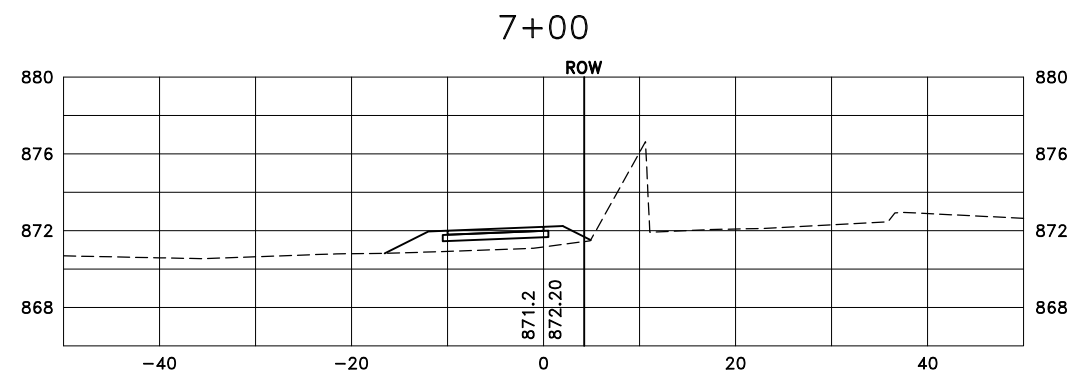
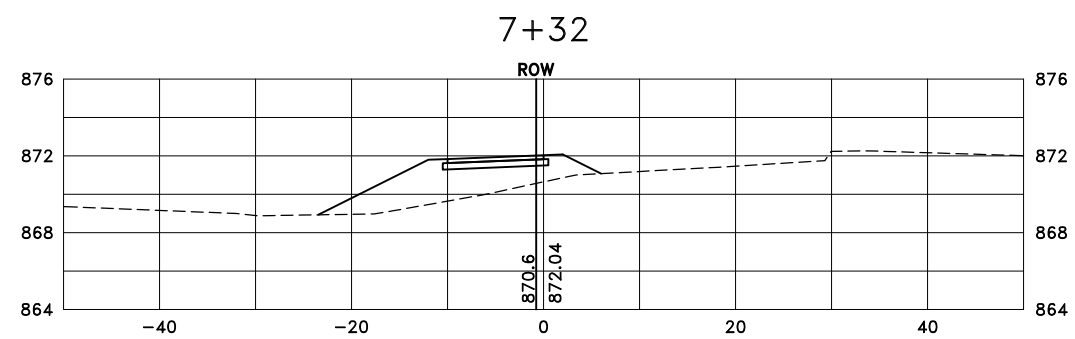
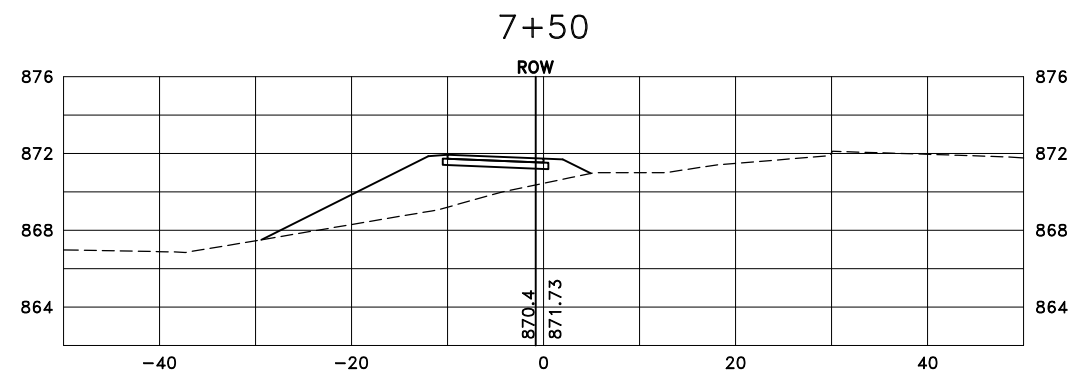
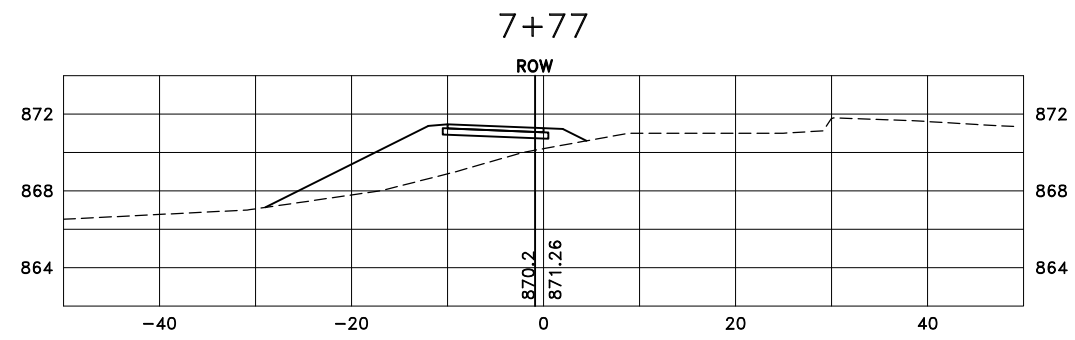
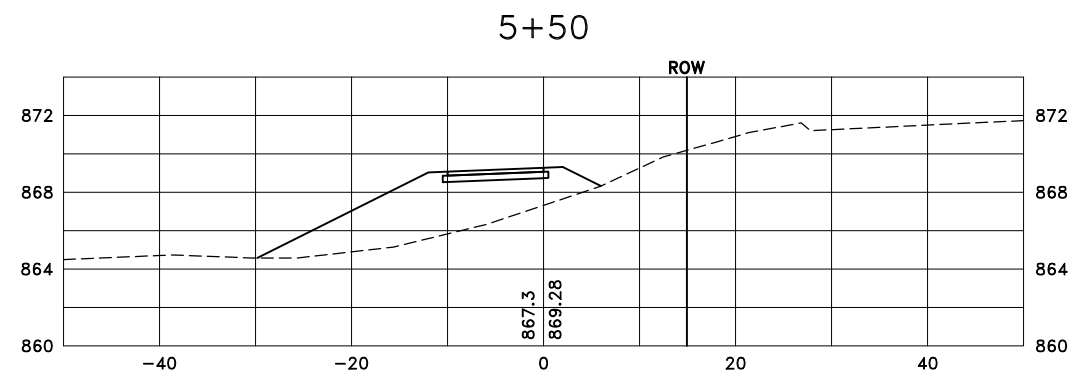
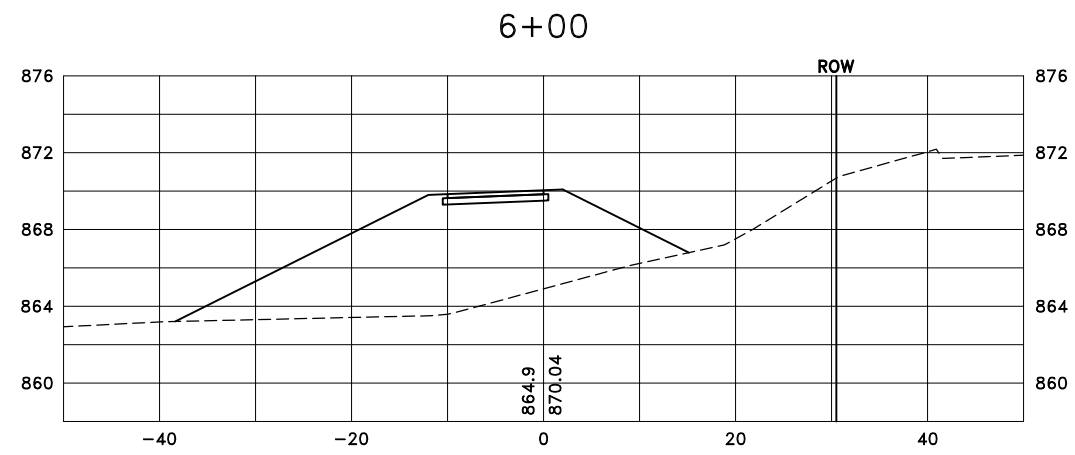
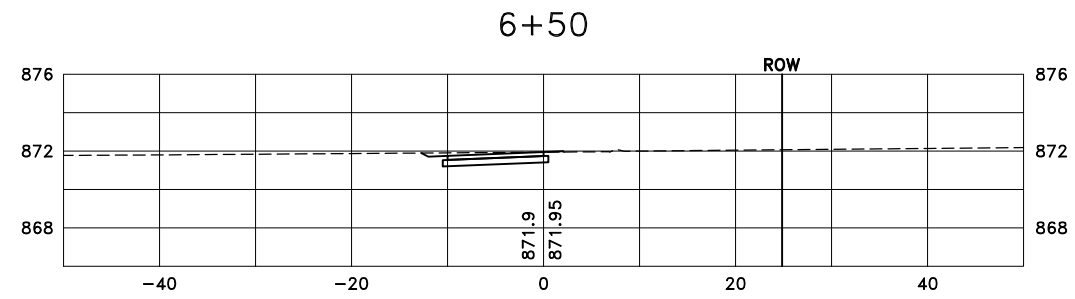
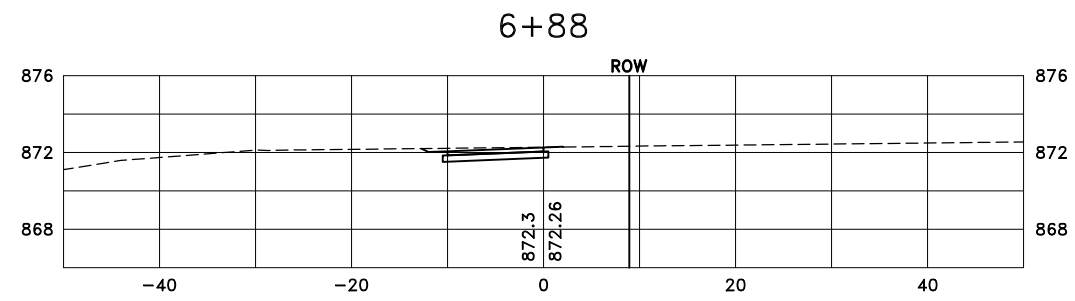
**4TH AVENUE TRAIL
CONSTRUCTION PROJECT**

CROSS SECTIONS

CITY OF ANOKA, MINNESOTA

SHEET
X2
OF
X4
SHEETS
AN717

Jun 04, 2018 - 10:04am
 K:\cod_eng\PROJECTS\MUNICIPAL\AN717.dwg\AN717XSECTIONS.dwg



DATE	REVISION

DESIGNED BY:
TAE
 DRAWN BY:
TAE
 CHECKED BY:
CJJ



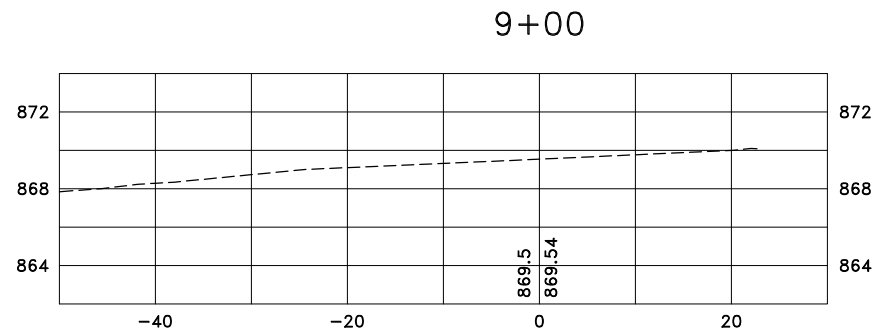
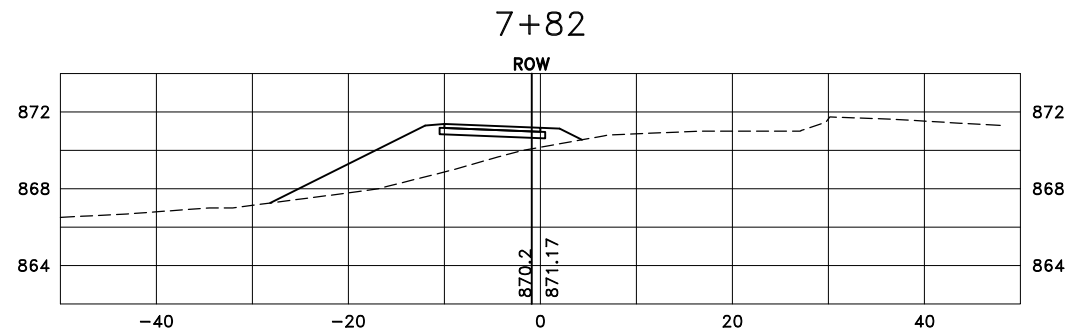
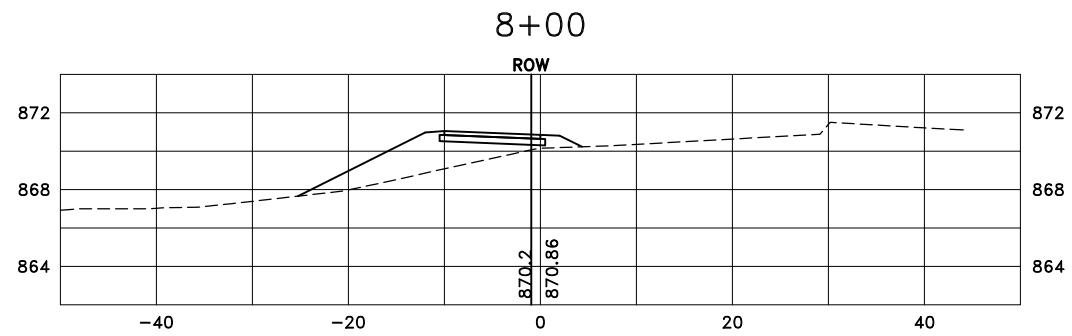
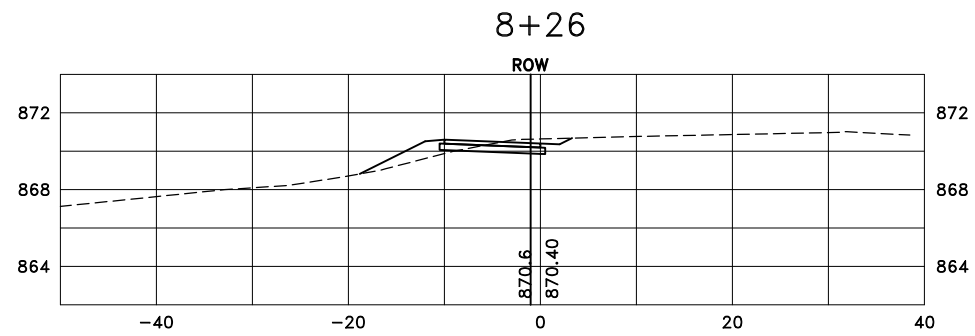
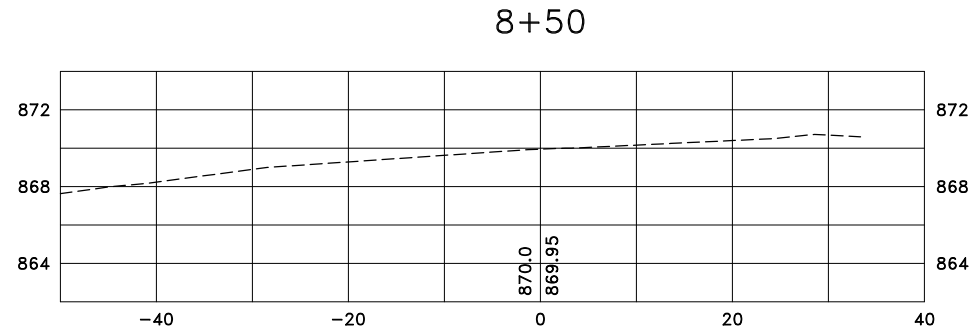
Hakanson Anderson
 Civil Engineers and Land Surveyors
 3601 Thurston Ave., Anoka, Minnesota 55303
 763-427-5860 FAX 763-427-0520
 www.hakanson-anderson.com

**4TH AVENUE TRAIL
 CONSTRUCTION PROJECT**

CROSS SECTIONS
 CITY OF ANOKA, MINNESOTA

SHEET
X3
 OF
X4
 SHEETS
AN717

Jun 04, 2018 - 10:05am
 K:\cod_eng\PROJECTS\MUNICIPAL\AN717.dwg\AN717XSECTIONS.dwg



DATE	REVISION

DESIGNED BY:
TAE
 DRAWN BY:
TAE
 CHECKED BY:
CJJ



Hakanson Anderson
 Civil Engineers and Land Surveyors
 3601 Thurston Ave., Anoka, Minnesota 55303
 763-427-5860 FAX 763-427-0520
 www.hakanson-anderson.com

**4TH AVENUE TRAIL
 CONSTRUCTION PROJECT**

CROSS SECTIONS
 CITY OF ANOKA, MINNESOTA

SHEET
X4
 OF
X4
 SHEETS
AN717



Anoka County

TRANSPORTATION DIVISION

Highway

Joseph J. MacPherson, P.E.
County Engineer

March 17, 2022

Mr. Ben Nelson, Assistant City Engineer
City of Anoka
2015 First Avenue North
Anoka, MN 55303

RE: Letter of Support for Rum River Corridor Improvements
(CSAH 31) in the City of Anoka

Dear Mr. Nelson:

Anoka County supports the City of Anoka's funding request through the Metropolitan Council's 2022 Regional Solicitation for the Rum River Trail Corridor Improvements along County State Aid Highway (CSAH 31).

As proposed, the project would fill a gap in the City's existing multi-use trail network along the west side of CSAH 31, as well as incorporate safety features at the existing at-grade BNSF railroad crossing. As the agency with jurisdiction over CSAH 31, Anoka County will continue to work with the City of Anoka on the development of final plans to improve the corridor for all modes of transportation.

Anoka County believes the proposed improvements will greatly improve the safety and reliability of the existing trail corridor and promote multi-modal transportation opportunities via the Northstar Commuter Rail Station, located adjacent to the proposed project along the east side of CSAH 31.

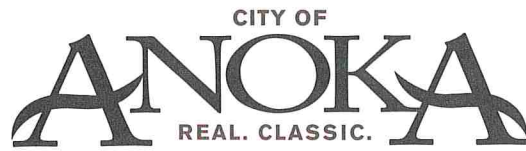
Sincerely,

Joseph J. MacPherson, P.E.
Transportation Division Manager / County Engineer

Our Passion Is Your Safe Way Home

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

Affirmative Action / Equal Opportunity Employer



April 11, 2022

To whom it may concern:

Please accept this letter of support on behalf of the City of Anoka Rum River Regional Trail 4th Avenue BNSF Railroad Crossing and Trail Connection project for consideration of funding from the 2022 Regional Solicitation program for funding years 2026/2027.

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 Rum River Regional Trail and RBTN Tier II corridor with the construction of an at grade railroad crossing for pedestrians and bicyclists. The Rum River Regional Trail is an essential multimodal trail providing access to the Rum River Library, Northstar Rail Station, downtown Anoka, and connection to the Mississippi River Trail. The Rum River Trail is considered to be both 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 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 when grant funding is available in 2026/2027, earlier as allocated.

Regards,

A handwritten signature in black ink that reads "Greg Lee".

Greg Lee
City Manager

Direct: 763-576-2711
glee@ci.anoka.mn.us

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

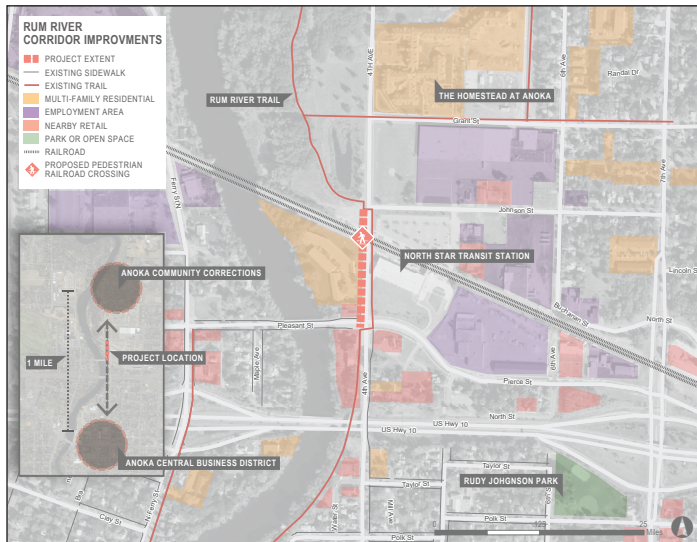


www.ci.anoka.mn.us
Equal Opportunity Employer



Anoka Rum River Regional Trail 4th Ave BNSF Railroad Crossing and Trail Connection

CITY OF ANOKA



Project Location



Existing Conditions
(4th Avenue at Johnson Street- facing southbound)



Existing Conditions
(4th Avenue north of Pierce Street- facing northbound)

Project Location:	The City of Anoka
Requested Award Amount:	\$556,000
Total Project Cost:	\$706,000

PROJECT DESCRIPTION

The City of Anoka is seeking funds to construct a 10 foot wide trail (approximately 0.2 miles) on the west side of 4th Avenue (County Road 31) between Johnson Street and Pierce Street (County Road 30). Today, there is no sidewalk or trail along the west side of the road. This has resulted in a number of safety and connectivity issues for pedestrians/bicyclists wishing to access the Anoka Northstar Station. For example, pedestrians/bicyclists traveling along the Rum River Trail to the Anoka Northstar Station (via 4th Avenue) must travel in the road (approximately 700 feet) to Pierce Street to safely access a crossing. Trail users who chose to continue south into Anoka's Central Business District must also travel in the road to reach a pedestrian crossing over Highway 10 (Principal Arterial). Additionally, the Minnesota Department of Transportation will be constructing a permanent bike line addition to the new 4th Ave bridge on the west side. This will create additional need for the trail alignment to continue on the west side and not cross 4th Ave to cross on a sidewalk or ride against traffic in the northbound shoulder. The trail gap along 4th Avenue has created circuitous and unsafe routes for pedestrians and bicyclists accessing this crossing and needs to be addressed.

PROJECT BENEFITS:

- » Reduce pedestrian and bicycle exposure, while improving access and mobility.
- » Support and enhance the RBTN network.
- » Address a 0.2 mile gap in the Rum River Trail and remove trail users off the road between Pierce Street and Johnson Street.
- » Enhance transit ridership along the Northstar Commuter Rail
- » Eliminate circuitous pedestrian and bicyclists routes over Highway 10.
- » Safely channel pedestrians and bicycle over the BNSF railroad lines.

Anoka Rum River Regional Trail 4th Ave BNSF Railroad Crossing and Trail Connection

SITE PHOTOS – EXISTING CONDITIONS



4th Avenue (Southbound) at Johnson Street



4th Avenue (Northbound) at railroad crossing



4th Avenue (Northbound) at Pierce Street



4th Avenue (Northbound) south of the Railroad crossing

From: [Lisa LaCasse](#)
To: [Natalie Strait](#); [Rita Trapp](#)
Subject: FW: Anoka, MN DOT 082923X 4th Ave Met Council TAB 2022 Grant Application
Date: Monday, March 28, 2022 1:43:45 PM
Attachments: [15 At Grade Trails Parallel Rdwys.pdf](#)
[Pathway and Sidewalk Design Criteria MUTCD.pdf](#)

From: Fiorini, Alexander James <Alexander.Fiorini@BNSF.com>
Sent: Monday, March 28, 2022 12:43 PM
To: Lisa LaCasse <LLaCasse@ci.anoka.mn.us>
Cc: Fiorini, Alexander James <Alexander.Fiorini@BNSF.com>
Subject: RE: Anoka, MN DOT 082923X 4th Ave Met Council TAB 2022 Grant Application

Caution: This email originated outside our organization; please use caution.

Lisa,

Please see the attached letter that describes BNSF's position on trails. Although we will work with the city to reach an acceptable design, we do not support these projects unless the project will eliminate one or more at-grade crossings.

Thanks,

Alex Fiorini, PE*

Manager Public Projects
o 763.782.3476 m 612.391.9572
Alexander.fiorini@bnsf.com

*Licensed in ND

From: Lisa LaCasse <LLaCasse@ci.anoka.mn.us>
Sent: Wednesday, March 23, 2022 3:40 PM
To: Scott, Richard D <Richard.Scott2@BNSF.com>
Subject: City of Anoka - Met Council TAB 2022 Grant Application

EXTERNAL EMAIL

Rich Scott
BNSF Railway
Mngr. Public Projects: MN, ND & SD

Good Afternoon Mr. Scott –

The city of Anoka is seeking grant funding from the Metropolitan Council Transportation Advisory Board Regional Solicitation for Transportation Projects for 2022 (FY 2026/2027) in the Bicycle and Pedestrian Facilities category. It is the City's intention to construct a 10' wide trail on the west side of 4th Ave (County Road 31) between Johnson Street and Pierce Street in Anoka. There is an existing at-grade pedestrian crossing on the east side of 4th Avenue utilizing a 5' sidewalk. Currently, there is no sidewalk or trail on the west side of 4th Ave which has created safety and connectivity issues for pedestrians and cyclists using the Rum River Regional Trail. As part of these improvements, the city is proposing to upgrade the railroad crossing bed and install pedestrian crossing gates on the west side of 4th Ave.

The proposed upgraded crossing would provide a vital link and connection for the Rum River Regional Trail thus allowing trail users to stay on the west side of 4th Ave, not having to cross 4th Ave, or to mix with the pedestrian traffic or vehicular traffic to cross the rail line. This is the second time the city has applied for funding for this trail section and upgraded crossing. The city has secured a letter of support from the Anoka County Highway Department and Park Department for this project. City and County staff met on site with BNSF staff in 2017 prior to creating the proposed preliminary plans which are attached above for your review. At that time, we had received verbal consent for the project from BNSF.

I understand that it is not customary for BNSF to write letters of support for grant applications and/or for proposed at-grade crossing projects. I am wondering if a BNSF would be willing to provide a letter of acknowledgement supporting the legitimacy of the project and confirming that as long as the project adheres to the strict safety, design and engineering standards of BNSF for at-grade crossing that BNSF will be willing to work with the city of Anoka to complete this project?

Grant applications are due April 14, 2022. If possible, it would be greatly appreciated to receive a response or letter prior to that date so it may be attached to our grant application.

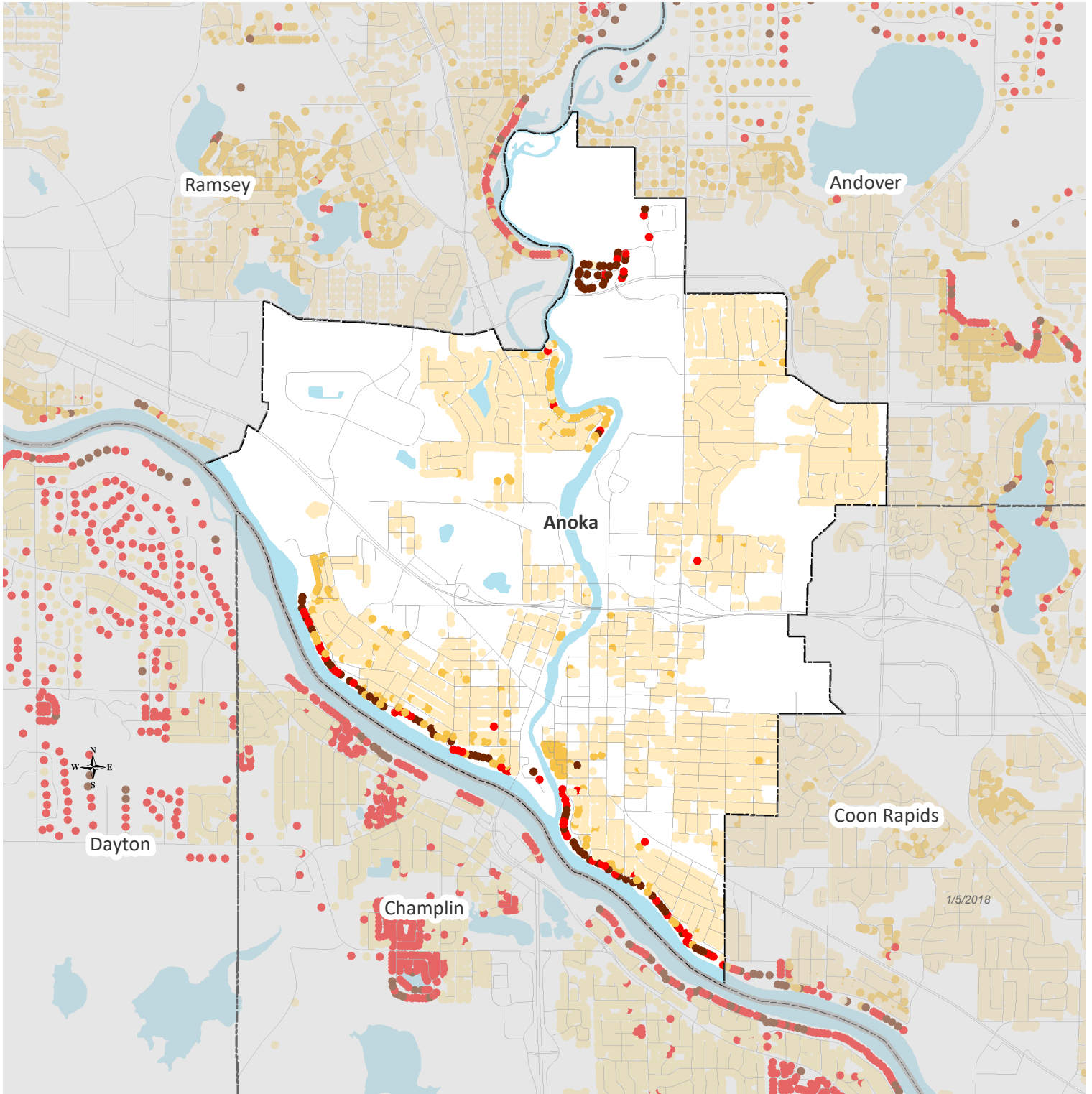
If you have any questions or would like to discuss this request further please feel free to contact me at 763-576-2984 or by email





Thank you for consideration of this request –

Lisa LaCasse
Public Services Administrator
City of Anoka





Owner-Occupied Housing by Estimated Market Value

Anoka



-  County Boundaries
-  City and Township Boundaries
-  Streets
-  Lakes and Rivers

Owner-Occupied Housing Estimated Market Value, 2016

-  \$243,500 or Less
-  \$243,501 to \$350,000
-  \$350,001 to \$450,000
-  Over \$450,000

1 in = 0.67 miles



Source: MetroGIS Regional Parcel Dataset, 2016 estimated market values for taxes payable in 2017.

Note: Estimated Market Value includes only homesteaded units with a building on the parcel.



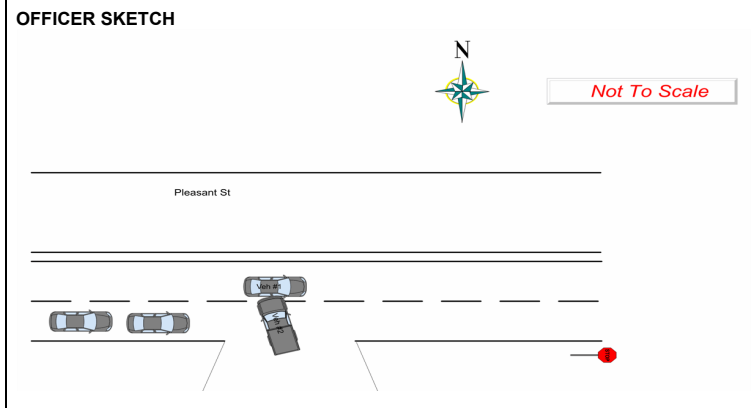
Crash Detail Report - Short Form

Grant Study for Lisa LaCasse

Report Version 1.0
February 2020

INCIDENT ID 00450877	ROUTE SYS 04-CSAH	ROUTE NUM 0030	MEASURE 0.197	ROUTE NAME PLEASANT ST	ROUTE ID 0400006594470030-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 05/09/17	TIME 17:20	DAY Tue	LAT 45.206643	LONG -93.385693	UTM X 469711.6	UTM Y 5005977.7	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Other		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Pickup		
Direction of Travel	Eastbound	Northbound		
Maneuver	Moving Forward	Turning Left		
Age/Sex	42 F	24 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action		

<p>OFFICER SKETCH</p> 	<p>NARRATIVE</p> <p>VEHICLE #1 TRAVELING EAST ON PLEASANT ST APPROACHING STOP SIGN AT 4TH AVE WHEN VEHICLE #2 PULLED OUT FROM BUSINESS DRIVEWAY NOT SEEING VEHICLE #1 AS OTHER VEHICLES WERE STOPPED IN THE RIGHT HAND LANE IN TRAFFIC.</p>
--	--

INCIDENT ID 00606985	ROUTE SYS 04-CSAH	ROUTE NUM 0030	MEASURE 0.209	ROUTE NAME PLEASANT ST	ROUTE ID 0400006594470030-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 06/26/18	TIME 15:35	DAY Tue	LAT 45.206646	LONG -93.385434	UTM X 469731.9	UTM Y 5005977.9	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Rear End		CRASH SEVERITY B - Minor Injury		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Sport Utility Vehicle		
Direction of Travel	Westbound	Westbound		
Maneuver	Vehicle Stopped or Stalled in	Moving Forward		
Age/Sex	64 M	29 F		
Physical Cond	Apparently Normal	Unknown		
Contributing Factor 1	No Clear Contributing Action	Operated Motor Vehicle: Care		

<p>OFFICER SKETCH</p> 	<p>NARRATIVE</p> <p>OFFICER DISPATCHED TO LOCATION ON REPORT OF A PERSONAL INJURY ACCIDENT. I ARRIVED ON SCENE AND MADE CONTACT WITH THE DRIVER OF 641PYL, ROGERS. HE WAS STILL IN THE DRIVERS SEAT, COMPLAINING OF HEAD, NECK, AND ARM PAIN. I ADVISED HIM TO STAY STILL UNTIL THE PARAMEDICS ARRIVED. A WITNESS, DEXTER, APPROACHED ME AND STATED THAT SHE SAW 641PYL STOPPED JUST WEST OF 4TH AVE ON PLEASANT ST FACING WESTBOUND WITH HIS LEFT TURN SIGNAL ON. DEXTER STATED THAT HE WAS WAITING FOR AN OPPORTUNITY TO TAKE A LEFT INTO A BUSINESS PARKING LOT. DEXTER STATED THE OTHER INVOLVED VEHICLE, 183NUG, WAS NORTHBOUND ON 4TH AVE AT THE FOUR-WAY STOP. DEXTER STATED 183NUG TURNED WESTBOUND ONTO PLEASANT ST AT A HIGH RATE OF SPEED, AND REAR ENDED 641PYL. ROGERS (641PYL) WAS NOT ABLE TO SPEAK MUCH DUE TO THE PAIN, BUT STATED THAT HE WAS WAITING FOR THE CHANCE TO MAKE A</p>
---	---



Crash Detail Report - Short Form

Grant Study for Lisa LaCasse

Report Version 1.0
February 2020

INCIDENT ID 00418269	ROUTE SYS 04-CSAH	ROUTE NUM 0030	MEASURE 0.212	ROUTE NAME PLEASANT ST	ROUTE ID 0400006594470030-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH 4TH AVE		# VEH 2	# KILL 0	DATE 01/20/17	TIME 06:40	DAY Fri	LAT 45.206647	LONG -93.385376	UTM X 469736.4	UTM Y 5005978.0	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Other		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Dark (Str Lights On)		WEATHER PRIMARY Snow		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Pickup	Passenger Van (Seats Install)		
Direction of Travel	Eastbound	Southbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	18 M	60 F		
Physical Cond	Asleep or Fatigued	Apparently Normal		
Contributing Factor 1	Ran Stop Sign	No Clear Contributing Action		

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>UNIT 2 DRIVES INTO THE INTERSECTION SOUTHBOUND AFTER STOPPING AT STOP SIGN. UNIT 1 DOES NOT STOP AT STOP SIGN AND ENTERS INTERSECTION STRIKING UNIT 2. DRIVER OF UNIT 1 TOLD ME HIS EYE LIDS WERE GETTING HEAVY AND HE WAS MAKING LONG BLINKS BECAUSE HE WAS TIRED.</p>
------------------------------	--

INCIDENT ID 11020518	ROUTE SYS 04-CSAH	ROUTE NUM 0030	MEASURE 0.213	ROUTE NAME 4TH AVENUE	ROUTE ID 0400006594470030-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 07/10/15	TIME 20:08	DAY Fri	LAT 45.206647	LONG -93.385371	UTM X 469736.8	UTM Y 5005978.0	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Sport Utility Vehicle	Sport Utility Vehicle		
Direction of Travel	Northbound	Westbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	54 M	69 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>VEH.#1 WAS TRAVELING NB 4TH AVENUE. VEH.#2 WAS TRAVELING WB PIERCE STREET. DRIVER OF VEH.#2 SAID SHE STOPPED AT SIGN AND PROCEEDED INTO INTERSECTION AND WAS STRUCK BY VEH.#1 WHICH DID NOT STOP. DRIVER OF VEH.#1 TOLD ME HE DID NOT STOP AND WAS ISSUED CITATION.</p>
------------------------------	--



Crash Detail Report - Short Form

Grant Study for Lisa LaCasse

Report Version 1.0
February 2020

INCIDENT ID 10931720	ROUTE SYS 04-CSAH	ROUTE NUM 0031	MEASURE 0.604	ROUTE NAME 4 AVE	ROUTE ID 0400006594470031-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 01/26/14	TIME 15:17	DAY Sun	LAT 45.206640	LONG -93.385369	UTM X 469737.0	UTM Y 5005977.3	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Sideswipe Opposing		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Snow		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	VAN OR MINIVAN	Passenger Car		
Direction of Travel	Eastbound	Northbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	25 M	49 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>UNIT 1 STOP AT THE STOP SIGN GOING EB ON PIERCE ST AT 4 AVE. UNIT 1 HAD THE RIGHT OF WAY PROCEEDED THROUGH THE INTERSECTION. UNIT 2 WAS NB ON 4 AVE AND STATED HE ATTEMPTED TO STOP AT STOP SIGN BUT SLID THROUGH THE INTERSECTION CAUSING UNIT 1 TO COLLIDE INTO THE LEFT SIDE OF UNIT 2.</p>
------------------------------	---

INCIDENT ID 11018715	ROUTE SYS 04-CSAH	ROUTE NUM 0031	MEASURE 0.604	ROUTE NAME GRANT STREET	ROUTE ID 0400006594470031-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH		# VEH 1	# KILL 0	DATE 04/13/15	TIME 07:34	DAY Mon	LAT 45.206640	LONG -93.385369	UTM X 469737.0	UTM Y 5005977.3	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Pedestrian		CRASH SEVERITY C - Possible Injury		FIRST HARMFUL Pedestrian			LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Pedestrian		
Vehicle Type	Sport Utility Vehicle	PEDESTRIAN		
Direction of Travel	Westbound			
Maneuver	Moving Forward			
Age/Sex	46 F	33 M		
Physical Cond	Apparently Normal			
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action		

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>UNIT 1 HAD STOPPED AT STOP SIGN ON W/B GRANT ST AT 4TH AVENUE. UNIT 1 DRIVER SAID SHE LOOKED BOTH WAYS AND THEN BEGAN TO PROCEED TO TURN LEFT TO GO SOUTH ON 4TH AVENUE WHEN SHE STRUCK UNIT 2 (PEDESTRIAN) THAT WAS IN THE CROSSWALK GOING SOUTHBOUND. UNIT 2 PERSON TRANSPORTED. UNIT 1 SAID SHE WAS LOOKING FOR CARS AND MUST HAVE NOT SEEN HIM.</p>
------------------------------	--



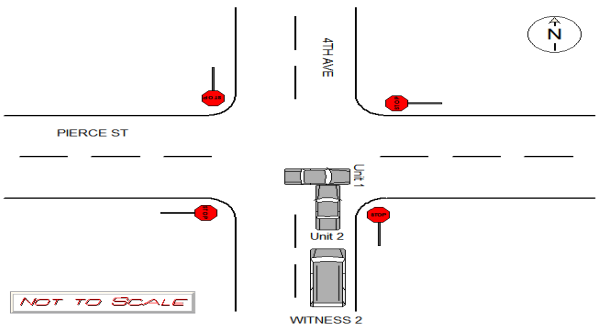
Crash Detail Report - Short Form

Grant Study for Lisa LaCasse

Report Version 1.0
February 2020

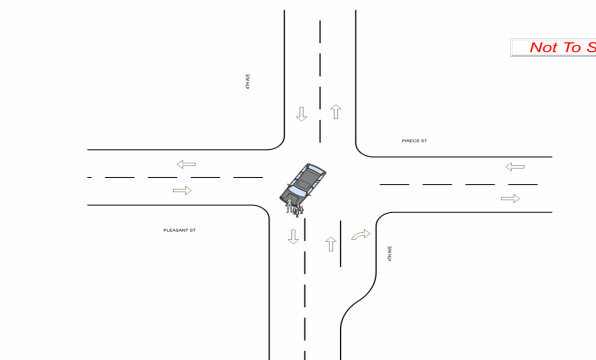
INCIDENT ID 11019226	ROUTE SYS 04-CSAH	ROUTE NUM 0031	MEASURE 0.604	ROUTE NAME 4 AVE	ROUTE ID 0400006594470031-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 05/11/15	TIME 17:27	DAY Mon	LAT 45.206640	LONG -93.385369	UTM X 469737.0	UTM Y 5005977.3	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		CRASH SEVERITY C - Possible Injury		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Rain		

	Unit 1	Unit 2	Unit 3	Unit 4
	Unit Type Motor Vehicle in Transport Vehicle Type Passenger Car Direction of Travel Eastbound Maneuver Unknown Age/Sex 33 F Physical Cond Apparently Normal Contributing Factor 1 No Clear Contributing Action	Unit Type Motor Vehicle in Transport Vehicle Type Passenger Car Direction of Travel Northbound Maneuver Unknown Age/Sex 52 F Physical Cond Apparently Normal Contributing Factor 1 No Clear Contributing Action		

OFFICER SKETCH 	NARRATIVE UNIT 1 WAS EB ON PIERCE ST CROSSING 4TH AVE. UNIT 2 WAS NB ON 4TH AVE CROSSING PIERCE ST. BOTH VEHICLES HAD STOP SIGNS. BOTH DRIVERS SAID THEY STOPPED BEFORE ENTERING THE INTERSECTION. WITNESS 2 WAS DIRECTLY BEHIND UNIT 2 AND SAW UNIT 2'S BRAKE LIGHTS ACTIVATE BEFORE ENTERING THE INTERSECTION. SHE ALSO THOUGHT UNIT 1 WAS MOVING TOO FAST THROUGH THE INTERSECTION TO HAVE RECENTLY STOPPED. WITNESS 1 WAS EB ON PIERCE ST A FEW CARS BEHIND UNIT 1, AND COULD NOT TELL IF UNIT 1 STOPPED BEFORE ENTERING INTERSECTION. NO CITATIONS. BOTH VEHICLES TOWED. UNIT 1 HAD AN INFANT IN THE BACK RIGHT SEAT THAT WAS TRANSPORTED BY AMBULANCE AS A PRECAUTION. UNIT 2 DRIVER HAD MINOR BACK PAIN AND A HEAD ACHE BUT DID NOT WANT TO GO TO THE HOSPITAL.
---	--

INCIDENT ID 00861214	ROUTE SYS 04-CSAH	ROUTE NUM 0031	MEASURE 0.604	ROUTE NAME 4TH AVE	ROUTE ID 0400006594470031-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH		# VEH 1	# KILL 0	DATE 11/04/20	TIME 16:13	DAY Wed	LAT 45.206645	LONG -93.385369	UTM X 469737.0	UTM Y 5005977.7	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Pedestrian		CRASH SEVERITY C - Possible Injury		FIRST HARMFUL Pedestrian			LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
	Unit Type Motor Vehicle in Transport Vehicle Type Sport Utility Vehicle Direction of Travel Southbound Maneuver Turning Left Age/Sex 37 M Physical Cond Apparently Normal Contributing Factor 1 Failure to Yield Right-of-Way	Unit Type Pedestrian Maneuver Walk/Cycle Across Traffic (X- Age/Sex 37 F Physical Cond Apparently Normal Contributing Factor 1 No Improper Action	Unit Type Pedestrian Maneuver Walk/Cycle Across Traffic (X- Age/Sex 1 F Physical Cond Apparently Normal Contributing Factor 1 No Improper Action	Unit Type Pedestrian Maneuver Walk/Cycle Across Traffic (X- Age/Sex 1 F Physical Cond Apparently Normal Contributing Factor 1 No Improper Action

OFFICER SKETCH 	NARRATIVE BLAINE POLICE MARKED SQUAD WAS STOPPED AT THE INTERSECTION OF PIERCE ST AND 4TH AVE AND WAS GOING TO MAKE A LEFT HAND TURN ONTO 4TH AVE FROM WEST BOUND PIERCE ST. YAEKEL HAD A STROLLER WITH FOUR INFANTS IN A FOUR SEAT STROLLER. ALL FOUR INFANTS WERE PROPERLY SECURED IN THE STROLLER. YAEKEL WAS GOING TO CROSS 4TH AVE FROM THE WEST TO THE EAST. A VEHICLE FAILED TO YIELD TO YAEKEL WHILE SHE WAS CROSSING THE STREET WITH THE STROLLER AND HAD TO STOP FOR A BRIEF MOMENT IN THE SB LANE OF 4TH AVE. OFFICER BEGUN TO MAKE HIS LEFT HAND TURN AND DID NOT SEE YAEKEL IN THE INTERSECTION DUE TO THE VEHICLE FAILING TO YIELD AND THE SUN BEING VERY BRIGHT AND SETTING. OFFICER MADE CONTACT WITH THE STROLLER CAUSING IT TO TIP OVER. POSSIBLE MINOR INJURIES TO THE TWO INFANTS ON THE RIGHT SIDE OF THE STROLLER. TWO WITNESS BOTH STATED THAT THERE WAS NO WAY FOR THE OFFICER
--	--



Crash Detail Report - Short Form

Grant Study for Lisa LaCasse

INCIDENT ID 00861108	ROUTE SYS 04-CSAH	ROUTE NUM 0031	MEASURE 0.605	ROUTE NAME 4TH AVE	ROUTE ID 0400006594470031-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 11/04/20	TIME 06:55	DAY Wed	LAT 45.206665	LONG -93.385368	UTM X 469737.1	UTM Y 5005980.0	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Sunrise		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Sport Utility Vehicle	Sport Utility Vehicle		
Direction of Travel	Westbound	Southbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	60 F	40 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Unknown	Unknown		

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>VEH 1 WAS W/B ON PIERCE ST/PLEASANT ST. VEH 2 WAS S/B 4TH AVE. BOTH DRIVERS STATED THAT BOTH HAD STOPPED FOR THE STOP SIGN. BOTH DRIVERS THOUGHT ONE WAS WAITING FOR THE OTHER ONE TO CONTINUE TRAVELLING. VEH 1 MENTIONED SHE MAY HAD THE RIGHT OF WAY.</p>
------------------------------	---

INCIDENT ID 00609540	ROUTE SYS 04-CSAH	ROUTE NUM 0031	MEASURE 0.699	ROUTE NAME 4TH AVE	ROUTE ID 0400006594470031-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 07/08/18	TIME 06:11	DAY Sun	LAT 45.207992	LONG -93.385254	UTM X 469746.7	UTM Y 5006127.4	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Rear End		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Sport Utility Vehicle	Passenger Car		
Direction of Travel	Northbound	Northbound		
Maneuver	Vehicle Stopped or Stalled in	Moving Forward		
Age/Sex	47 F	52 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action		

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>UNIT 1 STOPPED FOR THE DOWN RAILROAD ARMS AT 4TH AVE/RAILROAD TRACKS. WHILE WAITING FOR ARMS TO GO UP UNIT 2 MOVED FORWARD AND REAR ENDED UNIT 1. PHOTOS TAKEN.</p>
------------------------------	--



Crash Detail Report - Short Form

Grant Study for Lisa LaCasse

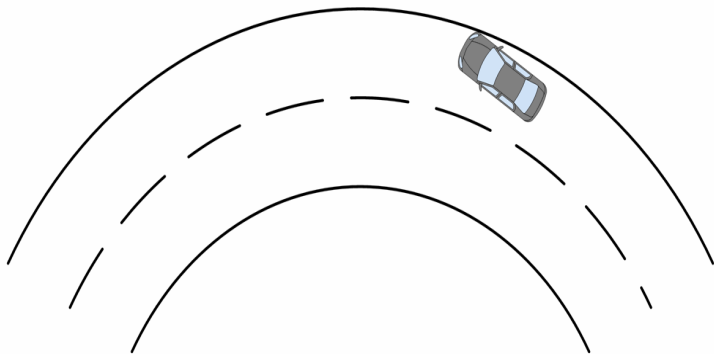
INCIDENT ID 10782291	ROUTE SYS 04-CSAH	ROUTE NUM 0031	MEASURE 0.700	ROUTE NAME 4th Ave.			ROUTE ID 0400006594470031-I	COUNTY 2-Anoka		CITY Anoka		
INTERSECT WITH 1 F S BN RR Tracks			# VEH 3	# KILL 0	DATE 12/12/12	TIME 06:50	DAY Wed	LAT 45.207997	LONG -93.385254	UTM X 469746.8	UTM Y 5006127.9	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Rear End		CRASH SEVERITY N - Prop Damage Only			FIRST HARMFUL Motor Vehicle In Transport				LIGHT CONDITION Dark (Str Lights On)		WEATHER PRIMARY Cloudy	

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport	Motor Vehicle in Transport	
Vehicle Type	Passenger Car	Pickup	Sport Utility Vehicle	
Direction of Travel	Southbound	Southbound	Southbound	
Maneuver	VEH STOPPED IN TRAFFIC	VEH STOPPED IN TRAFFIC	Moving Forward	
Age/Sex	55 M	53 F	38 M	
Physical Cond	Apparently Normal	Apparently Normal	Apparently Normal	
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action	ILLEGAL/UNSAF SP	

OFFICER SKETCH NO OFFICER SKETCH WAS FOUND.	NARRATIVE VEH.#1 #2 AND #3 ALL S/B 4TH AVE. JUST SOUTH OF THE BN RR TRACKS. VEH.#1 STOPPED FOR TRAFFIC IN FRONT OF HIM #2 ALSO STOPPED, VEH.#3 RAN INTO THE BACK OF #2 FORCING IT INTO #1.
---	--

INCIDENT ID 00323134	ROUTE SYS 04-CSAH	ROUTE NUM 0031	MEASURE 0.702	ROUTE NAME 4TH AVE			ROUTE ID 0400006594470031-I	COUNTY 2-Anoka		CITY Anoka		
INTERSECT WITH			# VEH 1	# KILL 0	DATE 01/25/16	TIME 08:20	DAY Mon	LAT 45.208033	LONG -93.385253	UTM X 469746.9	UTM Y 5006132.0	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Single Vehicle Run Off Road		CRASH SEVERITY N - Prop Damage Only			FIRST HARMFUL Curb				LIGHT CONDITION Daylight		WEATHER PRIMARY Rain	

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Passenger Car			
Direction of Travel	Not on Roadway			
Maneuver	Turning Left			
Age/Sex	24 M			
Physical Cond	Apparently Normal			
Contributing Factor 1	Swerved or Avoided Due to V			

OFFICER SKETCH 	NARRATIVE VEHICLE #1 WAS TRAVELING INSIDE A ROUNDABOUT TO ENTER A PARKING RAMP WHEN SLID TOWARD THE CURB AND DAMAGING THE RIM ON THE FRONT RIGHT TIRE. NO INJURIES
---	--



Crash Detail Report - Short Form

Grant Study for Lisa LaCasse

Report Version 1.0
February 2020

INCIDENT ID 11019620	ROUTE SYS 04-CSAH	ROUTE NUM 0031	MEASURE 0.709	ROUTE NAME 4 AVE	ROUTE ID 0400006594470031-I	COUNTY 2-Anoka	CITY Anoka					
INTERSECT WITH			# VEH 1	# KILL 0	DATE 05/28/15	TIME 10:51	DAY Thu	LAT 45.208127	LONG -93.385249	UTM X 469747.2	UTM Y 5006142.4	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Single Vehicle Run Off Road		CRASH SEVERITY N - Prop Damage Only			FIRST HARMFUL Overturn/Rollover				LIGHT CONDITION Dark (Str Lights On)		WEATHER PRIMARY Clear	

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Passenger Car			
Direction of Travel	Southbound			
Maneuver	Moving Forward			
Age/Sex	50 F			
Physical Cond	Apparently Normal			
Contributing Factor 1	No Clear Contributing Action			

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>UNIT 1 WAS SB ON 4TH AVE CROSSING THE BNSF RAILROAD TRACKS. WHILE CROSSING, THE FRONT RIGHT WHEEL SNAPPED OFF AT THE AXEL. THE CAR WAS DAMAGED IN THE FRONT RIGHT WHEEL WELL AND HAD TO BE TOWED. IT DID NOT APPEAR TO BE CAUSED BY MALFUNCTIONING TRACKS.</p>
------------------------------	---

INCIDENT ID 10778061	ROUTE SYS 04-CSAH	ROUTE NUM 0031	MEASURE 0.744	ROUTE NAME 4TH AVENUE	ROUTE ID 0400006594470031-I	COUNTY 2-Anoka	CITY Anoka					
INTERSECT WITH 25 F S JOHNSON ST			# VEH 1	# KILL 0	DATE 06/07/12	TIME 15:45	DAY Thu	LAT 45.208610	LONG -93.385291	UTM X 469744.2	UTM Y 5006196.1	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Single Vehicle Run Off Road		CRASH SEVERITY N - Prop Damage Only			FIRST HARMFUL Roadway Sign or Sign Structure				LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Sport Utility Vehicle			
Direction of Travel	SOUTHWEST			
Maneuver	Turning Left			
Age/Sex	64 F			
Physical Cond	Apparently Normal			
Contributing Factor 1				

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>UNIT 1 HAD TAKEN A LEFT TURN FROM WESTBOUND JOHNSON ST TO SOUTHBOUND 4TH AVENUE WHEN A PIECE OF WOOD MOVED IN THE CAR DISTRACTING THE DRIVE. SHE THEN COLIDDED WITH A METAL SIGN PROTRUDING FROM A CONCRETE MEDIAN. YELLOW TAG COMPLETED</p>
------------------------------	---



Crash Detail Report - Short Form

Grant Study for Lisa LaCasse

Report Version 1.0
February 2020

INCIDENT ID 10852069	ROUTE SYS 04-CSAH	ROUTE NUM 0031	MEASURE 0.749	ROUTE NAME 4 AVE	ROUTE ID 0400006594470031-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 05/28/13	TIME 17:45	DAY Tue	LAT 45.208683	LONG -93.385288	UTM X 469744.5	UTM Y 5006204.1	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Other		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Cloudy		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Passenger Car		
Direction of Travel	Southbound	Westbound		
Maneuver	Turning Left	Moving Forward		
Age/Sex	28 M	16 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action		

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>UNIT 1 SB 4 AVE APPROACHING GRANT ST. UNIT 2 STOPPED AT THE STOPSIGN WB GRANT ST AT 4 AVE. AS UNIT 2 STARTED TO MAKE A LEFT TURN TO GO SB 4 AVE UNIT 2 THEN STRUCK UNIT 1 AS IT WAS MAKING A LEFT TURN. DRIVER OF UNIT 1 BELIEVED UNIT 2 DID NOT STOP FOR THE STOPSIGN. DRIVER OF UNIT 2 SAID SHE STOPPED FOR THE STOPSIGN AND BELIEVED IT WAS CLEAR TO PROCEED. DRIVER OF UNIT 2 SAID SHE DID NOT SEE UNIT 1, POSS. DUE TO A SMALL TREE THAT WAS OBSTRUCTING THE SB 4 AVE TRAFFIC. DRIVER OF UNIT 2 BELIEVED UNIT 1 WAS TRAVELING FAST. DRIVERS TOOK PHOTOS OF THE DAMAGE TO THEIR VEH'S WITH THEIR CELL PHONES.</p>
------------------------------	--

INCIDENT ID 11017238	ROUTE SYS 04-CSAH	ROUTE NUM 0031	MEASURE 0.844	ROUTE NAME 4 AVE N	ROUTE ID 0400006594470031-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH 30 F S GRANT ST		# VEH 1	# KILL 0	DATE 02/03/15	TIME 14:52	DAY Tue	LAT 45.210059	LONG -93.385280	UTM X 469745.8	UTM Y 5006357.0	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Single Vehicle Run Off Road		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Roadway Sign or Sign Structure			LIGHT CONDITION Daylight		WEATHER PRIMARY Snow		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Sport Utility Vehicle			
Direction of Travel	SOUTHWEST			
Maneuver	Turning Left			
Age/Sex	17 M			
Physical Cond	Apparently Normal			
Contributing Factor 1				

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>VEH 1 WAS ATTEMPTING TO MAKE A SB TURN ON 4 AVE N FROM GRANT ST. FRESHLY FALLEN SNOW MADE DRIVING CONDITIONS SLIPPERY. VEH 1 WAS UNABLE TO SAFELY NEGOTIATE THE TURN. VEH 1 SLID ACROSS ROAD AND COLLIDED WITH A SIGN.</p>
------------------------------	---



Crash Detail Report - Short Form

Grant Study for Lisa LaCasse

INCIDENT ID 10939573	ROUTE SYS 04-CSAH	ROUTE NUM 0031	MEASURE 0.856	ROUTE NAME GRANT STREET	ROUTE ID 0400006594470031-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 12/16/14	TIME 10:10	DAY Tue	LAT 45.210233	LONG -93.385279	UTM X 469746.0	UTM Y 5006376.3	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Rear End		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Sport Utility Vehicle	Pickup		
Direction of Travel	Westbound	Westbound		
Maneuver	Slowing	Slowing		
Age/Sex	53 F	34 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action			

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>UNIT 1 WAS STOPPED AT STOP SIGN ON WESTBOUND GRANT ST AT THE JUNCTION OF 4TH AVENUE IN THE CITY OF ANOKA WHEN IT WAS REAR ENDED BY UNIT 2. UNIT 2 DRIVER SAID HER 'ABS' ACTIVATED BUT SHE SLID INTO THE BACK OF UNIT 1 TRYING TO STOP FOR THE STOP SIGN. ROADWAY HAD SNOW ON IT WHEN I ARRIVED. DRIVER'S EXCHANGED INFORMATION. NO INJURIES. NEITHER VEHICLE TOWED. UNIT 2 DRIVER SUSPENDED, CITATION ISSUED.</p>
------------------------------	--

INCIDENT ID 11022685	ROUTE SYS 04-CSAH	ROUTE NUM 0031	MEASURE 0.856	ROUTE NAME GRANT ST	ROUTE ID 0400006594470031-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 10/23/15	TIME 16:45	DAY Fri	LAT 45.210233	LONG -93.385279	UTM X 469746.0	UTM Y 5006376.3	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Rain		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Sport Utility Vehicle	Passenger Car		
Direction of Travel	SOUTHWEST	Southbound		
Maneuver	Turning Left	Moving Forward		
Age/Sex	67 M	50 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

<p>OFFICER SKETCH</p>	<p>NARRATIVE</p> <p>VEHICLE 2 SOUTH ON 4TH AVE AT GRANT STREET. VEHICLE 1 TURNING LEFT FROM GRANT STREET ONTO NB 4TH AVE. DRIVER OF VEHICLE 1 FAILED TO YIELD RIGHT OF WAY TO DRIVER OF VEHICLE 2. DRIVER OF VEHICLE 1 HIT VEHICLE 2 IN THE LEFT REAR PANEL BEHIND THE TIRE CAUSING THE BUMPER TO BE REMOVED. BUMPER HELD ON AT THE RIGHT REAR SIDE. DRIVER OF VEHICLE 1 ADVISED HE DIDN'T SEE THE OTHER VEHICLE AS THE COLOR OF THE VEHICLE MATCHED THE COLOR OF THE ROAD WAY.</p>
------------------------------	--



Crash Detail Report - Short Form

Grant Study for Lisa LaCasse

Report Version 1.0
February 2020

INCIDENT ID 11022686	ROUTE SYS 04-CSAH	ROUTE NUM 0031	MEASURE 0.856	ROUTE NAME 4TH AVENUE	ROUTE ID 0400006594470031-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH		# VEH 2	# KILL 0	DATE 10/23/15	TIME 15:37	DAY Fri	LAT 45.210233	LONG -93.385279	UTM X 469746.0	UTM Y 5006376.3	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Angle		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Motor Vehicle In Transport			LIGHT CONDITION Daylight		WEATHER PRIMARY Rain		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Sport Utility Vehicle	Passenger Car		
Direction of Travel	Westbound	Northbound		
Maneuver	Turning Left	Moving Forward		
Age/Sex	16 F	52 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

<p>OFFICER SKETCH</p>	<p>NARRATIVE VEH.#1 WAS ATTEMPTING TO MAKE A LEFT TURN FROM GRANT STREET ONTO S/B 4TH AVENUE. VEH.#2 WAS TRAVELING N/B 4TH AVENUE AND COLLIDED WITH VEH.#1.</p>
------------------------------	--

INCIDENT ID 10777553	ROUTE SYS 05-MSAS	ROUTE NUM 0137	MEASURE 0.014	ROUTE NAME Johnson St	ROUTE ID 0500023939640137-I	COUNTY 2-Anoka	CITY Anoka				
INTERSECT WITH 80 F E 4 Av		# VEH 1	# KILL 0	DATE 05/13/12	TIME 14:20	DAY Sun	LAT 45.208682	LONG -93.385001	UTM X 469767.0	UTM Y 5006203.9	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Single Vehicle Run Off Road		CRASH SEVERITY N - Prop Damage Only		FIRST HARMFUL Roadway Sign or Sign Structure			LIGHT CONDITION Daylight		WEATHER PRIMARY Clear		

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	VAN OR MINIVAN			
Direction of Travel	Eastbound			
Maneuver	Moving Forward			
Age/Sex	37 F			
Physical Cond	Apparently Normal			
Contributing Factor 1	Inattentive/Distracted (Talking			

<p>OFFICER SKETCH</p>	<p>NARRATIVE UNIT 1 EB JOHNSON FROM 4 AV. DRIVER WAS LOOKING FOR ITEM, RAN OFF OF ROADWAY ONTO SHOULDER AND STRUCK SIGN.</p>
------------------------------	---



Crash Detail Report - Short Form

Grant Study for Lisa LaCasse

Selection Filter:

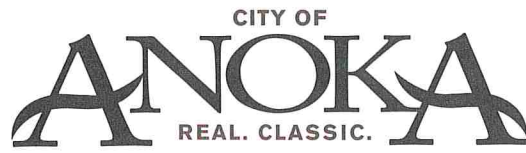
WORK AREA: State - SPATIAL FILTER APPLIED

Analyst:

Notes:

Andrew Youngquist

Accidents 4th Avenue from Pleasant Street to Grant Street.



April 11, 2022

To whom it may concern:

Please accept this letter of support on behalf of the City of Anoka Rum River Regional Trail 4th Avenue BNSF Railroad Crossing and Trail Connection project for consideration of funding from the 2022 Regional Solicitation program for funding years 2026/2027.

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 Rum River Regional Trail and RBTN Tier II corridor with the construction of an at grade railroad crossing for pedestrians and bicyclists. The Rum River Regional Trail is an essential multimodal trail providing access to the Rum River Library, Northstar Rail Station, downtown Anoka, and connection to the Mississippi River Trail. The Rum River Trail is considered to be both 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 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 when grant funding is available in 2026/2027, earlier as allocated.

Regards,

A handwritten signature in black ink that reads "Greg Lee".

Greg Lee
City Manager

Direct: 763-576-2711
glee@ci.anoka.mn.us

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



www.ci.anoka.mn.us
Equal Opportunity Employer





April 11, 2022

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.

De-icing 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 brooms or blowers.

As indicated herein, the City of Anoka Public Services Department currently provides year round maintenance of the Rum River Regional Trail. Furthermore, the City of Anoka is in support of the proposed project to further improve the safety and experience of all trail users.

Regards,

Joh Holmes
Maintenance Supervisor
Public Services

Direct: 763-576-2922
jholmes@ci.anoka.mn.us



Anoka County

TRANSPORTATION DIVISION

Highway

Joseph J. MacPherson, P.E.
County Engineer

March 17, 2022

Mr. Ben Nelson, Assistant City Engineer
City of Anoka
2015 First Avenue North
Anoka, MN 55303

RE: Letter of Support for Rum River Corridor Improvements
(CSAH 31) in the City of Anoka

Dear Mr. Nelson:

Anoka County supports the City of Anoka's funding request through the Metropolitan Council's 2022 Regional Solicitation for the Rum River Trail Corridor Improvements along County State Aid Highway (CSAH 31).

As proposed, the project would fill a gap in the City's existing multi-use trail network along the west side of CSAH 31, as well as incorporate safety features at the existing at-grade BNSF railroad crossing. As the agency with jurisdiction over CSAH 31, Anoka County will continue to work with the City of Anoka on the development of final plans to improve the corridor for all modes of transportation.

Anoka County believes the proposed improvements will greatly improve the safety and reliability of the existing trail corridor and promote multi-modal transportation opportunities via the Northstar Commuter Rail Station, located adjacent to the proposed project along the east side of CSAH 31.

Sincerely,

Joseph J. MacPherson, P.E.
Transportation Division Manager / County Engineer

Our Passion Is Your Safe Way Home

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

Affirmative Action / Equal Opportunity Employer



Anoka County

PARKS DEPARTMENT

Parks and
Recreation Office
763-324-3300

Park
Maintenance
763-324-3326

Park Services
763-324-3125

Natural Resources
763-32-1-3413

Bunker Beach
Water Park
763-324-3310

Chomonix
Golf Course
763-32-1-3-13"

Wargo
Nature Center
763-324-3350

March 14, 2022

Lisa Lacasse, Public Services Administrator
City of Anoka
2105 First Avenue N Anoka,
MN 55303

Re: Letter of Support, 4th Avenue Trail Construction Project

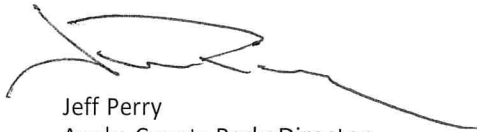
Dear Lisa:

The purpose of this letter is to inform the City of Anoka that the Anoka County Parks Department is in full support of the City's 2022 Regional Funding Solicitation Application FY 2024/25, for bicycle and pedestrian facilities improvements to the trail and railroad crossing near 4th Avenue in the City of Anoka.

As you are aware, this segment of trail is part of the Rum River Regional Trail and the proposed improvements will not only positively impact the local and regional community, but also provide a safer pedestrian and bicycle trail between the Mississippi River and Central Anoka County Regional Trails. Anoka County also believes that the residents of the Metropolitan Region and multi-modal commuters will benefit utilizing the trail as it connects to the Anoka Northstar Rail Station, downtown Anoka, Anoka High School, and multiple other communities and businesses.

It is a pleasure to support trail projects designed for the betterment of the community and the Twin Cities Region.

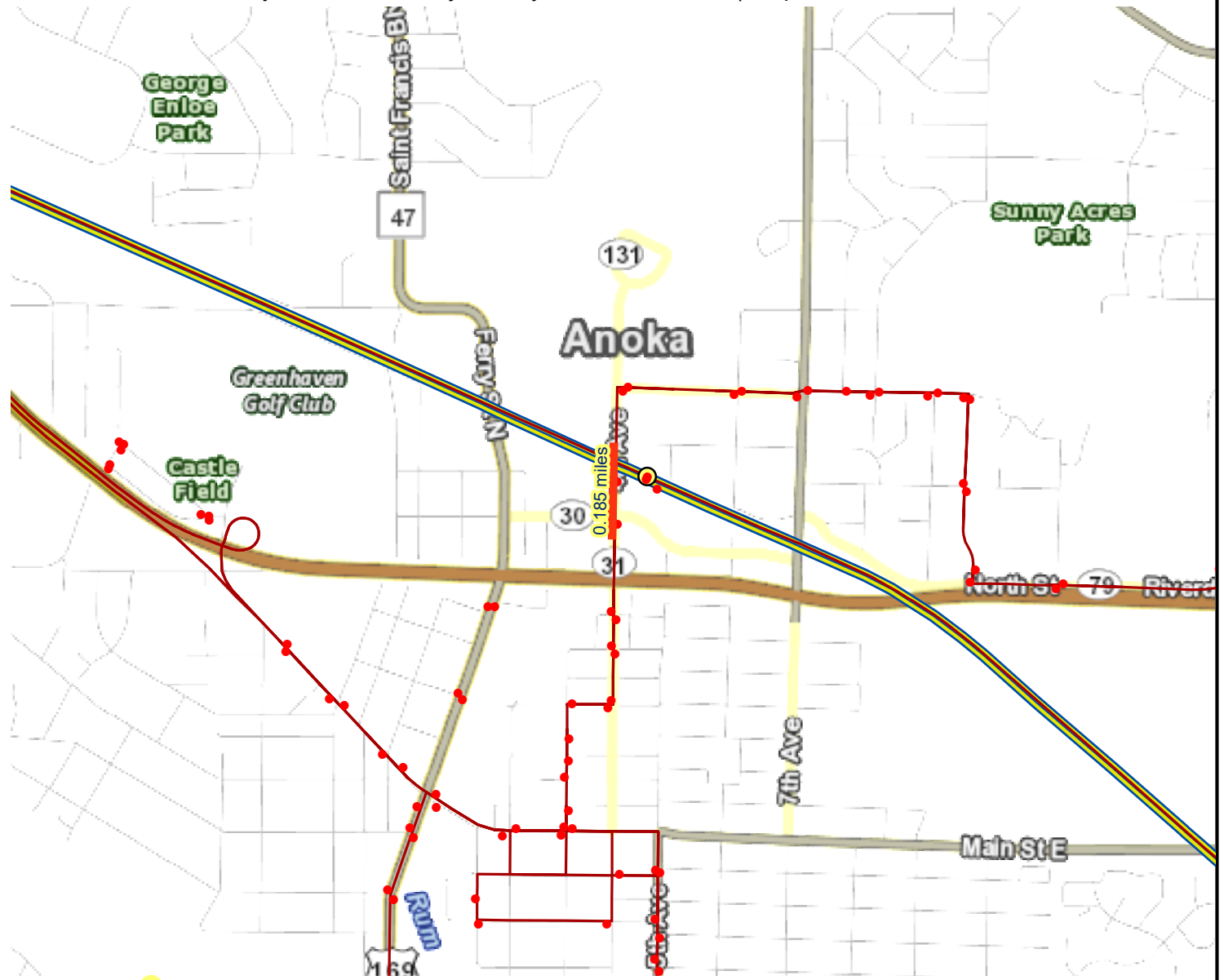
Sincerely,



Jeff Perry
Anoka County Parks Director

Transit Connections

Multiuse Trails and Bicycle Facilities Project: City of Anoka 4th Ave | Map ID: 1649177362451



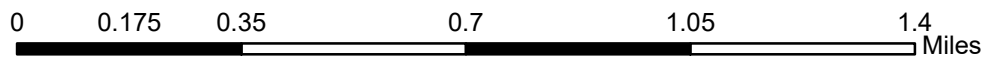
Results

Transit with a Direct Connection to project:
805 888

**indicates Planned Alignments*

Transit Market areas: 4, 8

- | | | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Commuter Rail | | Arterial Bus Rapid Transit | | Undetermined | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Arterial Bus Rapid Transit | | Modern Streetcar |
| | Project Area | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Active Stop | | Light Rail | | Light Rail | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Transit Routes | | Modern Streetcar | | Highway Bus Rapid Transit | | |

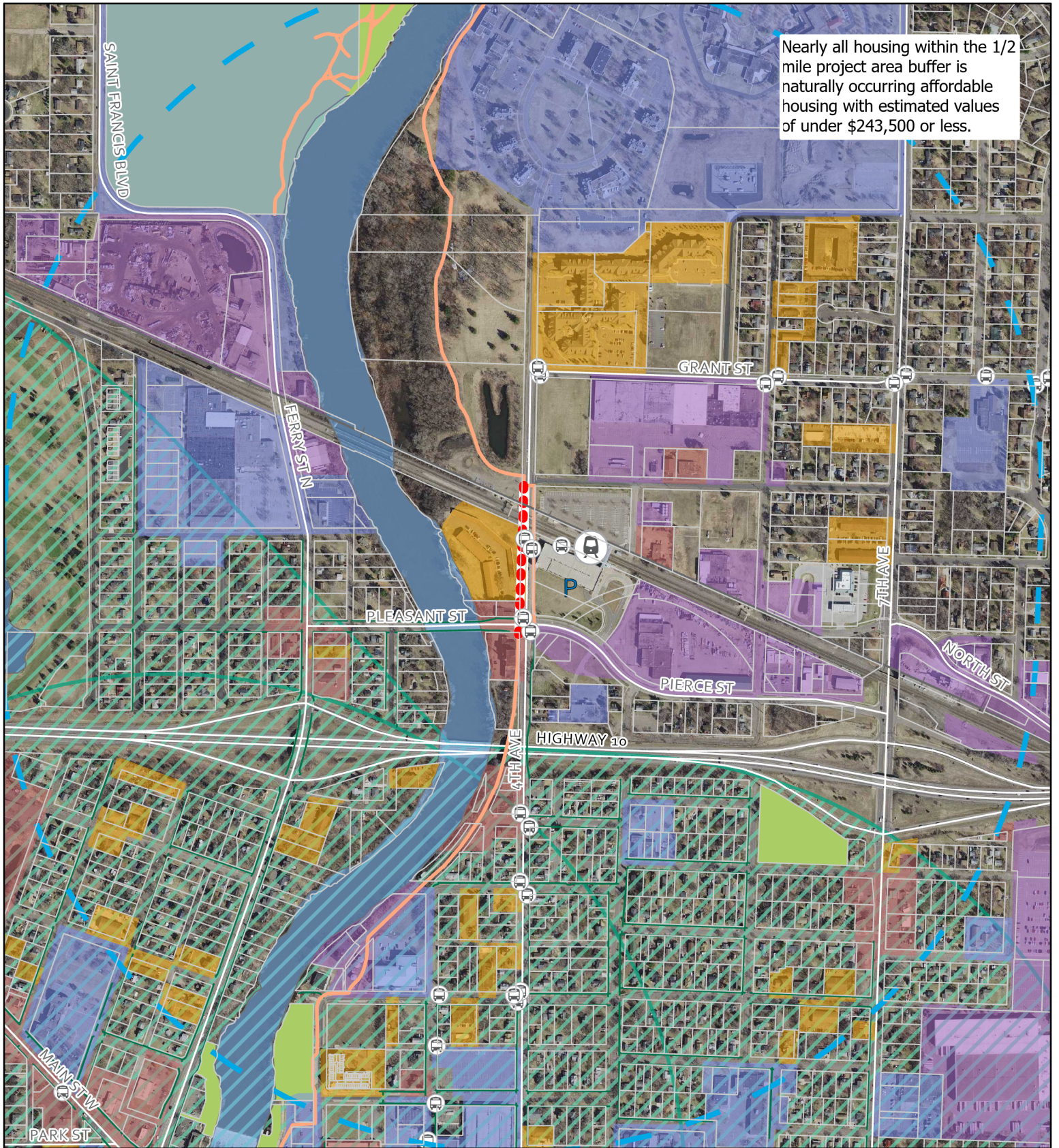


Created: 4/5/2022
LandscapeRSA3














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








Nearly all housing within the 1/2 mile project area buffer is naturally occurring affordable housing with estimated values of under \$243,500 or less.

Legend

-  1/2 Mile Buffer
-  Parcels
-  RBTN Corridors
-  River
-  Park and Ride Lot
-  Northstar Station
-  Transit Stops
-  Railroads
-  Sidewalks
-  Existing County Trails
-  2022 Proposed Project

Land Use

-  Multifamily
-  Institutional
-  Retail and Other Commercial
-  Industrial and Utility
-  Regional Parks
-  City Parks

