

## 6. TRANSPORTATION ELEMENT

### A. Framework and Goals

The Federal Highway Act of 1962 required continuous, comprehensive, and coordinated transportation planning for metropolitan areas. It was an important step in creating a mechanism for local, regional and federal agencies to plan for transportation needs. This plan was developed using previous transportation planning documents for the City of Ramsey and Anoka County and the Metropolitan Council Transportation Policy Plan. The transportation system in Ramsey is complex due to many factors. Nonetheless, key transportation planning principles and characteristics of the transportation system have been established in order to provide a basis for sound transportation planning decisions. The following plan involves simplistic tools and is designated to encompass thorough stakeholder involvement and coordination of diverse governmental efforts.

The following goals and strategies have been established for the transportation plan:

#### a) A safe and efficient motorized transportation system throughout the community

##### STRATEGIES:

1. Complete planning stages for Highway 10 interchanges & Highway 47 expansion/re-alignment improvements
2. Update the access management plans
3. Complete interchange designs
4. Complete RTC AUAR roadway improvement projects
5. Secure funding for transportation projects
6. Assess the need for local traffic control and access improvements
7. Consider roundabouts where appropriate
8. Secure funding for transportation projects
9. Pursue additional east/west collector in the northern portion of the city

#### b) A safe and efficient non-motorized transportation system throughout community

##### STRATEGIES:

1. Explore options for revising the City's sidewalk policy, including requiring sidewalks or trails on both sides of some new public streets, different standards for public versus private roads, high-volume versus low-volume roads, and issues related to long-term maintenance
2. Encourage design choices in new and existing development that enhance neighborhood walkability
3. Examine the ability of transportation network to handle pedestrians, bicyclists, and automobiles through design of streets (complete streets policy)
4. Ensure future roadway improvement include sufficient right of way for pedestrian and bicycle paths

5. Secure funding for transportation projects such as additional trails, bike paths, and pedestrian connections
6. Include a review of infrastructure, including parking for walking and other non-motorized transportation modes when reviewing any transportation improvement projects
7. Advocate affordable, dependable and efficient means of public transit in the community
8. Complete the master trail plan
9. Continue efforts to establish the Mississippi River regional trail
10. Explore options for constructing a pedestrian bridge over Highway 10 and the Mississippi River
11. Ensure trail connections to transit stops, employment centers, shopping and other services

**c) Connectivity with regional transportation corridors and transit**

**STRATEGIES:**

1. Consider officially mapping the remainder of the Mississippi River bridge crossing corridor
2. Collaborate with adjacent communities and county, state, and federal agencies on the planning, design and construction of regional transportation projects
3. Secure a stop on the Northstar Commuter Rail line
4. Establish numerous, efficient, affordable transportation connections, both within and Ramsey and connecting to other communities, that include multi-modal transportation choices
5. Continue involvement in the Northstar Corridor Development Authority (NCDA)
6. Market the municipal parking facility as a park-and-ride opportunity
7. Develop an affordable, efficient, and reliable transit system that includes commuter rail and bus capabilities
8. Secure funding for transportation projects

## ***B. Existing Roadways***

### **1. Existing Public Roadway System**

Ramsey has approximately ten miles of state trunk highways, fifteen miles of county state aid highways, and twelve miles of county roads. Figure 6-1 illustrates these roadway jurisdictions within the City limits. All other roads are local City streets.

The Metropolitan Council classifies roadways using a hierarchical scheme. This scheme has four general classifications: principal arterial, minor arterial, collector, and local street as shown in Figure 6-1. The existing annual average daily traffic volumes (AADT) for the principal arterials, minor arterials, and major collectors at representative locations in Ramsey are also shown in Figure 6-1 and Table 6-3.

Trunk Highway 10/169 (TH 10/169) is classified as a principal arterial. It is the only principal arterial in Ramsey, running northwest and southeast roughly parallel to the Mississippi River at the south end of Ramsey. It is the most dominant link in the roadway system of Ramsey. TH 10/169 currently is a four lane divided highway with several cross street intersections. Intersections at CSAH 83 (Armstrong Boulevard), CSAH 56 (Ramsey Boulevard), and CSAH 57 (Sunfish Lake Boulevard), are controlled by traffic signals. There are multiple driveways and several median breaks along TH 10/169 in Ramsey.

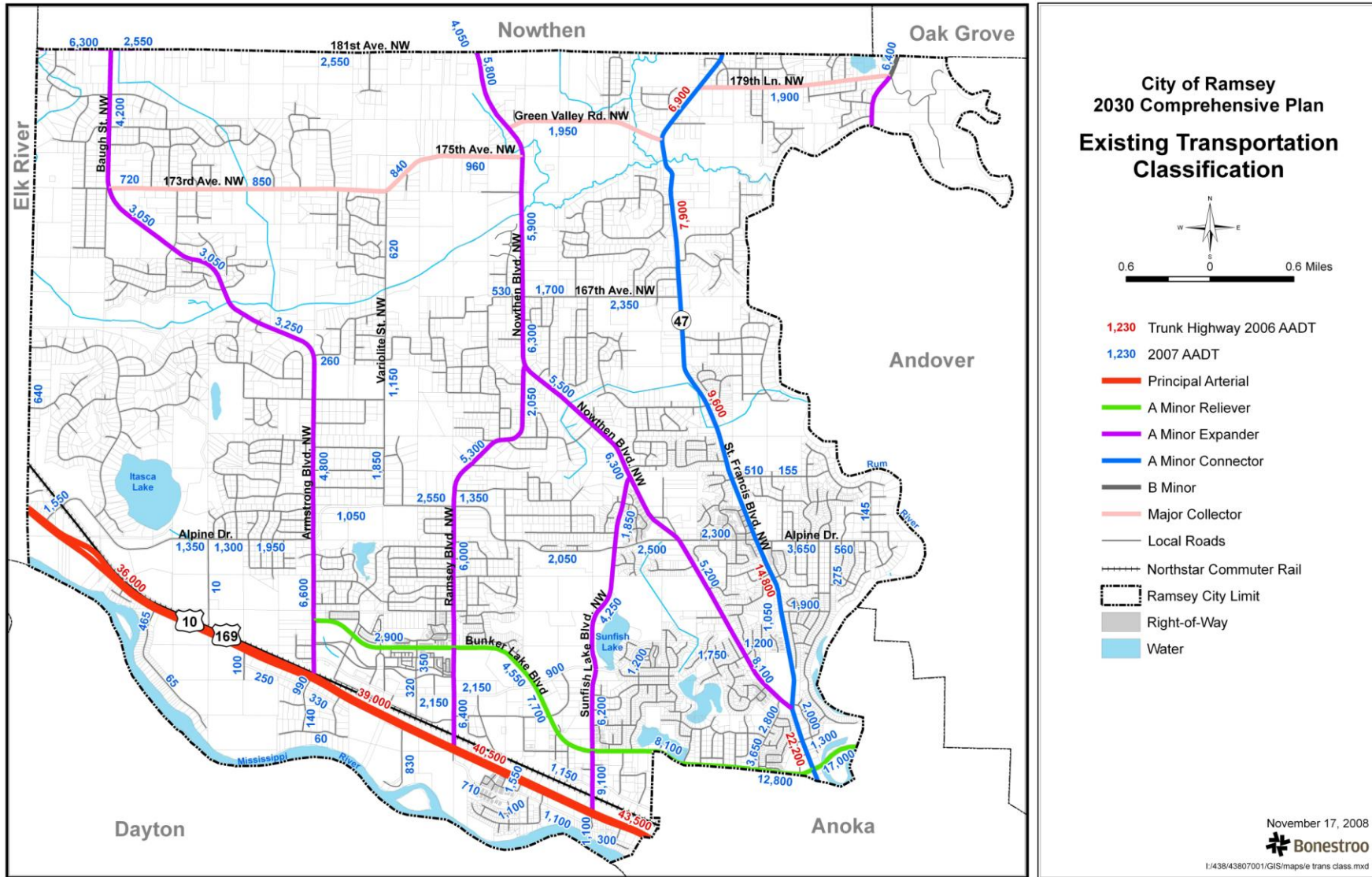
Nine roadways are classified as minor arterials: TH 47, CSAH 56 (Ramsey Boulevard), CSAH 116 (Bunker Lake Boulevard), CSAH 5 (Nowthen Boulevard), CSAH 22 (181<sup>st</sup> Street), CSAH 83 (Armstrong Boulevard), CR 64 (181<sup>st</sup> Street), CSAH 57 (Sunfish Lake Boulevard), and CSAH 7 (7<sup>th</sup> Avenue). The minor arterial roadways in Ramsey are characterized as having two through traffic lanes with additional turn lanes at intersections. Intersections with other arterials may be controlled with traffic signals. Parking is generally prohibited and access to abutting property is often limited. CSAH 116 is four lanes from Dysposium to TH 47 with plans to convert it to four lanes all the way to Sunfish Lake Boulevard. Plans in the next five years are to expand all minor arterial roadways to four-lane divided facilities.

Major collectors in Ramsey include CR 27, and CR 63. Major collector roadways in Ramsey are characterized as typically having two through traffic lanes, possibly with additional turn lanes provided at intersections. The City also has some 4 lane roadways. Stop signs often control traffic at intersections with arterials or other collectors. Parking is usually permitted, as is access to abutting property.

In formulating this transportation plan, project participants identified three traffic issues of particular concern to Ramsey:

1. Congestion typically occurs on TH 10/169 during AM and PM peak periods, and this congestion worsens outside Ramsey near the TH 169 bridge in Anoka.
2. Short trip making activity on TH 10/169 in Ramsey increases travel delays.
3. The signalized intersection of TH 47 and CSAH 116 experiences congestion during the morning and evening peak periods of traffic.

Figure 6-1 Existing Roadway Jurisdiction, Classification and Volumes



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The level of service (LOS) provided by TH 10/169, TH 47 and all County Roads can be characterized using a letter grade system. A LOS letter grade can be assigned to a facility based upon the ratio of traffic volume to traffic capacity. LOS A represents low congestion and LOS F represents conditions where traffic demand exceeds traffic capacity. The existing LOS grades for these two roadways were determined based on the 2007 Mn/DOT recorded traffic volumes and the roadway capacity calculations for LOS D conditions for volume capacity thresholds generally accepted by Anoka County for various roadway types. TH 10/169 performs at LOS F along its entire length through Ramsey. TH 47 performs at LOS D between the northerly city limits and Alpine Drive. Between Alpine Drive and Nowthen Boulevard, it performs at LOS A and between Nowthen Boulevard and Bunker Lake Boulevard, at LOS C.

These level of service ratings indicate that TH 10 and TH 47 presently are operating near or at their capacity limits within the City of Ramsey. This condition principally is due to trips generated from outside the City limits and, furthermore, outside the current seven county Metropolitan Area.

### ***C. Analysis of Roadway System Needs***

#### **1. Planned Changes to Roadway System**

Ramsey is a rapidly developing community. New additions to the public street system are expected, primarily in the form of local and collector streets (see Figure 6-2). The only new arterial expected to be constructed is the extension of CSAH 116 westward from its present terminus at Armstrong Boulevard.

An addition to the roadway system includes the extension of 167<sup>th</sup> Avenue between Variolite Street and Nowthen Blvd. This addition to the system is important to provide an effective system to move people through the community in an east-west direction.

There are two *potential* roadway extensions into neighboring communities, which would require the mutual consent of Ramsey and the affected communities. These include the westward extension of 173<sup>rd</sup> Avenue into Elk River and the eastward extension of McKinley Street into Anoka. The likelihood of either extension is low, particularly for the McKinley Street extension, which is opposed by the City of Anoka. The 173<sup>rd</sup> Avenue extension would primarily duplicate the current function of 181<sup>st</sup> Avenue. If Elk River constructs the north-south arterial link in its Fillmore Street and Jarvis Street corridor as shown in Elk River's comprehensive transportation plan of November 1995, the 173<sup>rd</sup> Avenue extension would offer Ramsey residents a connection to this corridor for use as an alternative to CSAH 83. Extending McKinley Street into Anoka would limit the amount of truck traffic that would have to travel on Highway 10 for a short distance.

A corridor study prepared in 1988 for TH 10/169 recommended that a frontage road system be established along both sides of TH 10/169. This was further refined in the 2002 TH 10 Interregional Corridor Management Plan (IRC). Ramsey has constructed a frontage road along the south side of TH 10. The corridor study also recommended the closure of median breaks and driveway access points along TH 10/169. The Anoka County Highway department favors upgrading TH 10/169 to freeway standards with limited access and grade separated interchanges. This has not been

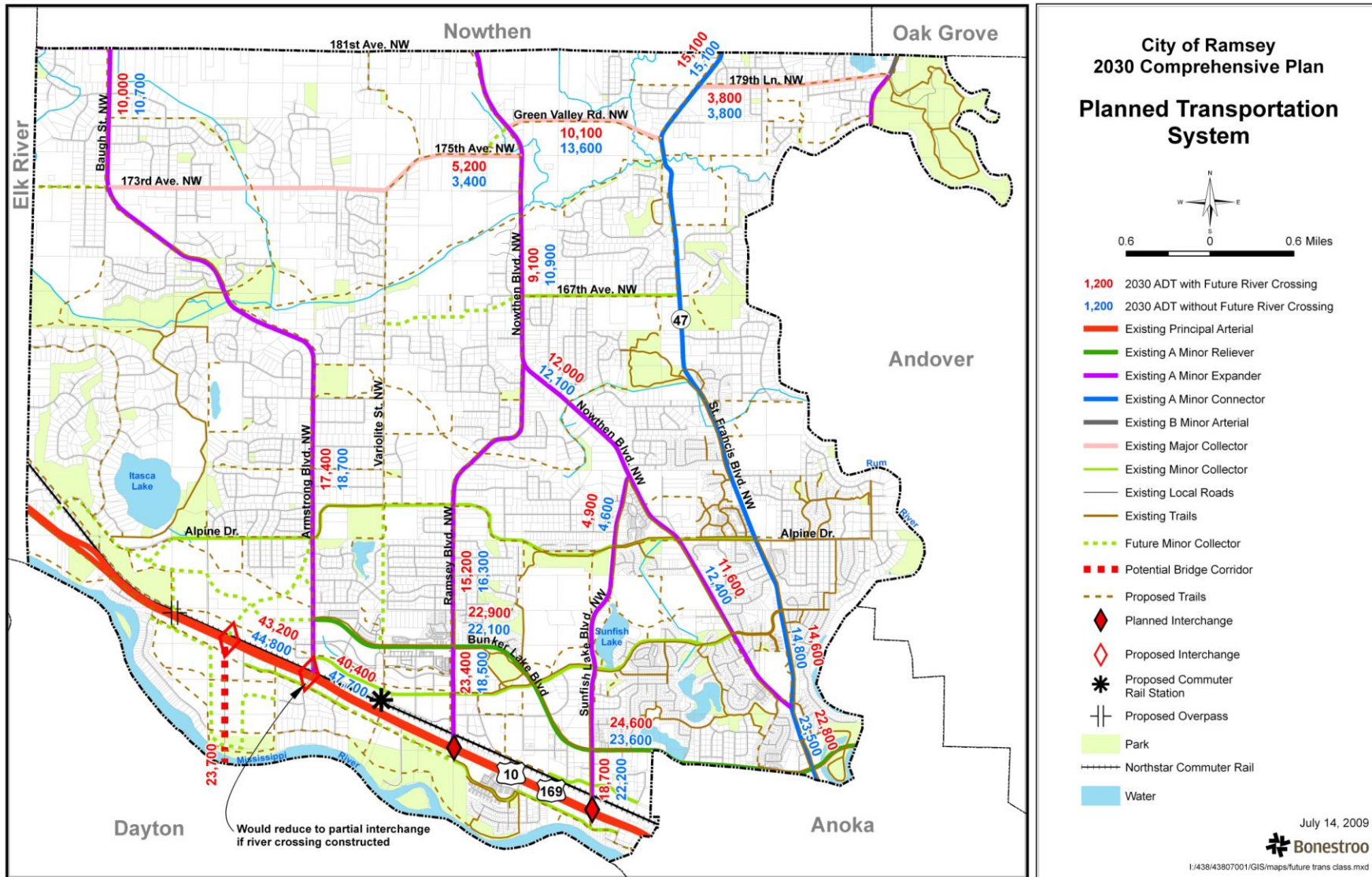
identified in the Mn/DOT Transportation Improvement Program through 2010, is not included in the Metropolitan Council's 2030 Transportation Policy Plan (TPP) adopted in 2004 nor is it identified as an expansion project in the 2030 TPP adopted in January, 2009. Upgrading would improve capacity and safety.

A preferred location and design of a grade-separated interchange between TH 10/169 and any potential Mississippi River bridge crossing continues to be studied. This process continues to be refined. Preliminary designs of Sunfish Lake Boulevard and Ramsey Boulevard are completed.

The TH 47 corridor is a vital element in the City's transportation system. An access management plan was prepared in 1996 by the City of Ramsey, Anoka County, and Mn/DOT which identified the access management strategy and necessary cross section of TH 47 future development between CSAH 116 and 167<sup>th</sup> Avenue. The segment of the highway between CSAH 116 and Alpine Drive was constructed to the recommended four lane width in 2000 but has been striped for two lanes of traffic until such time as further cross section improvements have taken place south of CSAH 116. In addition safety improvements were constructed throughout the length of the highway in the City in 2005. These improvements created right turn lanes at all intersecting roadways (except 181<sup>st</sup> Avenue) and a three quarter intersection at 142<sup>nd</sup> Avenue. The City is actively participating in a TH 10/ TH47 study with the City of Anoka, Anoka County and Mn/DOT to determine the future alignment and section of TH 47 and its connection to TH 10. Ramsey is also actively participating in the TH10/47 corridor study being undertaken by Anoka County.

The CSAH 116 corridor is an increasingly important element in the City's transportation system particularly as the Ramsey Town Center develops. A corridor study and access management plan was prepared in 2004 by the City of Ramsey, the City of Anoka, and Anoka County which identified the access management strategy and necessary cross section for the future development of CSAH 116 between 7<sup>th</sup> Avenue and Armstrong Boulevard. The segment of the highway between TH 47 and Dysprosium Street was constructed to the recommended four lane cross section in 2006. The City and County are cooperatively working to implement future elements of this plan as sections of CSAH 116 are scheduled for improvement within the County Five year Highway Improvement Plan. The future configuration of the various roadway connections in the area is uncertain and the map is not intended to illustrate the exact location and functional classification of all roadways.

Figure 6-2 Planned Transportation System



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## **2. Possible New Mississippi River Bridge**

Anoka County has proposed locating a new Mississippi River bridge in Ramsey at the location that was agreed upon by Ramsey and Dayton. The County proposed alignment for this bridge would generally be the southerly extension of an alternative alignment to Armstrong Boulevard through right-of-way already owned by Anoka County. In addition to crossing the river, the bridge could offer grade-separated crossings of the BNSF railroad tracks and TH 10/169. In the scenario proposed by Anoka County, Armstrong Boulevard would be upgraded and become part of the State's trunk highway system. Mn/DOT has not yet agreed with the design for a new river crossing or the highway jurisdictional changes shown in the scoping study and the TH 10 Access Management Study. Anoka County's plan does not specifically state that Armstrong Boulevard will be part of a Trunk Highway System, but will state that a new river crossing is warranted in the general vicinity of Armstrong Boulevard.

The *Major River Crossings Study Report of 1989* by the Transportation Advisory Board indicated that projected traffic volumes on Highway 10 warrant an additional bridge crossing. With the improvements to the 610 Bridge and the new east-west highway through Brooklyn Park coordinated efforts to study potential needs and solutions to the River Crossing issue should continue. Public opinion in Ramsey strongly favors a new bridge. The Ramsey City Council has also expressed strong support for a new Mississippi River Bridge crossing.

The City of Ramsey worked cooperatively with the City of Dayton and prepared a letter of agreement on a location of a future bridge corridor that would run through vacant land approximately  $\frac{3}{4}$  of a mile west of the corridor originally proposed in the Anoka County 2015 Transportation Plan. The Comprehensive Plans for the Cities of Dayton and Ramsey are consistent with respect to locating a future Mississippi River Crossing. This location is generally illustrated in Figure 6-2.

Another critical component of studying improved crossing of the Mississippi River is adherence to the State and Federal regulations of the Mississippi River according to the Wild and Scenic Rivers Act and Critical Areas Act. Essentially, these acts require that prior to planning for an additional river crossing, all alternative solutions to improving traffic problems associated with the river be studied including expanding the existing crossings and adding an additional bridge adjacent to existing crossings. The purpose of the corridor study would be to pursue these and other alternatives.

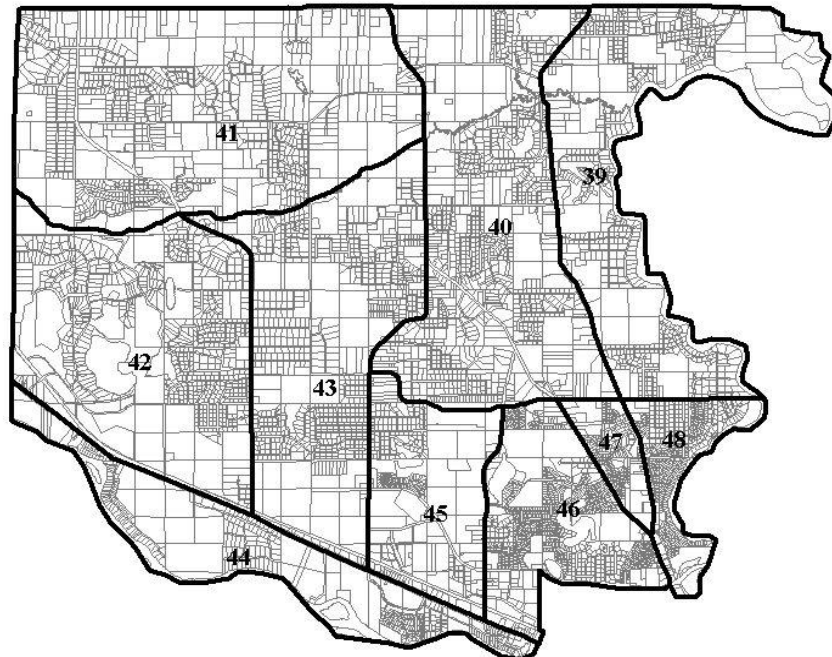
**3. 2030 Traffic Forecasts**

Significant development is expected in Ramsey over the next 22 years. The 2030 housing, population, and employment forecasts show significant growth from 2008 to 2030. These increases are expected to have substantial impacts on the transportation system. The Anoka County travel forecast model was used to prepare the 2030 traffic forecasts, however, the model was modified to account for the proposed growth and projected future roadway improvements during this time period.

At the request of the Metropolitan Council, traffic forecasts for the 2030 roadway system with a new Mississippi River bridge were also prepared. These were using the revised 2030 Anoka County forecasts and then adjusted to account for the roadway alternative. A second set of 2030 forecasts are included for reference purposes only and are based on the bridge location as proposed by Anoka County.

The City is currently divided up into 10 Traffic Analysis Zones as illustrated on Figure 6-3. These zones, known as TAZs, are used to establish an understanding of the number of trips that are generated from a particular area and would use the roadway system. Table 6-1 represents household and employment projections for the 10 TAZs in Ramsey for 2030. These projections were based on a draft of the plan that was brought before the Planning Commission and City Council in November of 2008, which was based on the preferred plan developed by community members in October 2008. The totals from that plan have been adjusted slightly to match other projections in this plan agreed to by Met Council. At the public hearing for the plan before the Planning Commission, a small number of lots were added to the MUSA at the request of those specific property owners. While the units that may occur on these lots are not included in the following TAZs, their impact should be negligible.

**Figure 6-3 Traffic Analysis Zones (TAZ)**



**Table 6-1 – 2030 Household and Employment Projections by TAZ**

TAZ	Existing Units	Planned Units	Households	Population	E mployment		Total Emp
					Retail	Non-Retail	
39	700	182	882	2,403	152	-	152
40	1,565	1,517	3,082	8,241	170	-	170
41	690	1,092	1,782	4,726	-	-	-
42	680	1,479	2,159	5,698	1,178	310	1,487
43	694	2,960	3,654	9,562	259	427	687
44	546	992	1,538	4,071	1,111	1,853	2,964
45	280	47	327	895	539	4,144	4,683
46	1,572	261	1,833	5,016	375	1,141	1,517
47	382	139	521	1,414	36	-	36
48	520	-	520	1,436	243	-	243
<b>TOTAL</b>	<b>7,629</b>	<b>8,669</b>	<b>16,298</b>	<b>43,461</b>	<b>4,063</b>	<b>7,876</b>	<b>11,938</b>

*Sources: City of Ramsey, Bonestroo.*

The resultant 2030 average annual daily traffic forecasts (AADT) developed for principal arterials, minor arterials, and collectors in Ramsey are shown in Table 6-2.

**Table 6-2 Existing and Future Traffic Volumes**

Location	Existing	2030 Forecasts with River Crossing	2030 Forecasts without River Crossing
CSAH 83 s/o CSAH 22	4,200	10,000	10,700
CSAH 83 n/o Alpine	4,800	17,400	18,700
CR 63/175th w/o CSAH 5	1,000	5,200	3,400
CR 63/Green Valley** e/o CSAH 5	2,000	10,100	13,600
CR 27/179th** e/o TH 47	1,900	3,800	3,800
TH 47 n/o CR 27	6,900	15,100	15,100
TH 47 n/o CSAH 5	14,800	14,600	14,800
TH 47 n/o CSAH 116	22,200	22,800	23,500
CSAH 5 n/o 167 <sup>th</sup>	5,900	9,100	10,900
CSAH 5** e/o CSAH 56	5,500	12,000	12,100
CSAH 5** s/o Alpine	5,200	11,600	12,400
CSAH 56 n/o 149 <sup>th</sup>	6,000	15,200	16,300
CSAH 56 n/o Sunwood	6,400	23,400	18,500
US 10/169 e/o CSAH 56	40,500	47,500	51,800
CSAH 57 n/o Alpine	1,900	4,900	4,600
CSAH 57 n/o US 10	9,100	18,700	22,200
CSAH 116 e/o CSAH 56	2,900	22,900	22,100
CSAH 116 e/o CSAH 57	8,100	24,600	23,600
US 10 w/o CSAH 83	36,000	43,200	44,800
US 10 e/o CSAH 83	39,000	40,400	47,700
Future Bridge*	NA	23,700	NA

*\* Traffic forecasts for river crossing are based on potential crossing  
Source: Anoka County 2030 model adjusted to account for updated city land uses by Iteris, Inc. Anoka County travel forecast model adjusted for assumed changes in road network for the river crossing scenario only.*

*\*\* On candidate road segments proposed to be turned back from Anoka County to the City before 2030*

**4. Adequacy of Roadway System in Year 2030**

To determine whether the arterials of the 2030 roadway system will adequately accommodate the traffic volumes forecast for 2030, a comparison between the

forecast AADT and the capacity provided by each facility has been made. The daily capacity calculations were generated by applying Mn/DOT recorded 2007 traffic volumes and 2030 modeled traffic volumes to roadway thresholds generally accepted by Anoka County (see table below) for this comparison and as the basis for assigning a LOS grade. Modeling done for this plan did not alter the thresholds assumed in the Anoka County model.

**Table 6-3 Daily Capacity by LOS**

Area Type*	Cross Section	Daily Capacity by LOS				
		A	B	C	D	E
Developing	2-Lane	6000	7000	7800	8500	10100
	3-Lane	9500	10300	11500	13000	14500
	4-Lane Divided	15000	17400	20000	22500	23000
	4-Lane					
	Expressway	19200	22400	25200	28800	32000

\* Area type defined by Metropolitan Council designation of Developing Community for the City of Ramsey.

The 2030 forecasts for the base condition (no new Mississippi River bridge) indicate that there will be increased capacity deficiencies on TH 10/169 along its entire length through Ramsey by the year 2030. By 2030, this segment of TH 10/169 performs at LOS F. Other capacity deficiencies anticipated are on CSAH 83 (TH 10 to Alpine Drive), CSAH 56 (TH 10 to Alpine Drive), CSAH 57 (TH 10 to CSAH 116), CSAH 116 (whole route) and TH 47 north of Alpine Drive. These anticipated deficiencies could be minimized if the planned improvements are implemented (i.e. the ultimate build recommendation of widening TH 47 from two lanes to four lanes). Without the planned improvements, TH 47 will operate at LOS F north of Alpine Drive. CSAH 56 between US 10 and CSAH 116 will be expanded to a four lane facility by 2011. CSAH 116 will be widened to a four-lane facility between TH 47 and CSAH 57 in 2011. These improvements should address the congestion on these segments.

If TH 10/169 is rebuilt as a four-lane freeway, then there will be sufficient capacity to accommodate the forecast 2030 traffic along its entire length through Ramsey (LOS D or better). If a new Mississippi River bridge is constructed at the location selected by Anoka County and Mn/DOT, the segment of TH 47 between CSAH 116 and CSAH 5 would be relieved of some traffic but would still have insufficient capacity as a two lane undivided arterial to accommodate the projected 2030 traffic. TH 10/169 would still need to be upgraded to a freeway in this scenario to offer adequate capacity. The proposed bridge crossing would lessen minor amounts of traffic through the City of Ramsey. Mostly it would alleviate traffic demand on TH 10/169.

These capacity deficiency findings are somewhat more severe than the findings of the 2020 Anoka County Transportation Plan, in part because the forecasts are for 2030. Growth occurring beyond Ramsey will also continue to put pressure on the regional roadway system.

***D. Roadway System Plan***

**1. Recommended Policies.**

Given the capacity limitations on TH 10 and TH 47 as previously described, the City

of Ramsey recognizes the need to adopt several key transportation policies. Four specific policies that the City will apply are:

- Continue to cooperate with Mn/DOT, Metropolitan Council, Anoka County and other agencies to increase the capacity of TH 10 and TH 47. The Transportation System Plan for Mn/DOT's Metro Division recognizes a need for improvements on both TH 10 and TH 47, however these upgrades are classified as "unfunded" at the present time. However, the City also realizes that both highways presently are at or over their capacity limits, that significant volume growth is expected, and that a large portion of existing and future trips has neither an origin nor destination in Ramsey. The Anoka County Transportation Plan recommends capacity improvements to both TH 10 and TH 47.
- Continue to extend and upgrade local east-west roadways to reduce the need for local motorists to use TH 10. The transportation plan includes major improvements to multiple roadways.
- Apply travel demand management measures. The City recognizes that an important strategy to preserve adequate mobility on the roadway system is the limit the magnitude of traffic volume growth, especially during the peak periods. The City intends to take the following steps to strengthen its future travel demand management program:
  - Encourage businesses to offer flex hours to employees.
  - Encourage and promote the development of telecommuting.
  - Allow for the development of mixed-use development that is design with transit orientation.
  - Guide future land use along the railroad corridor to accommodate a Northstar commuter rail station and adjoining transit oriented development.
  - Promote alternatives to solo commuting, including transit, bicycling, ridesharing, and car or van pooling.
  - Continue to work with Metro Transit and Anoka County Traveler in developing a transit system that serves Ramsey residents.
  - As the employment concentration in Ramsey grows, continue to work with the Anoka County transportation management organization (TMO). TMO's are public/private partnership established to deal with transportation concerns, especially mitigation of peak traffic congestion.
- Continue to actively manage access to the arterial roadway system in order to preserve its mobility function. For years, the City has recognized the importance of access management. With effective access management, conflicts involving vehicles turning to and from arterial roadways are reduced. Such a reduction in conflicts enhances traffic flow along the roadway and improves safety. The City's support for access management is demonstrated by its previous actions and continuing efforts to construct frontage roads along TH 10 and reduce direct access to this highway.

The City supports the following specific access management policies:

1. Adopt access management ordinances in local zoning code.
2. Reduce the number of access points to major public roadways by consolidating multiple points of access into a single point of access where appropriate.
3. Emphasize safety and mobility on collector and arterial roads by limiting access on these roads and encouraging access on local streets whenever possible.
4. Adhere to Mn/DOT and Anoka County access management policies on state and county highways to the greatest extent possible. Regarding TH 10/169, CSAH 116 and TH 47 specifically, the community should be guided by the access management recommendations found in the respective corridor studies, subject to any updated reports the City may request. The recommendations found in these reports can be summarized as follows:
  - Phasing out all direct access from individual properties to TH 10/169 as frontage roads are completed.
  - Closing median breaks on TH 10/169 to discourage U-turns and direct access.
  - Reducing the number of driveways to TH 47 with the ultimate goal of eliminating all private driveways as redevelopment opportunities arise.
  - Limiting full access on TH 47 to city or county road intersections at spacing of roughly half a mile or greater.
  - Limiting full access and number of driveways on CSAH 116 in accordance with access study.

## 2. Jurisdictional and Functional Classification

Anoka County has identified two roadway jurisdictional changes. Anoka County has proposed transferring a portion of TH 47 to the County's system.

The current functional classification system for Ramsey is generally expected to be adequate for the traffic demands of 2030. A few classification changes will be desirable as several roadways change their functional character (see Table 6-3).

The only arterial expected to be added to the roadway network is the extension of CSAH 116. Metropolitan Council planning guidelines indicate that minor arterials should be spaced one to two miles apart in developing areas, and should support trips of two to six miles long.

Several streets that are currently classified as local roadways should be reclassified as collectors. Among these roadways are Alpine Drive, 167<sup>th</sup> Avenue, Sunwood Drive, McKinley Street, and the south Highway 10/169 frontage road. The reclassification of these roadways will be necessary as a result of the expected increase in traffic and change in functional usage of these roadways as they are extended or connected into the greater roadway system. In order to include these planned facilities on the TAB map, the City needs to formally request their inclusion through the TAC Planning Committee, which is a process separate from the Comprehensive Plan Update review

process. Metropolitan Council planning guidelines indicate that collectors should be spaced one-half to one mile apart in developing areas, and should support trips of one to four miles long.

**Table 6-4 Changes in Functional Classification**

<b>Roadway</b>	<b>Existing Functional Class</b>	<b>Future Functional Class</b>
CSAH 116 (Bunker Lake Blvd) w/o Ramsey Boulevard to its intersection with US 10	B Minor Arterial (partial)	B Minor Arterial from Rum River to US 10
167 <sup>th</sup> Avenue from CR5 to Variolite	Local Street	Collector
Alpine Drive between TH 47 and CSAH 56 and between CSAH 83 and US 10	Local Street	Collector
McKinley Street	Local Street	Collector
173 <sup>rd</sup> Avenue w/o CSAH 83	Local Street	Collector
Riverdale Drive	Local Street	Collector

**3. Measures to Provide Adequate Operations on TH 10**

As expressed earlier in the transportation element, the City of Ramsey recognizes the following three key points regarding TH 10 through the community:

- a) TH 10 is a Principal Arterial and thereby serves as a major regional highway
- b) TH 10 presently is operating at or beyond its capacity limits through the City
- c) Mn/DOT has no major improvements programmed for TH 10 but supports improvements along this corridor as indicated in its partnering on design and environmental documents and the needs identified as part of its STP. RALF funds have also been used for ROW acquisition.

In response to the above points, the City has established a two-phase strategy to fulfill its role in providing adequate future operations on TH 10. One phase consists of extending and upgrading parallel east-west roadways to reduce the number of trips using TH 10. The City is vigorously pursuing improvements to east-west local roadways as evidenced by the following projects:

- In the County’s Capital Improvement Program (CIP), CSAH 116 is programmed for upgrading in 2011 to a four lane divided highway from CSAH 57 (Sunfish Lake Blvd. to TH 47).
- The City’s CIP includes in 2009 a 3,000 foot extension of McKinley Street east of Jasper Street, which is just east of CSAH 56 (Ramsey Blvd.). This roadway, which is just about 500 feet north of TH 10, will serve an important function in accommodating east-west local trips.

In addition to the preceding projects, which the City is committed to implementing, the City also intends to complete a future extension of 167<sup>th</sup> Avenue between Variolite Street and Nowthen Blvd. as a collector route. Upon completion of this segment, 167<sup>th</sup> Avenue will provide a continuous east-west route between Variolite and TH 47.

The second phase in the City's strategy to maintain adequate operation on TH 10 is to continue communications and planning with Anoka County, Mn/DOT, and the Metropolitan Council regarding future improvements to TH 10. The TH 10 Interregional Corridor Management Plan documented Mn/DOT's long term vision for the improvement of TH 10. The plan states that the section of TH 10 between Hanson Boulevard and Sunfish Lake Boulevard needs to be upgraded to freeway standards between 2000 and 2010. The plan also states that the section between Sunfish Lake Boulevard and TH 101 be upgraded to freeway standards between 2010 and 2018. Ramsey is supportive of these improvements and will maintain communication with Mn/DOT on future projects on TH 10.

#### **4. Measures to Preserve Adequate Operations on TH 47**

In a manner similar to TH 10, the City recognizes that TH 47 is an A-Minor Arterial, that it now operates at LOS C near the City's southern border and that Mn/DOT does not presently plan to upgrade TH 47 to four lanes. The City demonstrated its interest to preserve adequate operations along this highway by hiring a consultant to complete a corridor study for TH 47. The corridor study report dated July 1996 recommended a balanced set of actions consisting of the following points:

- Widening of TH 47 to increase its capacity.
- Improvements to roadways in addition to TH 47 in Ramsey, including TH 47 in the City of Anoka and other parallel roadways.
- Establishment of a trail parallel to TH 47 to encourage and more safely accommodate bicycle and pedestrian trips.
- Reduction in the number of access points along TH 47.

The City Council adopted the Corridor Study in August 1996 and is continuing to pursue the balanced program recommended in order to preserve the operational integrity of TH 47.

The County has initiated a project to assess capacity issues on TH 47 from the northern boundary of Anoka County to TH 10. Results of that study are not yet complete.

### ***E. Transit***

#### **1. Existing Conditions**

The City of Ramsey is located in Transit Market Area IV and presently located outside of the Metropolitan Council's transit taxing district. Ramsey has not elected to purchase transit service from Metro Transit, and so is not included in Metro Transit's service area. The closest locations for Ramsey residents to access the Metro Transit bus service is at the 7<sup>th</sup> Avenue Park and Ride lot in Anoka or at the Anoka

Hennepin Technical College. Public transit in Ramsey is limited to the Anoka County Traveler Dial-a-Ride service. This service provides curbside to curbside transportation anywhere within Anoka County. A request for this service can be telephoned up to four days in advance of travel. Anoka County Traveler also offers fixed bus routes in portions of southern Anoka County, however, no fixed route service is provided in Ramsey. The Anoka County Volunteer Transportation Program provides weekday services to seniors and/or clients receiving social services from Anoka County.

While no rail station is currently planned for Ramsey, Anoka County has begun a ridership projection study to determine demand at a potential rail station on the Northstar Commuter rail line in Ramsey at the Town Center. Ramsey is participating in this study and providing 50 percent of the funding.

The City of Ramsey currently operates the Ramsey Star Express (Route 856), a commuter coach service from Municipal Parking Ramp in Ramsey Town Center to Downtown Minneapolis. The Ramsey Star Express runs four routes from Ramsey to Minneapolis in the morning and four return trips in the afternoon/evening. Ridership on the Ramsey Star Express continues to increase, averaging approximately 280 riders per day. The Ramsey Star Express was made possible through a Congestion Mitigation and Air Quality (CMAQ) grant. The CMAQ grant is set to expire in early 2010. The City continues to explore opportunities to continue the service after the expiration of the CMAQ grant. In addition, the City has authorized a continuation of the service until March 31, 2010. Route 856 is shown on Figure 6.4.

## **2. Recommended Policies and Strategies**

As Ramsey continues to grow, greater emphasis will be placed on public transit as a viable alternative to the automobile in the community's transportation plan. Consistent with this view, it is the policy of the City of Ramsey to:

1. Advocate affordable, dependable, and efficient means of public transit in the community.
2. Support efforts to implement commuter rail service.
3. If implemented, encourage commuter rail ridership by planning compatible commercial land uses near any future depot site that will attract ridership.
4. If a commuter rail depot is opened, consider and study development of a feeder bus service to serve places to work and residential areas of Ramsey.
5. Cooperate with public agencies responsible for the planning and providing of public transit services in all efforts to implement public transit service to the community.
6. Encourage Mixed-Use development that is transit oriented and supports siting of a commuter rail station or park and pool lot near Ramsey Boulevard and TH 10.
7. Examine the use of public transit and park & ride lots as a travel demand management (TDM) strategy.

8. Work with Anoka and Sherburne County and Metro Transit to develop a process for local residents to form car pools and establish park and pool lots.
9. Refer residents interested in transit to Metro Commuter Services for rider matching opportunities.

Given the development in Ramsey of Urban (higher density) and Rural (lower density), Ramsey must pursue a variety of strategies pertaining to Transit. These strategies include:

- Continue to provide Dial-a-Ride service in Ramsey through the Anoka County Traveler.
- Encourage park and pooling and ridesharing for residents of Ramsey as well as adjacent communities.
- Focus on suburb to suburb commuting as well as commuting to the core downtown areas.
- Consider development of a multi-modal transit hub as part of the Northstar Corridor study area.

### **3. Recommended Plan**

Over the next 24 months, Ramsey will be considering entering into the Metropolitan Council's transit taxing district in support of transit operations for the Ramsey Station on the Northstar Commuter Rail service.

The Metropolitan Region has established a new direction for regional public transit that includes the following two objectives as identified in the Metropolitan Council Transportation Policy Plan:

- Develop a regional network of dedicated transitways to provide a travel-time advantage for transit vehicles, improve transit service reliability and increase accessibility to jobs via transit; and
- Match the most appropriate transit services to different transit market areas.

A "dedicated transit way" means that within the corridor, transit vehicles have a dedicated lane that separates them from main line traffic, similar to the High Occupancy Vehicle lane on I-394 between Highway 100 and downtown Minneapolis. The City of Ramsey has one potential corridor, US Highway 10 that has the opportunity to become a dedicated transitway. The Highway 10 corridor is currently experiencing a wealth of economic development and is becoming a congested corridor. A potential solution to improving the high level of congestion on this roadway is by encouraging transit usage and focusing on moving people, rather than vehicles. The Northstar Commuter Rail is a dedicated transitway on TH 10. The Metropolitan Council has no plans to create a designated transitway on TH 10 similar to the one on I-394.

The Northstar Corridor is scheduled to begin operations in late 2009 with stops

in Big Lake, Elk River, Anoka, Coon Rapids-Riverdale, Fridley, and Minneapolis. As stated in the Existing Conditions section of this Chapter, the City of Ramsey continues to pursue a rail station on the corridor. Approval to proceed with final design of the station with cost share between the City and the Anoka County Regional Rail Authority was given in 2009. The City continues to pursue potential funding sources for construction of the station. The preferred location of the rail station in Ramsey is south of the existing municipal parking ramp adjacent to the Ramsey Municipal Center in Ramsey Town Center.

#### ***F. Aviation***

There are no aviation facilities in the City of Ramsey since the closing of the Gateway North Airport in the early 1990's. However, the City is within the region's general airspace which needs to be protected from potential obstructions to air navigation. The nearest airport facilities for the City of Ramsey include the Anoka County airport in Blaine and the Minneapolis/St. Paul International Airport near Richfield.

Under Minnesota Statutes 360, the state regulates the height of structures as they are defined and enforced under Aeronautics Rules and Regulations 8800.1200 Criteria for Determining Air Navigation Obstructions. Subparagraph 4(B) states:

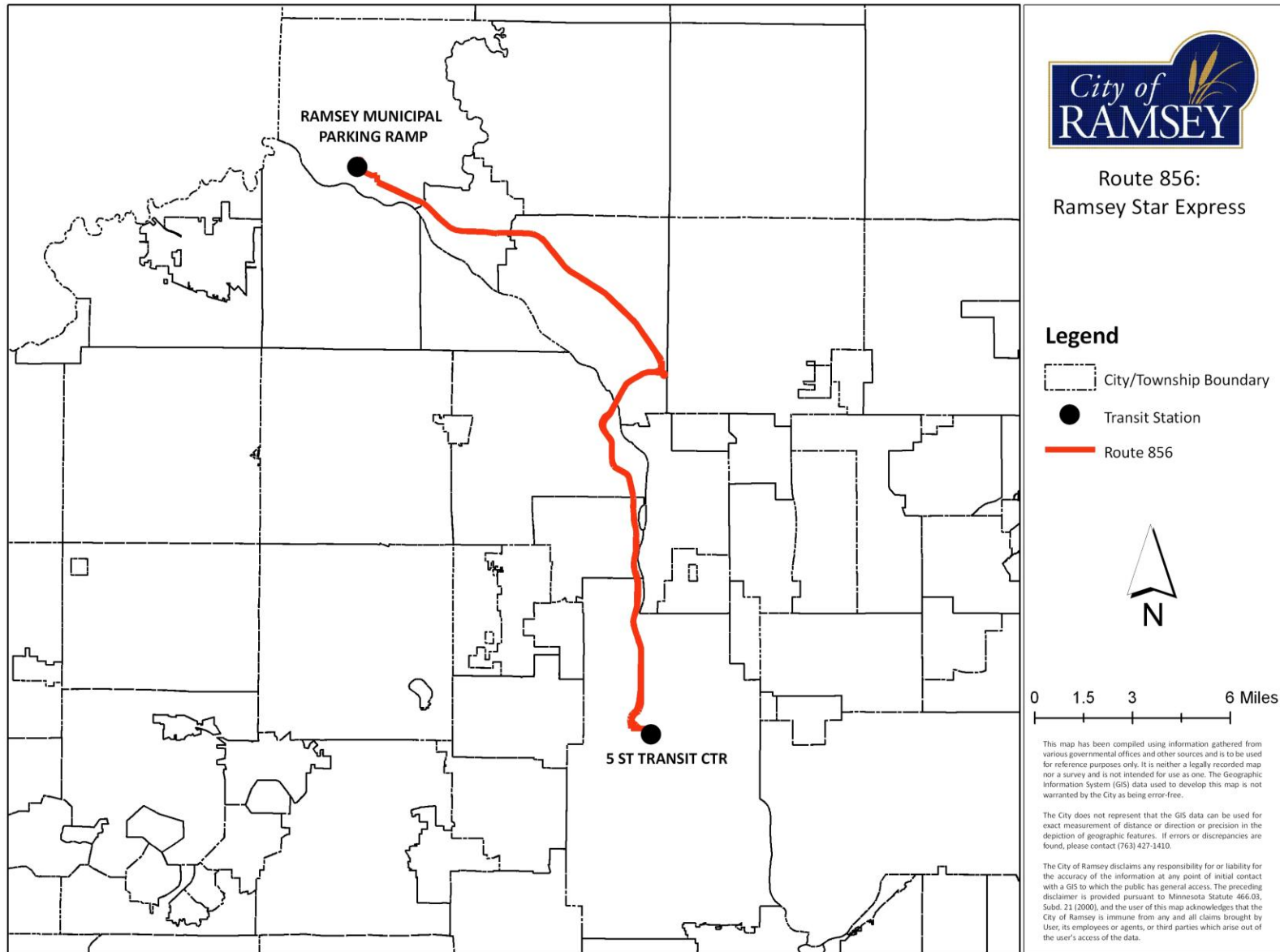
*“objects more than 200 feet above the ground or more than 200 feet above the established airport elevation, whichever gives the higher elevation, within three nautical miles of the nearest runway of an airport, and increasing in the proportion of the 100 feet for each additional nautical mile of distance from the airport but not exceeding 500 feet above ground”, is a general obstruction.*

Notification to Mn/DOT Aeronautics is required when any object as defined above would affect general airspace.

***Notification:*** *Any sponsor who proposes any construction of alteration that would exceed a height of 200 feet above ground level at the site, or any construction or alteration of greater height than an imaginary surface extending upward and outward at a slope of 100:1 from the nearest point of the nearest runway of a public airport shall notify the Commissioner at least 30 days in advance*

Local reporting is in addition to any Federal permitting/review process (FAA Form 7460-8) involving a sponsor/proposal.

Figure 6.4: Existing Transit Route



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**Recommended Policy**

It is the policy of the City to:

1. Notify Mn/DOT Aeronautics of any structure 200 feet above the ground that could affect airspace.
2. Work with the MAC in locating needed airport navigational facilities.
3. Include both Federal and State safety standards when planning the design of any object related to or affecting transportation facilities.

***G. Railroad Lines***

One railroad company owns and operates a railroad line through Ramsey. Burlington Northern Santa Fe Railway (BNSF) owns a double track mainline that runs parallel to TH 10/169. BNSF operates numerous freight trains and a single Amtrak passenger train in each direction daily over this track. This track is part of BNSF's transcontinental mainline to the Pacific Northwest. There are no future plans to discontinue freight service on this rail. Future plans are being studied to commingle commuter rail with freight rail. This study is the Northstar Corridor study.

***H. Bicycle and Pedestrian Trail System***

Ramsey has made wise investment in trails over the past 10 years and public demand for trails continues to grow. The City's Park and Trail Map indicates significant on-road trails that could be used for bicycle and pedestrian travel. There are a limited number of trails in City parks and a limited number of sidewalks along public streets, however. The City has recently completed community surveys that found an increasing interest in trail usage. This desire was also expressed strongly at the Ramsey3 meetings that occurred before the Comprehensive Plan update.

Anoka County recently completed a Mississippi River Trail study with participation from Ramsey and the City of Anoka. This trail is an important asset to Ramsey, and this plan recognizes the value it will add for Ramsey residents.

**Recommended Policies**

For the planning of bicycle and pedestrian trails it is the policy of the City to:

1. Work with the public and landowners in establishing an alignment and dedicating right-of-way for Anoka County's proposed Mississippi River regional Trail Corridor as referred to in City Ordinance 90-2.
2. Ensure consistency with the goals and policies of the Critical Area Corridor (MNRRA) in planning for the Mississippi Regional Trail Corridor.
3. Ensure future roadway improvements include sufficient right-of-way for future pedestrian and bicycle paths.
4. Continue support of the County's plan for a Rum River regional trail along CSAH 7.

5. Work with adjacent communities when planning trail corridors to provide connections to other communities.
6. Require future developments to provide land for trails that link neighborhoods with local and regional trails and parks where appropriate.
7. Designate major east west roadways as “parkways” which would include off-street, multi-use trails and possibly sidewalks and on-street commuter bike lanes.
8. Pursue ways to make a trail link across major roadways such as Highways 47 and 10 as these are dangerous roads to cross yet people need to be able to safely cross them.
9. Work with State and County highway departments to ensure trail segments along State and County roadways.