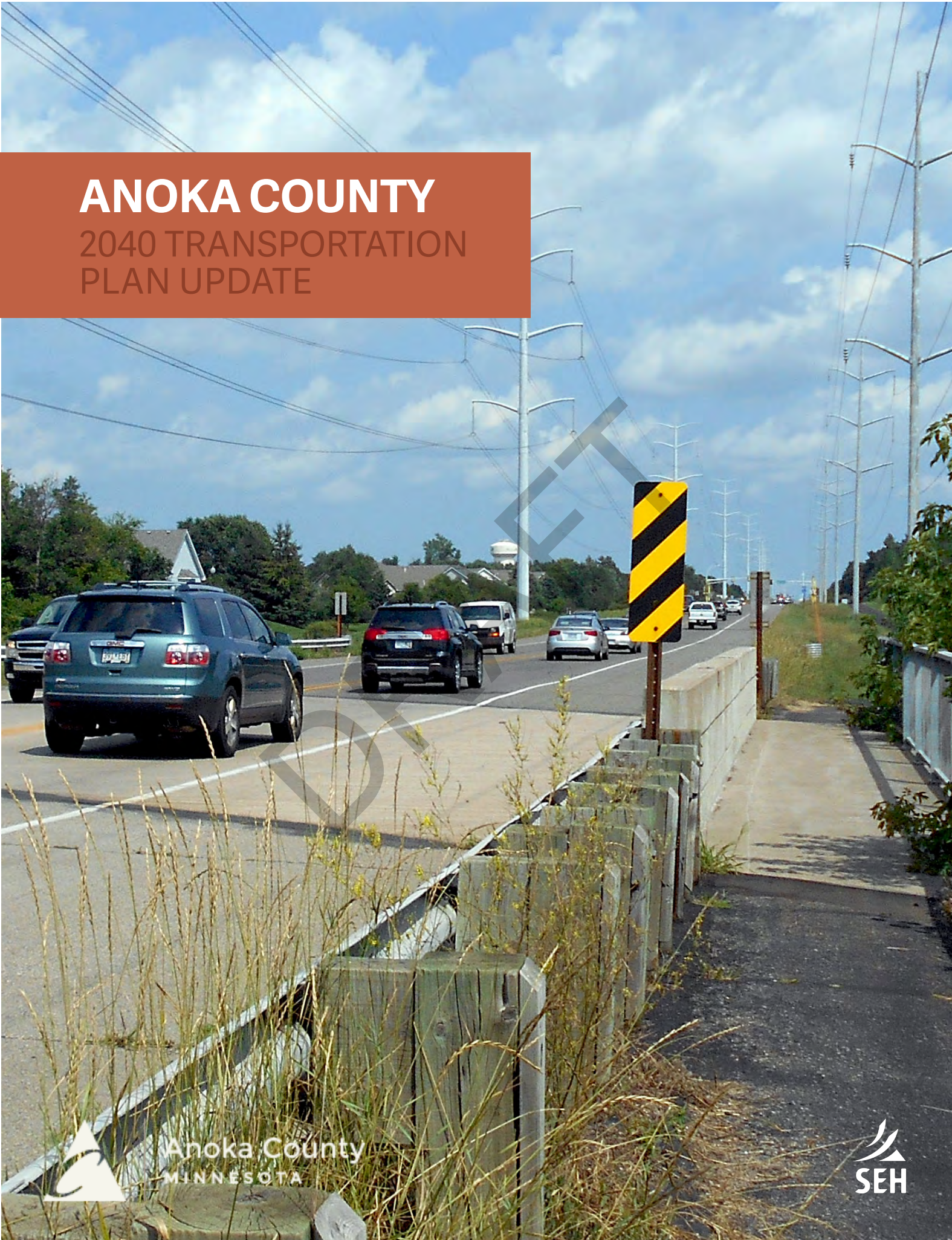


ANOKA COUNTY

2040 TRANSPORTATION PLAN UPDATE



Anoka County
MINNESOTA



ANOKA COUNTY 2040 TRANSPORTATION PLAN UPDATE

MAY 2018

PREPARED FOR:



Anoka County
MINNESOTA

Respectful, Innovative, Fiscally Responsible

PREPARED BY:



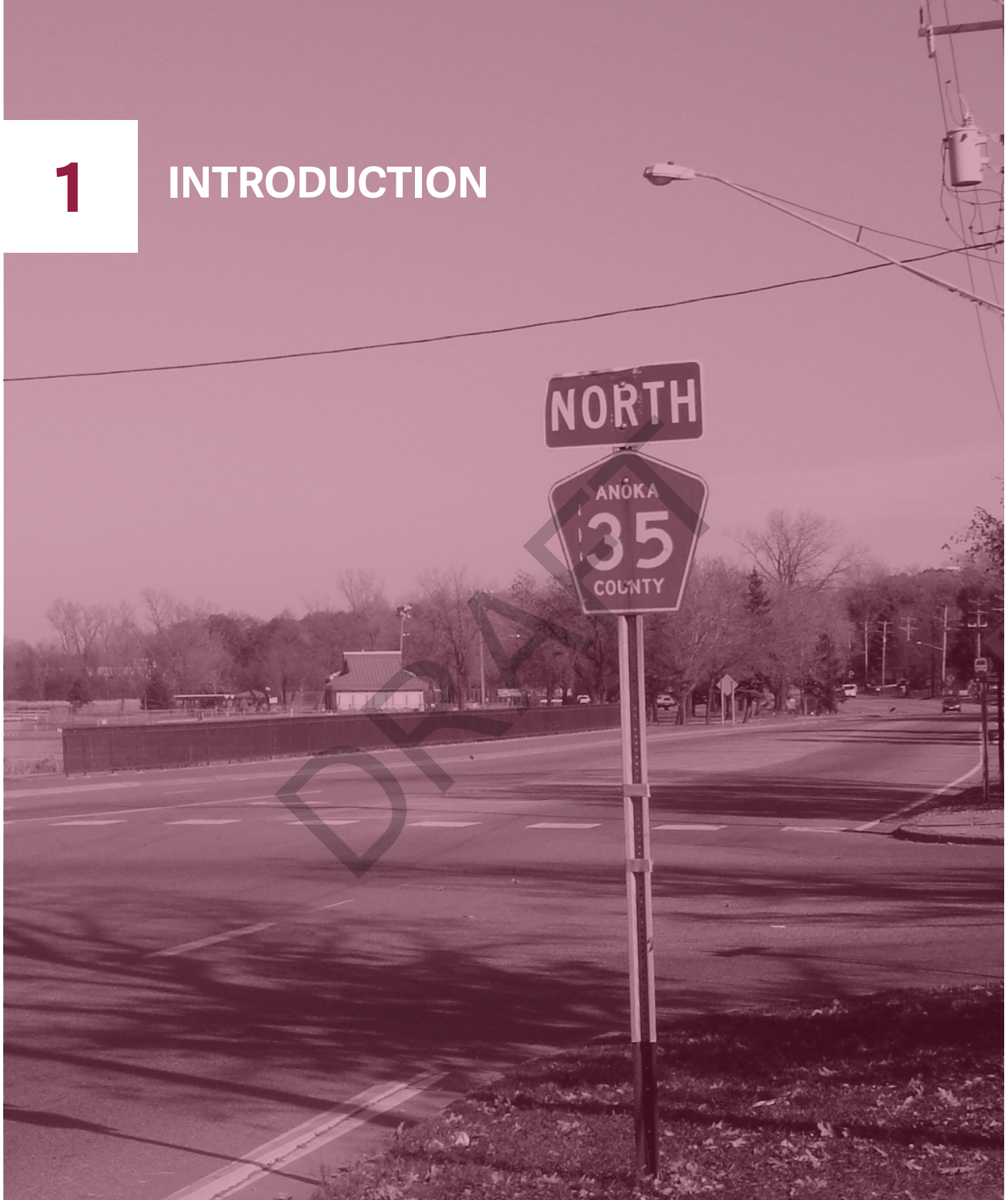
Building a Better World
for All of Us®

TABLE OF CONTENTS

1	INTRODUCTION	1
1.1	Plan Update Process	1
1.2	Relationship to the Five-Year Improvement Program	1
1.3	Partners	1
1.4	Overview of the Plan	3
2	TRANSPORTATION GOALS	4
2.1	Goal 1: Transportation System Stewardship	6
2.2	Goal 2: Safety and Security	8
2.3	Goal 3: Access to Destinations	10
2.4	Goal 4: Competitive Economy	13
2.5	Goal 5: Healthy Environment	14
3	EXISTING CONDITIONS	16
3.1	Existing Transportation System	17
3.2	Historic Performance Trends Affecting the County's Transportation System	53
3.3	Transportation Funding in Anoka County	66
4	FORECAST CONDITIONS	67
4.1	Trends Impacting Anoka County	68
4.2	Roadways	78
4.3	Transit	83
4.4	Bicycling and Walking	85
4.5	Aviation	88
4.6	Freight	89
5	COLLABORATION WITH COMMUNITIES, AGENCIES, AND THE PUBLIC	90
5.1	Coordination with Anoka County Communities	91
5.2	Public Involvement	92
5.3	Project Management Team	93
6	IMPROVEMENT STRATEGIES AND IMPLEMENTATION	94
6.1	Recommendations from Recent Plans and Studies	95
6.2	Anoka County Highway Department Plans, Policies, & Processes	107
6.3	Transportation Deficiencies & Programmed Improvements	113

1

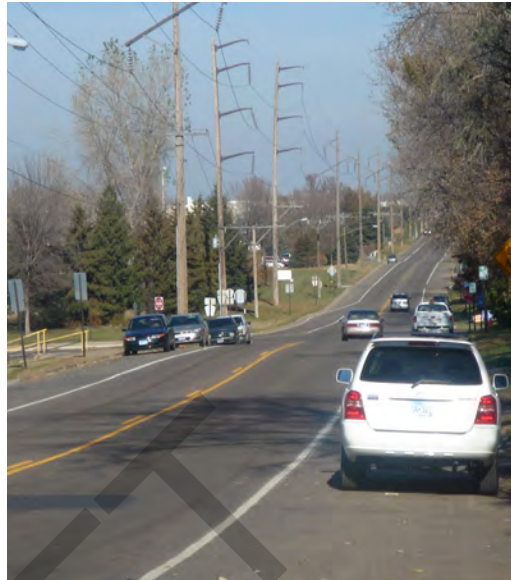
INTRODUCTION



The 2040 Transportation Plan is Anoka County's highest level policy plan for transportation. This plan communicates the transportation system needs and sets goals, priorities, and funding strategies to guide the County's infrastructure investments over the next several decades. It also enables other public and private organizations to plan their activities in coordination with the County.

1.1 PLAN UPDATE PROCESS

State law requires that all incorporated cities, counties, and townships within the seven-county metropolitan region must update their Comprehensive Plans every ten years to align with the Metropolitan Council's regional system plans for highways, transit, airports, wastewater services, and parks. Anoka County's transportation plan was last updated in 2009. This update is focused on addressing the requirements outlined in the Metropolitan Council's Local Planning Handbook for 2017 and preparing an implementation plan that is reflective of the continued funding constraints faced by the County, the local communities, and the State. This update has also been guided by a Project Management Team which consisted of participants from the following organizations: Anoka County Highway Department, Anoka County Department of Parks and Recreation, Anoka County Transit, Metropolitan Council, the Minnesota Department of Transportation (MnDOT), and consultant team.



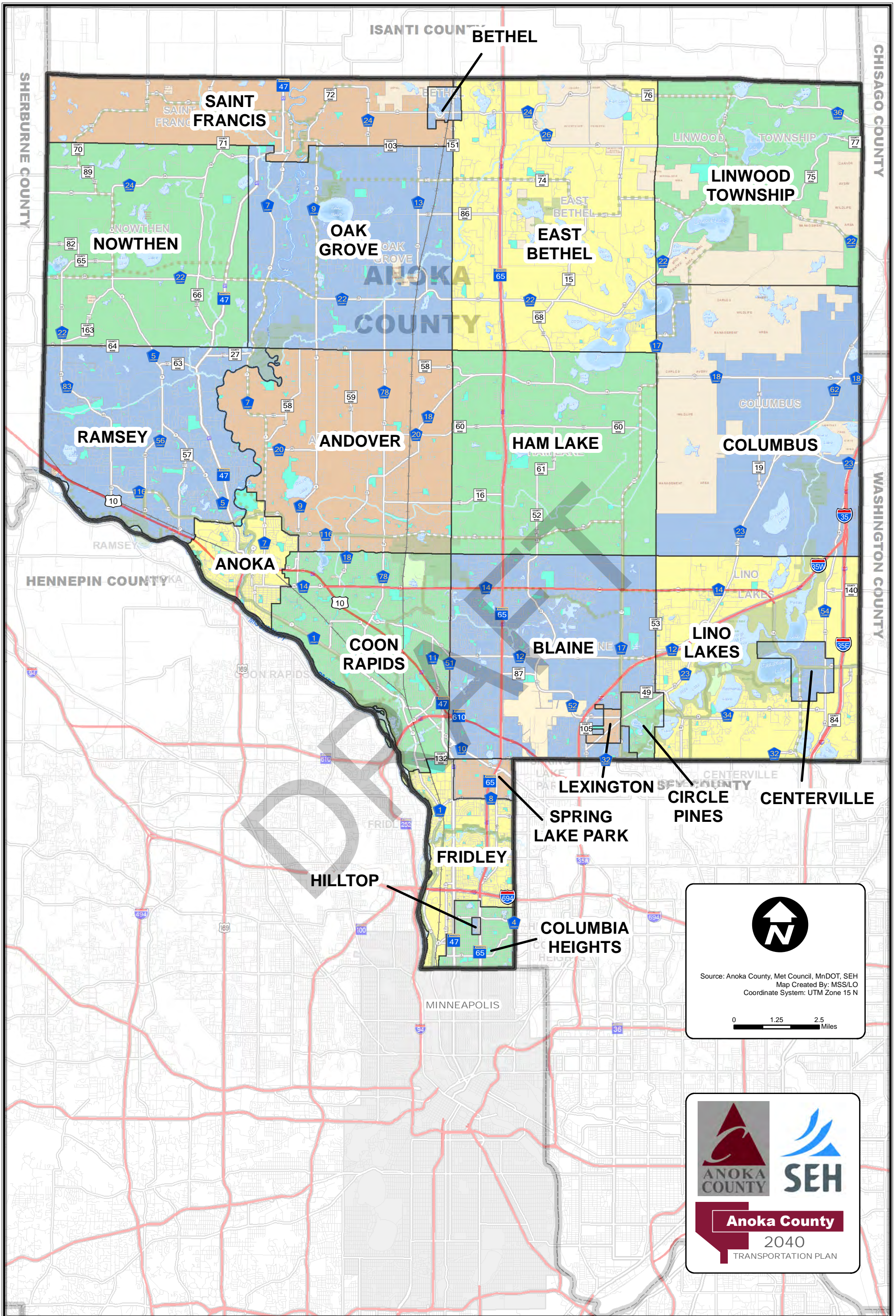
Roadway in Anoka County (Source: Anoka County)

1.2 RELATIONSHIP TO THE FIVE-YEAR IMPROVEMENT PROGRAM

The Anoka County Highway Department Five-Year Improvement Program is published annually and identifies upcoming projects. The goals and recommendations identified in this 2040 Transportation Plan will form the basis of future five-year improvement program documents.

1.3 PARTNERS

Implementing the strategies identified in this plan requires partnerships. As shown on Figure 1, Anoka County is comprised of 20 cities and one township. Throughout the entire update process, Anoka County sought input from the public and transportation partners. This effort included individual meetings with staff from each city at the onset of the planning process to discuss planned development activities and to gain a better understanding of the priorities of each city as it relates to this planning process. These meetings are discussed in more detailed in Section 5.1.



ANOKA COUNTY
COMMUNITIES

FIGURE 1



Roadway sign for Columbia Heights (Source: Anoka County)

1.4 OVERVIEW OF THE PLAN

The plan is organized by the following chapters:

Chapter 1 – Introduction;

Chapter 2 – Transportation Goals identifies the vision for the transportation system in Anoka County and introduces the goals, objectives, performance measures and strategies framework for the Plan;

Chapter 3 – Existing Conditions describes the existing transportation system within the County, its use and condition and how each type of transportation is funded;

Chapter 4 – Forecast Conditions describes the challenges and opportunities facing the transportation system, including key trends that could influence and impact Anoka County’s road system in the next 20 years (e.g., population, economy, travel behavior, technology, and roadway design);

Chapter 5 – Collaboration with Communities, Agencies and the Public describes the public and stakeholder engagement activities that have informed the development of this Plan; and

Chapter 6 – Improvement Strategies and Implementation sets priorities for transportation project investments based on needs and challenges.

2

TRANSPORTATION GOALS

DRAFT

Anoka County is committed towards making its highways and bridges, transit systems, air transportation, and freight systems safe, efficient and cost-effective. A performance-based planning process has been followed for this plan and includes, for the first time all of the following, the identification of goals, objectives, performance measures and targets, and strategies. Each of these elements are defined in greater detail below.



Roadway in Anoka County (Source: Anoka County)

Goals – A goal is a broad statement that describes a desired end state.

Transportation planning goals represent key priorities for desired outcomes for the transportation system and/or for society as a whole. Goals are typically broad, visionary statements focused on key priority topics.

Objectives – An objective is a specific, measurable statement that support the achievement of goals. Transportation objectives describe an achievable outcome within constraints (timeframe, funding). Objectives are more specific than goals and there often multiple objectives for every goal.

Performance Measures and Targets – Performance measures and associated targets serve as the basis for measuring objectives with technical analysis and data. Performance measures are used to compare alternative plan strategies and for tracking performance over time. Performance measures and targets can also be used to identify the location, extent, and intensity of travel needs or deficiencies.

Strategies – Strategies describe actions that can or will be taken to address goals and objectives. Strategies describe the role of programs, policies, and priorities in determining a list of projects and services for investment. Strategies can also address guiding principles for how implementing partners will act to progress toward goals and objectives.

Overall, Anoka County has identified five broad goals for its transportation system (listed below), which are closely aligned with the Metropolitan Council's 2040 Transportation Policy Plan (TPP).

- » Transportation System Stewardship
- » Safety and Security
- » Access to Destinations
- » Competitive Economy
- » Healthy Environment

Each transportation goal is described in greater detail below. The goals are numbered for ease of use and do not reflect prioritization.

2.1 GOAL 1: TRANSPORTATION SYSTEM STEWARDSHIP

The County seeks to strategically preserve, maintain, and operate system assets.

Transportation System Stewardship Objectives

With this broad, long-term goal in mind, the County has identified the following objectives to help realize this transportation system stewardship goal by 2040:

- » Efficiently preserve and maintain the County transportation system in a state of good repair; and
- » Operate the County transportation system to efficiently and cost-effectively connect people and freight to destinations.



Roadway in Anoka County (Source: Anoka County)

Transportation System Stewardship Performance Measures

Performance measures and associated targets have been identified to help track progress and evaluate the effectiveness of the County’s actions on achieving the transportation system stewardship objectives (see Table 1).

The pavement and bridge condition performance measures are described in greater detail in the following sub-sections.

Table 1 - Transportation System Stewardship Performance Measures

Performance Measure		Anoka County Target
Pavement Condition	Percentage of County Roadway Pavement in Good Condition	≥ 60%
	Percentage of County Roadway Pavement in Poor Condition	≤ 3%
Bridge Condition	Percentage of County Bridges by Deck Area in Good Condition	≥ 50%
	Percentage of County Bridges by Deck Area in Poor Condition	≤ 2%

Pavement Condition Performance Measure Explanation

Anoka County's decision to repave or overlay a roadway is assisted by monitoring the Pavement Quality Index (PQI), which quantifies the pavement condition based on surface distress and wheel path roughness. The PQI rating system ranges from 0 to 100, with 100 being the best quality roadway. The County classifies PQI using the following categories:

- » Very Good (81-100)
- » Good (61-80)
- » Fair (41-60)
- » Poor (21-40)
- » Very Poor (1-20)

When a roadway drops below the minimum thresholds (which vary depending on the traffic volume, as identified below), the County will either plan to recondition the pavement surface or reconstruct it.

- » Road Segments with Average Annual Daily Traffic (AADT) >11,001 and PQI <60
- » Road Segments with AADT 6,001 – 11,000 and PQI <55
- » Road Segments with AADT 3,001 - 6,000 and PQI <50
- » Road Segments with AADT < 3,000 and PQI <45

Bridge Condition Performance Measure Explanation

The bridges on the county road system are inspected on a regular basis for safety and condition. The Bridge Structural Condition Rating is a broad measure of the structural condition of a bridge (or culvert). Each bridge is categorized as "Good," "Satisfactory," "Fair," or "Poor" by using 4 National Bridge Inventory (NBI) condition ratings and 2 NBI appraisal ratings.

Bridges are typically rated in three components – deck, superstructure and substructure. If a bridge spans over a waterway, the channel must also be rated. The 4 NBI condition ratings are Deck Condition, Superstructure Condition, Substructure Condition, and Culvert Condition. The 2 NBI appraisal ratings are Structural Evaluation and Waterway Adequacy. Condition Ratings and Appraisal Ratings use a scale from 0 to 9 where 9 is "Excellent" and 0 is "Failed." The criteria for the 4 categories are identified in Table 2. If a bridge qualifies in more than one category, it is placed in the poorest category.

Table 2 - Bridge Structural Condition Rating Definition

Measures	NBI Condition Ratings				NBI Appraisal Ratings	
	Deck	Super Structure	Sub Structure	Culvert	Structural Evaluation ⁵	Waterway Adequacy ⁶
Good ¹	≥ 7	≥ 7	≥ 7	≥ 7	≥ 6	≥ 6
Satisfactory ²	6	6	6	6	5	5
Fair ³	5	5	5	5	3 or 4	3 or 4
Poor ⁴	≤ 4	≤ 4	≤ 4	≤ 4	≤ 2	≤ 2

Table Notes:
¹ Good Condition = If all of the condition ratings (deck, superstructure, substructure, or culvert) are 7 or greater, and both of the appraisal ratings (structural evaluation and waterway adequacy) are 6 or greater.
² Satisfactory Condition = If any of the condition ratings (deck, superstructure, substructure, or culvert) are 6, or either of the appraisal ratings (structural evaluation or waterway adequacy) are 5.
³ Fair Condition = If any of the condition ratings (deck, superstructure, substructure, or culvert) are 5, or either of the appraisal ratings (structural evaluation or waterway adequacy) are 3 or 4.
⁴ Poor Condition = If any of the condition ratings (deck, superstructure, substructure, or culvert) are 4 or less, or either of the appraisal ratings (structural evaluation or waterway adequacy) are 2 or less. (This is defined as Structurally Deficient).
⁵ Structural Evaluation is an appraisal rating that in plain English describes an overall rating of the condition of the bridge structure. This is the summary of the separately rated conditions of the structural components of the bridge. This is the truest measure in the National Bridge Inventory of the structural fitness of a bridge.
⁶ The Waterway Adequacy Appraisal Rating is a general assessment of the waterway opening with respect to the passage of flow through the bridge. This rating is based upon the frequency of "overtopping" of the bridge and approach (and the resultant traffic delays). The functional class of the roadway is also taken into consideration.

Source: Minnesota Department of Transportation

Transportation System Stewardship Strategies

The following list of strategies have been identified to achieve this transportation system stewardship goal and related objectives:

- » Place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system; and
- » Regularly review planned maintenance preservation and reconstruction projects to identify cost-effective opportunities to incorporate improvements for safety, lower-cost congestion management and mitigation, strategic capacity, transit, bicycle and pedestrian facilities.

2.2 GOAL 2: SAFETY AND SECURITY

The County seeks to provide a safe and secure transportation system for all users.

Safety and Security Objectives

With this broad, long-term goal in mind, the County has identified the following objectives to help realize this safety and security goal by 2040:

- » Reduce crash rate and improve safety and security for all modes of passenger travel and freight transport; and
- » Reduce the transportation system’s vulnerability to natural and man-made incidents and threats.

Safety and Security Performance Measures

Performance measures and associated targets have been identified to help track progress and evaluate the effectiveness of the County’s actions on achieving these objectives on all roadway systems in Anoka County (see Table 3).

Table 3 - Safety and Security Performance Measures and Targets

Performance Measure	Anoka County Target
Total Number of Fatalities Resulting from Crashes Involving a Motor Vehicle	0
Traffic Fatality Rate on All County Roadways (per 100 million VMT)	0
Total Number of Serious Injuries Resulting from Crashes Involving a Motor Vehicle	0
Serious Injury Rate on All County Roadways (per 100 million VMT)	0
Total Number of Non-Motorized Fatalities and Serious Injuries	0

Safety and Security Strategies

The following list of strategies have been identified to achieve this safety and security goal and related objectives:

- » Incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction and operation;
- » Work with local, state, and federal public safety officials, including emergency responders, to protect and strengthen the role of the regional transportation system in providing security and effective emergency response to serious incidents and threats;
- » Monitor and routinely analyze safety and security data by mode, severity and location to identify priorities and progress;
- » Support the state’s vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior (created in 2003, the Minnesota Toward Zero Deaths or TZD is the state’s cornerstone traffic safety program); and
- » Use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

2.3 GOAL 3: ACCESS TO DESTINATIONS

The County seeks to strategically improve mobility and reliability at high priority locations on its transportation system.

Access to Destinations Objectives

With this broad, long-term goal in mind, the County has identified the following objectives to help realize this access to destinations goal by 2040:

- » Increase travel time reliability and predictability for travel on highway and transit systems;
- » Ensure access to freight terminals such as airports, and intermodal rail yards; and
- » Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities.

Access to Destinations Performance Measures

Traffic modeling will continue to be used to measure the performance of the transportation system in Anoka County. The Twin Cities Regional Model is described in greater detail in the following sub-section.

Twin Cities Regional Travel Demand Forecast Model Explanation



Anoka County Intersection (Source: Anoka County)

The Metropolitan Council maintains a multimodal transportation forecasting model that uses a classic, four-step travel demand modeling process. The Metropolitan Council Travel Demand Model was used for determining future travel conditions on the roadways in Anoka County. The Metropolitan Council upgraded its trip-based model to an Activity-Based Model (ABM) for its 2040 TPP and released its latest version in July 2017. Local communities are required to conduct transportation plan updates using the latest ABM model.

In addition to data preparation and special generation aggregate models, there are four major categories of disaggregate models in the Metropolitan Council's ABM.

- 1. Long-Term Models:** The models in this category capture decisions with a longer time horizon including the location of one's regular workplace, regular school location, vehicle availability, and transit and toll transponder pass ownership models. These decisions are modeled first since the outcome of these decisions influences other components of travel including mode choice and time availability for non-mandatory travel.
- 2. Daily Activity Patterns:** The models in this category establish daily travel patterns at the individual level. Related to this concept is the understanding that each individual has a restricted amount of time per day that can be engaged in activities and associated travel. The daily activity patterns are simulated through a series of models including daily activity pattern, mandatory tour generation, school escorting, joint non-mandatory tour participation and individual non-mandatory tour generation models.
- 3. Tour Level Models:** The models in this category incorporate interrelationship among trips that are components of a "tour" which typically departs from home, visits one or more activity locations, and then return home.

Hierarchical rules are established to identify the appropriate nature of the tour. For instance, tours that include a mandatory destination such as work or school are defined as a work-based tour irrespective of other destinations serviced as part of this tour. The tour-level models provide an improved framework over trip-based models to represent daily travel decisions since they account for previous and subsequent trips within a tour. Overall, tour-based models account for information on modes, time-of-day, group travel, and other characteristics of travel that are clearly interrelated across trips within a tour.

- 4. Trip/Stop Level Models:** Within each tour, non-primary stops are modeled as intermediate stops. For tours with intermediate stops, separate models that capture the destination of the stop, the mode of travel, and the time-of-day of travel are developed.

These models are constrained by the choices already made at the tour-level and therefore, allow for a more realistic decision-making process for every individual trip.



Foley Park and Ride (Source: Anoka County)

Access to Destinations Strategies

The following list of strategies have been identified to achieve this access to destinations goal and related objectives:

- » Continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes;
- » Provide a network of interconnected highways, bicycle facilities, and pedestrian facilities to meet local travel needs;
- » Promote multimodal travel options and alternatives to single occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service;
- » Manage and optimize the performance of the principal arterial system as measured by person throughput;
- » Prioritize all regional highway capital investments based on a project's expected contributions to achieving the outcomes, goals, and objectives identified in Thrive MSP 2040 and the TPP;
- » Manage access to principal and A-minor arterials to preserve and enhance their safety and capacity;

- » Invest in prioritized non-freeway principal arterial intersections in accordance with the Principal Arterial Intersection Conversion Study;
- » Focus investments on completing the region’s Regional Bicycle Transportation Network (RBTN) alignments and their direct connections with local bicycle networks;
- » Fund projects that improve key regional bicycle barrier crossing locations, provide for pedestrian travel across physical barriers, and/or improve continuity of bicycle and pedestrian facilities between jurisdictions;
- » Provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities; and
- » Pursue short- and long-term improvements to accommodate future freight and passenger rail demand.

2.4 GOAL 4: COMPETITIVE ECONOMY

The County seeks to support the economic competitiveness, vitality, and prosperity of Anoka County, the region and state through its transportation system.

Competitive Economy Objectives

With this broad, long-term goal in mind, the County has identified the following objectives to help realize this competitive economy goal by 2040:

- » Improve multimodal access to County and regional job concentrations identified in Thrive MSP 2040;
- » Invest in a multimodal transportation system to attract and retain businesses and residents; and
- » Support the County and region’s economic competitiveness through the efficient movement of freight.

Competitive Economy Performance Measures

No specific performance measures have been identified for this goal.



Lot for Sale in Anoka County (Source: Anoka County)

Competitive Economy Strategies

The following list of strategies have been identified to achieve this competitive economy goal and related objectives:

- » Identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users; and
- » Invest in regional transit and bicycle and pedestrian facilities that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the county on the established transit corridors.

2.5 GOAL 5: HEALTHY ENVIRONMENT

The County seeks to advance equity and contribute to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Healthy Environment Objectives

With this broad, long-term goal in mind, the County has identified the following objectives to help realize this healthy environment goal by 2040:

- » Reduce transportation-related air emissions;
- » Reduce impacts of transportation construction and operations on the natural, cultural, and developed environments; and
- » Increase the availability of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.



Construction Zone on Highway 10 in Ramsey (Source: Carlos Gonzalez)



Islands of Peace County Park in Fridley (Source: Anoka County)

Healthy Environment Performance Measures

No specific performance measures have been identified for this goal.

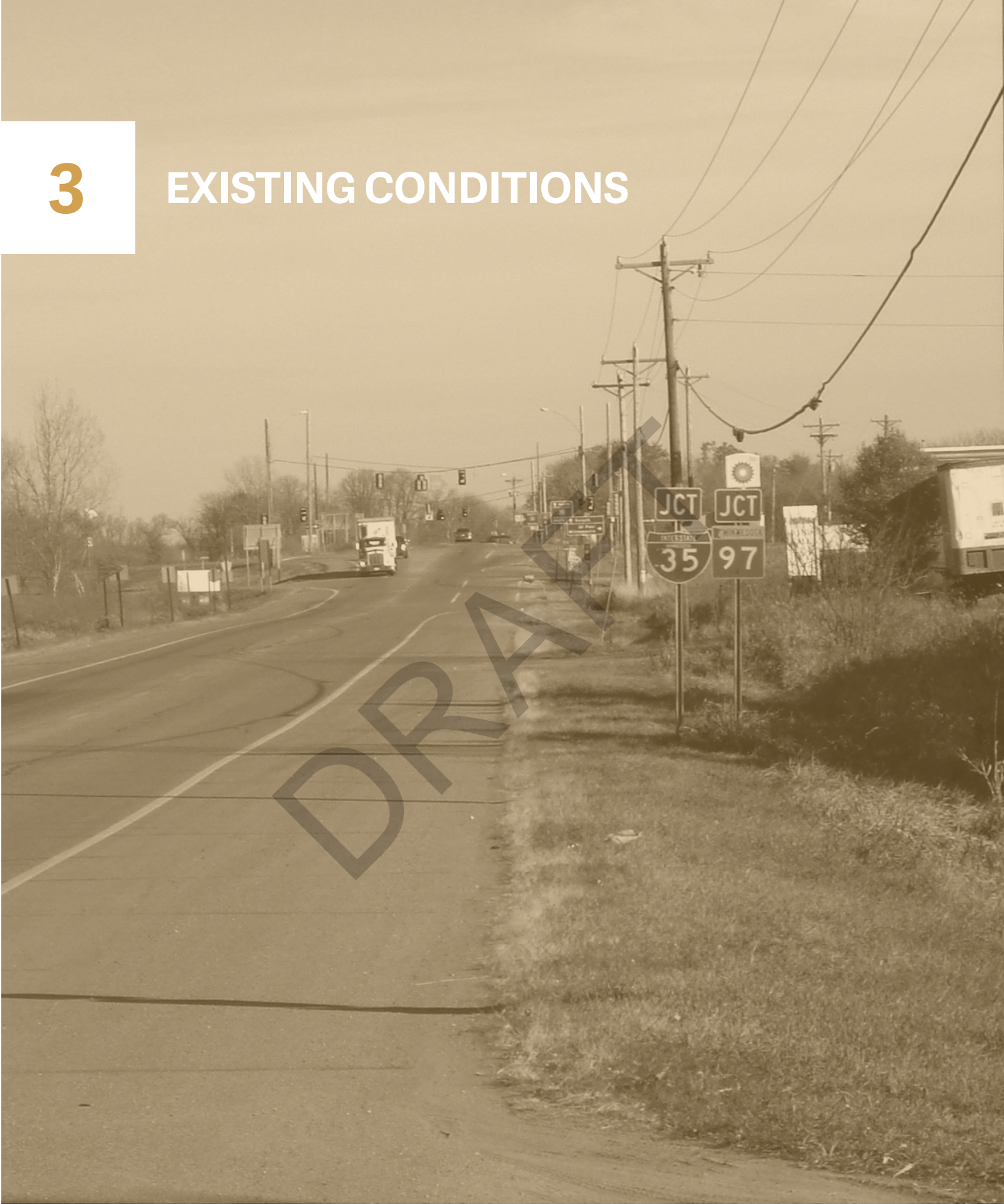
Healthy Environment Strategies

The following list of strategies have been identified to achieve this healthy environment goal and related objectives:

- » Plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities;
- » Protect, enhance and mitigate impacts on natural resources when planning, constructing, and operating transportation systems;
- » Protect, enhance and mitigate impacts on the cultural and built environments when planning, constructing, and operating transportation systems; and
- » Use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning.

3

EXISTING CONDITIONS



This chapter describes the existing transportation system within the County, its use, and condition, and how each type of transportation element is funded.

3.1 EXISTING TRANSPORTATION SYSTEM

The existing transportation system in Anoka County is comprised of various modes (roadways, transit, bicycling and walking, aviation, commuter rail and freight), which are described in greater detail in the following sections.



Anoka County intersection (Source: Anoka County)

Roadways

The roadway system is well developed and classified into categories based on function, with some roads designed primarily for mobility, or carrying longer-distance trips at higher speeds, while some roads function mainly to provide access at low speeds to adjacent properties.

Functional Roadway Classification

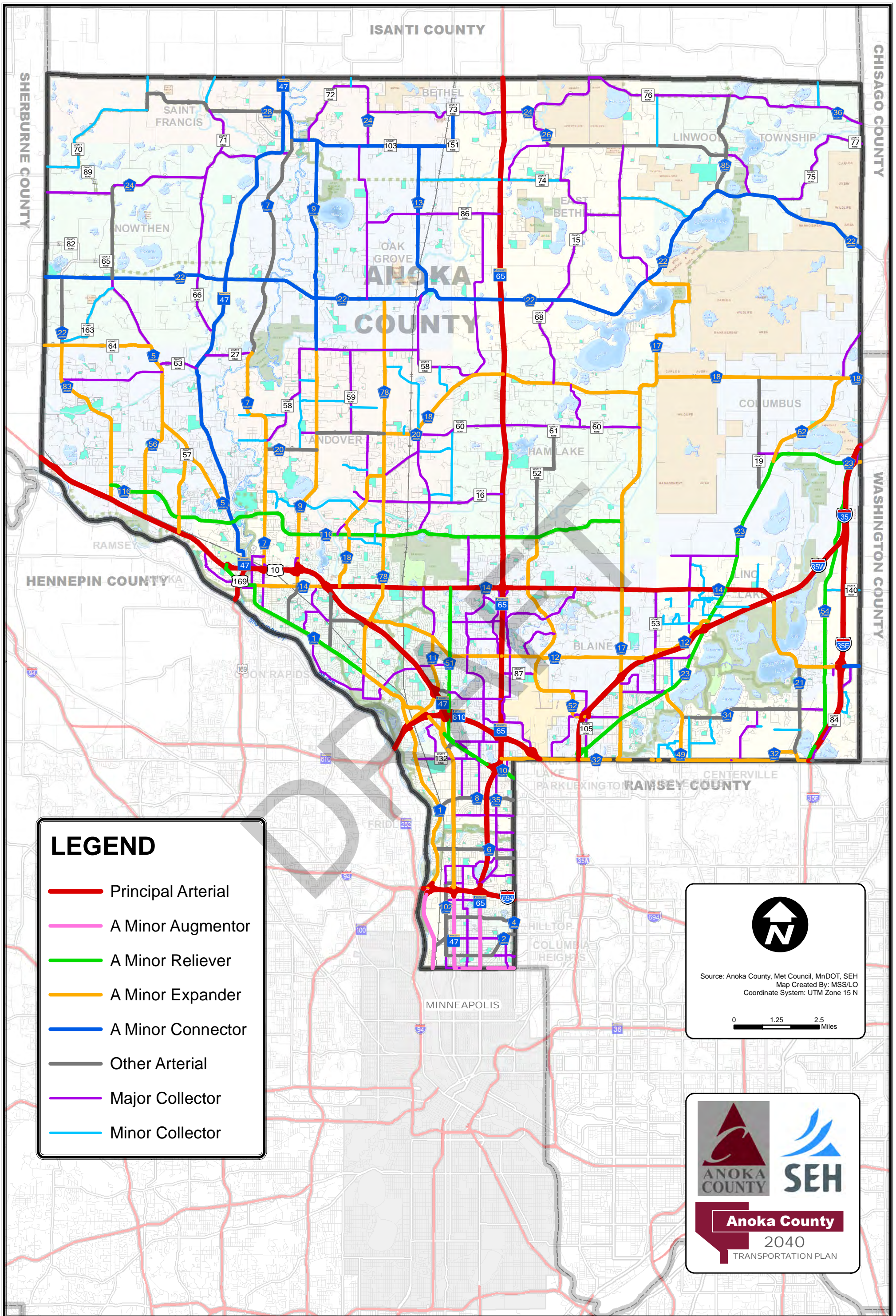
The functional roadway classification system, which is described in greater detail in Appendix A, consists of four classes of roadways: principal arterials (which include Interstate freeways), minor arterials, collector streets, and local streets. Figure 2 depicts the functional classification of roadways in Anoka County. The current distribution of functional classification for highways in Anoka County is shown in Table 4. Most of the county system is classified as either minor arterials (79.2 percent) or collectors (17.3 percent).

Figures 3 and 4 depict the number of through lanes for roadways in Anoka County. Figure 3 shows roadways with a raised center median (divided) and those without (undivided). Figure 4 shows roadways with curb and gutter (urban cross section) and those without (rural cross section).

Table 4 - Centerline Mileage of Highways in Anoka County by Functional Classification, 2106

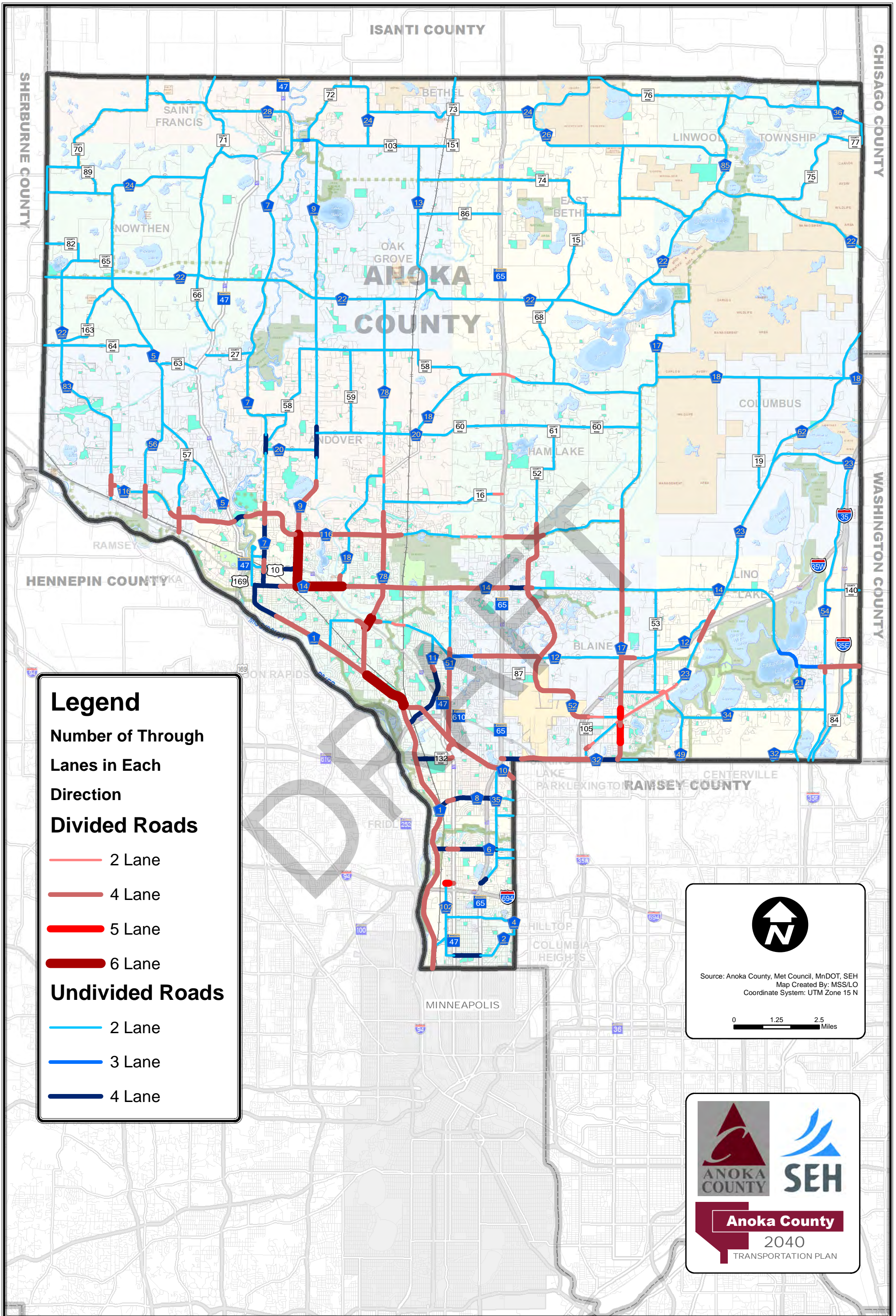
Functional Class	Miles	Percent of Roadways
Principal Arterials	82	3.5
Minor Arterials	310	13.2
Collectors	258	11.0
Local	1,706	72.4

Source: MnDOT Statewide Mileage and Lane Miles by Route System within Each County Report, 2016.



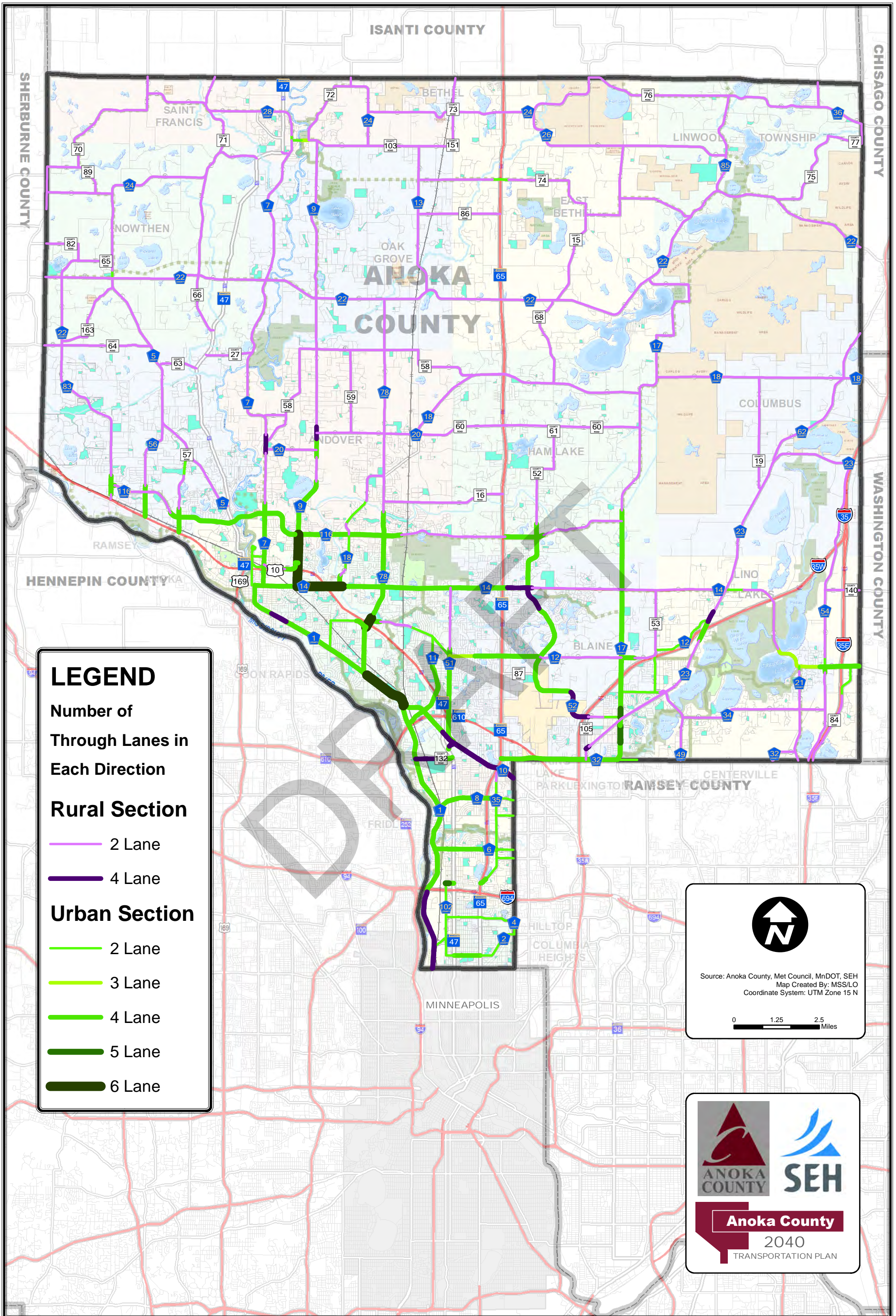
FUNCTIONAL ROADWAY CLASSIFICATION

FIGURE 2



EXISTING AND FUTURE THROUGH LANES IN EACH DIRECTION (DIVIDED /UNDIVIDED SECTION)

FIGURE 3



EXISTING AND FUTURE THROUGH LANES IN EACH DIRECTION (RURAL / URBAN SECTION)

Roadway Jurisdiction

Jurisdiction over roadways in Anoka County are held by the state, county, cities and a township. Generally, MnDOT maintains the interstate and trunk highway system on behalf of the State, Anoka County maintains the County State Aid Highway (CSAH) system and other county roads, and cities and townships maintain the remaining public roadways. Roadway jurisdiction is described in greater detail in Appendix B. Figure 5 depicts roadways within Anoka County under State and County jurisdiction.

When an agency has jurisdiction of a street or highway, that agency is responsible for the upkeep of that facility. These responsibilities remain with the agency until the jurisdiction is transferred to another roadway authority. All governmental agencies within Anoka County work together to ensure that roadways in the county are owned and operated by the right level of government.

Table 5 identifies the list of jurisdictional transfers that have occurred since Anoka County's transportation plan was last updated in 2009. The 11 transfers in Anoka County total 9.8 miles. Jurisdictional transfers often take place as opportunities arise, funding becomes available, or willing partners agree to the transfer. It should also be noted that all of the activity since 2009 has been turn-backs from the county to various cities, whereas the 2030 Transportation Plan lists a variety of types of jurisdictional changes.

CSAH System

CSAH roads are usually classified as "minor arterials" or "major collectors" and are usually the more heavily traveled roads on county systems. The CSAH designation allows use of funds from the Highway User Tax Distribution Fund for maintenance and construction, as outlined in the State Constitution. Overall, the state aid road system (shown in Figure 6) was developed to provide vital, high-quality connections necessary for the overall state highway network to work well. However, not all county roads are on the state aid system. The roads that are on the state aid system typically carry heavier traffic volumes, connect major points of interest (i.e. isolated towns and communities, farms to markets, parks, industrial areas, etc.), and provide an integrated and coordinated road system.



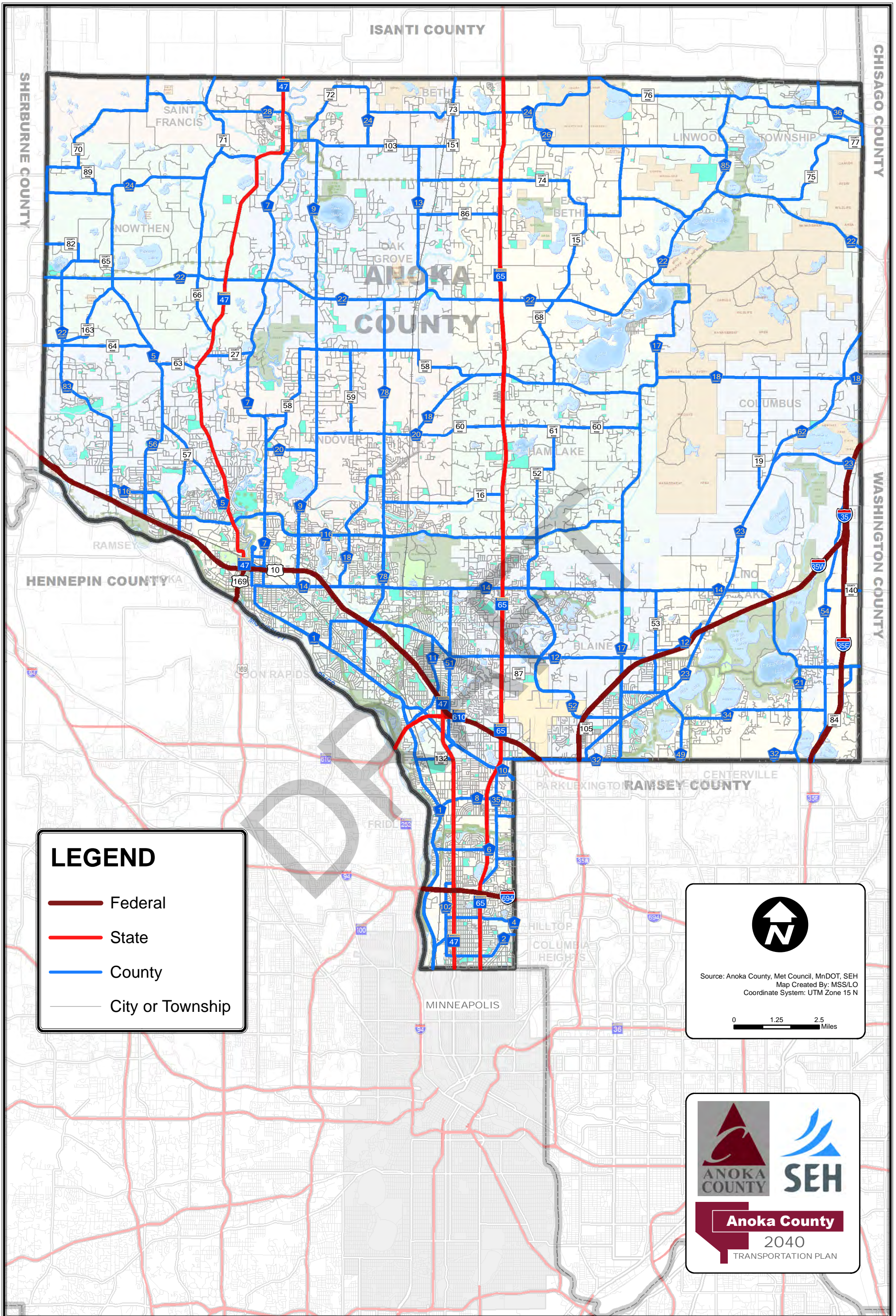
Anoka County CSAH 14 (Source: SRF Consulting)

Table 5 - Anoka County Jurisdictional Transfers Since 2009

Former Roadway Name	New Roadway Name	Mileage	Location	Former Roadway Owner	New Roadway Owner	Timeframe for Transfer as Listed in the 2030 Plan
CSAH 153	Lilac St.	0.3	4th Ave. to Apollo Drive	County	City	--
CR 81	Pederson Dr. NW	1.2	Ambassador Blvd to TH 47	County	City	Long Term (2020-2030)
CR 61	153rd Ave. NE	1.0	TH 65 to Radisson Rd	County	City	Long Term (2020-2030)
CR 153 ¹	Lilac St.	1.01	Sunset Ave. to 4th Ave.	County	City	Short Term (2009-2015)
CR 153	Lilac St.	0.6	CR 53 to CSAH 23	County	City	Mid Term (2021-2030)
CR 67	Cedar Dr. NW	1.6	181st Ave. to Viking Blvd.	County	City	--
CR 105	Naples St. NE	1.0	Lake Drive to 95th Ave.	County	City	Short Term (2009-2015)
43rd Ave	43rd Ave.	0.1	Main St. to RR Yard	County	City	--
CSAH 7	7th Ave.	0.7	Coon Rapids Blvd to Main St.	County	City	--
CR 79	North St./ Riverdale Dr. NW	1.3	CSAH 7 to CSAH 9	County	City	--
CR 87	105th Ave NE	1.0	TH 65 to CR 52	County	City	--

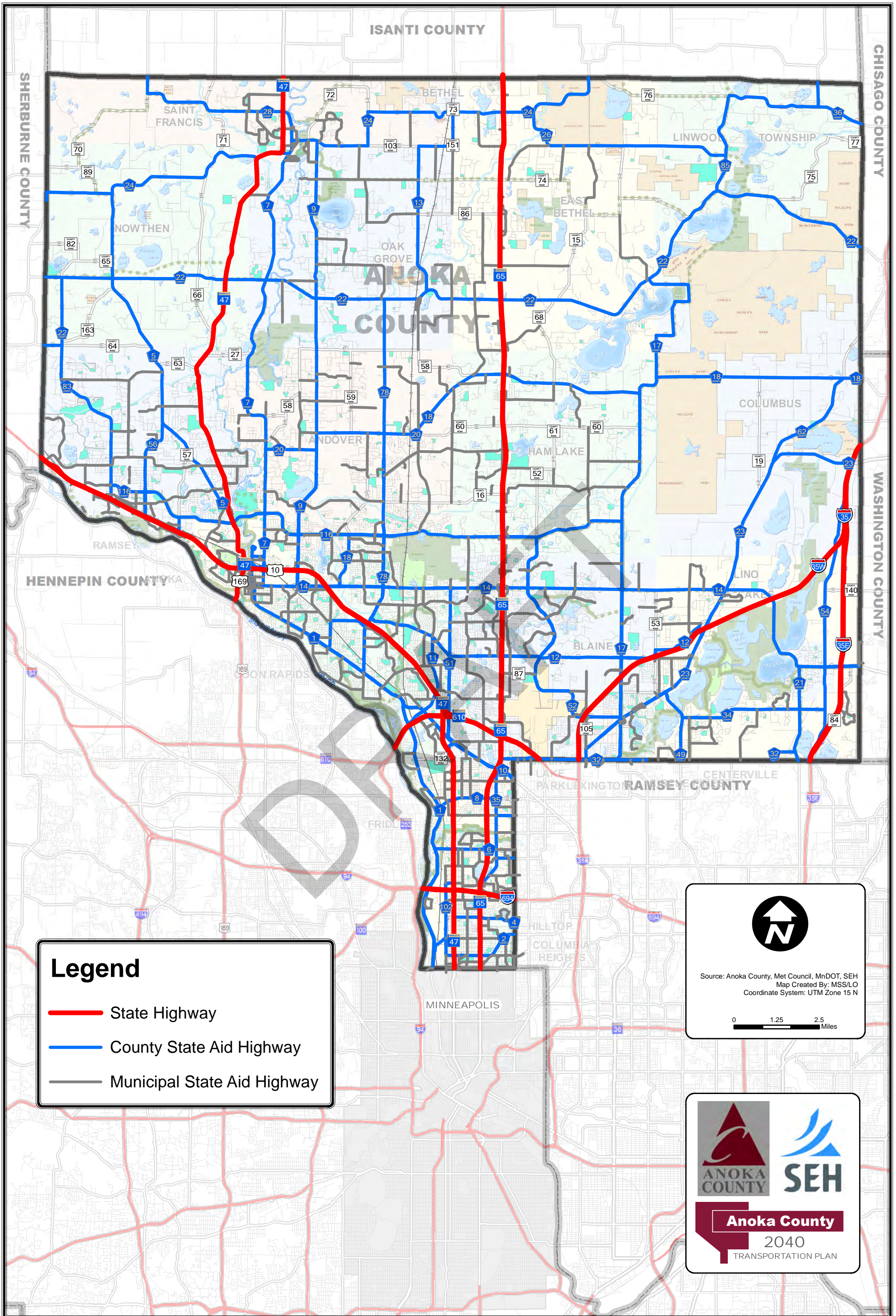
Table Notes: ¹ One mile of the 1.6 miles proposed in the Long-Range Transportation Plan were transferred.

Source: Anoka County System Preservation Study, as modified by Anoka County staff in 2018



ROADWAY JURISDICTION

FIGURE 5

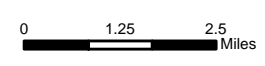


Legend

- State Highway
- County State Aid Highway
- Municipal State Aid Highway



Source: Anoka County, Met Council, MnDOT, SEH
 Map Created By: MSS/LO
 Coordinate System: UTM Zone 15 N



Anoka County
 2040
 TRANSPORTATION PLAN

STATE AID HIGHWAY SYSTEM

FIGURE 6

Existing Traffic Analysis

A planning level congestion analysis was performed for the existing roadways based on the daily traffic and roadway capacity. Existing year 2015 traffic volumes and congestion levels for the roadways within the County are depicted on Figure 7. Roadway traffic congestion and operations are categorized by Level of Service (LOS) letter grades of "A" through "F". LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS F indicates that demand exceeds capacity and that drivers experience significant delays and traffic congestion. The Metropolitan Council defines LOS D as the minimal acceptable LOS. Table 6 illustrates the LOS categories, approximate volume-to-capacity (V/C) ratios, and a general description of the traffic operations.



Traffic on Highway 169/Highway 10 in Anoka (Source: Bill Klotz)

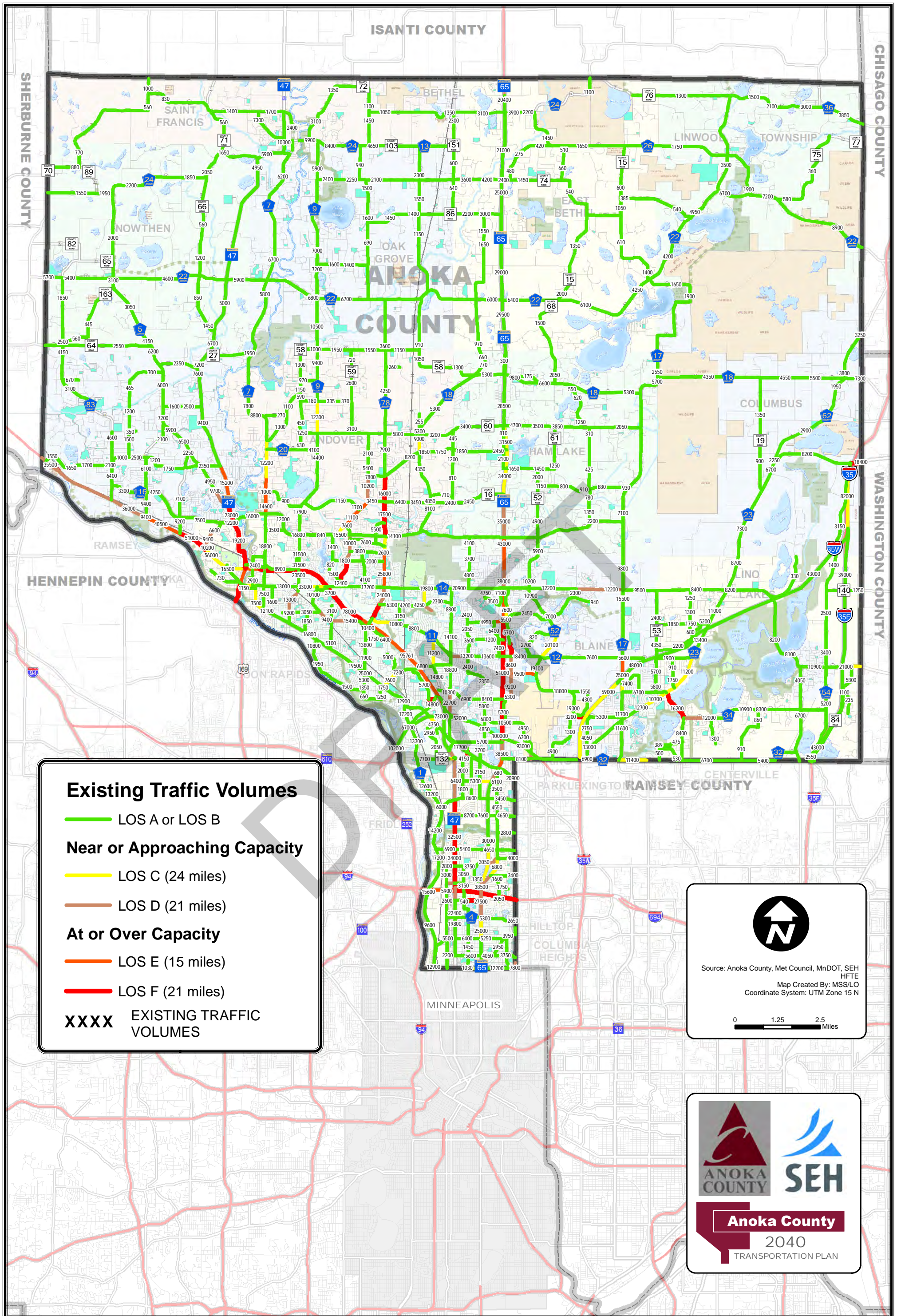
The capacity of a roadway is a measure of its ability to accommodate a certain volume of vehicles. The factors affecting capacity include roadway geometric conditions such as number of lanes, design standards and traffic controls. At this planning level of analysis, the daily capacities for different roadway types were estimated based on the Highway Capacity Manual, the number of lanes, and the hourly per-lane capacity in the regional model. Table 7 summarizes the capacity for the different roadway types.

Table 6 - Roadway Segment Level of Service Description Versus Volume-to-Capacity Ratio

Level of Service	Volume-to-Capacity Ratio	Description
A	<0.65	Low volumes and no delays
B	0.65-0.75	Low volumes and speeds dictated by travel conditions
C	0.75-0.85	Speeds and maneuverability closely controlled due to higher volumes
D	0.85-0.95	Higher density traffic restricts maneuverability and volumes approaching capacity
E	0.95-1.05	Low speeds, considerable delays, and volumes at or slightly over capacity.
F	>1.05	Very low speeds, volumes exceed capacity, and long delays with stop-and-go traffic.

Table 7 – Generalized Average Daily Traffic Capacity Thresholds

Facility Type	Number of Lanes	Daily Capacity
Metered Interstate Freeway	8	147,000
	6	110,000
	4	73,000
Un-Metered Interstate Freeway	6	99,000
	4	66,000
Expressway	6	62,000
	4	41,000
Divided Arterial (Rural)	6	56,000
	4	36,000
	2	19,000
Divided Arterial (Developing)	6	54,000
	4	34,000
	2	18,000
Divided Arterial (Developed)	6	48,000
	4	30,000
	2	16,000
Un-Divided Arterial (Rural)	6	45,000
	4	28,000
	2	15,000
Un-Divided Arterial (Developing)	6	42,000
	4	26,000
	2	14,000
Un-Divided Arterial (Developed)	6	36,000
	4	22,000
	2	12,000
Collector (Rural)	4	23,000
	2	11,000
Collector (Developing)	4	21,000
	2	10,000
Collector (Developed)	4	19,000
	2	9,000
<p>Table Notes: Estimated based on freeway daily capacity in the Highway Capacity Manual and hourly capacity in the Metropolitan Council Activity-Based Model. They were finalized based on the previous Anoka County Plan. For Anoka County in the Metropolitan Council's system, the area located north of CSAH 14 is classified as rural area type; north of CSAH 10 as a developing area, and south of CSAH 10 as developed area type (along with residential and business cores towards the central business districts of Minneapolis and St. Paul).</p>		



EXISTING 2015 ROADWAY DAILY TRAFFIC AND CONGESTION LEVELS

FIGURE 7

Based on the capacity and LOS definitions detailed in Tables 6 and 7, the daily traffic thresholds for different level of service were calculated and are identified in Table 8.

Table 8 – Average Daily Traffic Lower Limit Thresholds for Different Levels of Service

Facility Type	Number of Lanes	B	C	D	E	F
Metered Interstate Freeway	8	95,600	110,000	125,000	140,000	154,000
	6	71,500	82,500	93,500	105,000	116,000
	4	47,500	54,800	62,100	69,400	76,700
Un-Metered Interstate Freeway	6	64,400	74,300	84,200	94,100	104,000
	4	42,900	49,500	56,100	62,700	69,300
Expressway	6	40,300	46,500	52,700	58,900	65,100
	4	26,700	30,800	34,900	39,000	43,100
Divided Arterial (Rural)	6	36,400	42,000	47,600	53,200	58,800
	4	23,400	27,000	30,600	34,200	37,800
	2	12,400	14,300	16,200	18,100	20,000
Divided Arterial (Developing)	6	35,100	40,500	45,900	51,300	56,700
	4	22,100	25,500	28,900	32,300	35,700
	2	11,700	13,500	15,300	17,100	18,900
Divided Arterial (Developed)	6	31,200	36,000	40,800	45,600	50,400
	4	19,500	22,500	25,500	28,500	31,500
	2	10,400	12,000	13,600	15,200	16,800
Un-Divided Arterial (Rural)	6	29,300	33,800	38,300	42,800	47,300
	4	18,200	21,000	23,800	26,600	29,400
	2	9,800	11,300	12,800	14,300	15,800
Un-Divided Arterial (Developing)	6	27,300	31,500	35,700	39,900	44,100
	4	16,900	19,500	22,100	24,700	27,300
	2	9,100	10,500	11,900	13,300	14,700
Un-Divided Arterial (Developed)	6	23,400	27,000	30,600	34,200	37,800
	4	14,300	16,500	18,700	20,900	23,100
	2	7,800	9,000	10,200	11,400	12,600
Collector (Rural)	4	15,000	17,300	19,600	21,900	24,200
	2	7,200	8,300	9,400	10,500	11,600
Collector (Developing)	4	13,700	15,800	17,900	20,000	22,100
	2	6,500	7,500	8,500	9,500	10,500
Collector (Developed)	4	12,400	14,300	16,200	18,100	20,000
	2	5,900	6,800	7,700	8,600	9,500
	V/C Ratio	0.65	0.75	0.85	0.95	1.05

Table Notes: LOS E/F roadways operate at or over capacity; LOS C/D roadways operate near or approaching capacity.

Based on the daily traffic, capacity and LOS defined above, the existing roadway congestion levels were analyzed. Figure 7 illustrates those existing roadway segments with congestion levels that are approaching or exceeding capacity based on the Metropolitan Council Travel Demand Model. Table 9 summarizes the mileage of congested roadways and roadways approaching congested conditions.

Overall, 27 percent of the total state highways in the county are at or over capacity while another 19 percent are approaching capacity. By comparison only, 2 percent of county roadways are at or over capacity and 5 percent are approaching capacity.

Table 9 – Existing (Year 2015) Roadway Capacity Deficiencies Summary

Roadway Class	Near or Approaching Capacity		At or Over Capacity	
	LOS	Length (Mile)	LOS	Length (Mile)
Freeway ¹	C	5.43	E	4.59
	D	0.18	F	5.55
	Subtotal	5.60	Subtotal	10.14
Expressway ²	C	3.04	E	3.49
	D	6.58	F	4.43
	Subtotal	9.61	Subtotal	7.92
Divided Arterial ³	C	0.88	E	0.00
	D	2.51	F	2.56
	Subtotal	3.39	Subtotal	2.56
Undivided Arterial ⁴	C	9.9	E	4.42
	D	5.41	F	6.46
	Subtotal	15.31	Subtotal	10.88
Collector Road ⁵	C	4.63	E	2.24
	D	6.00	F	2.38
	Subtotal	10.63	Subtotal	4.63
Total		44.54		36.13

Table Notes: LOS E/F roadways operate at or over capacity; LOS C/D roadways operate near or approaching capacity.
¹ A freeway is a divided roadway with limited access and no traffic signals or other traffic control.
² An expressway is a high speed, multi-lane, divided highway which is generally an arterial road with a posted speed greater than 55 mph. Most intersections are at-grade, although grade separated interchanges may exist.
³ A divided roadway has a raised median separating opposing traffic, left-turn lanes and right-turn lanes.
⁴ An undivided roadway does not have a raised median separating opposing traffic or left-turn lanes for turning traffic.
⁵ A collector roadway collects traffic from local roads and connects them with arterials; usually lower speed for shorter distances.

Source: Metropolitan Council Travel Demand Model

Safety and Crash Analysis

Traffic safety is a priority for Anoka County, with the primary concern in any crash being the potential for injury or death. Crash severity is divided into five categories (listed below).

- » **Fatal** – Crash that results in a death
- » **Severity A** – Crash that results in an incapacitating or serious life altering injury
- » **Severity B** – Crash that results in a non-incapacitating or moderate injury
- » **Severity C** – Crash that results in possible minor injury
- » **Property Damage** – Crash that results in property damage only, with no injuries

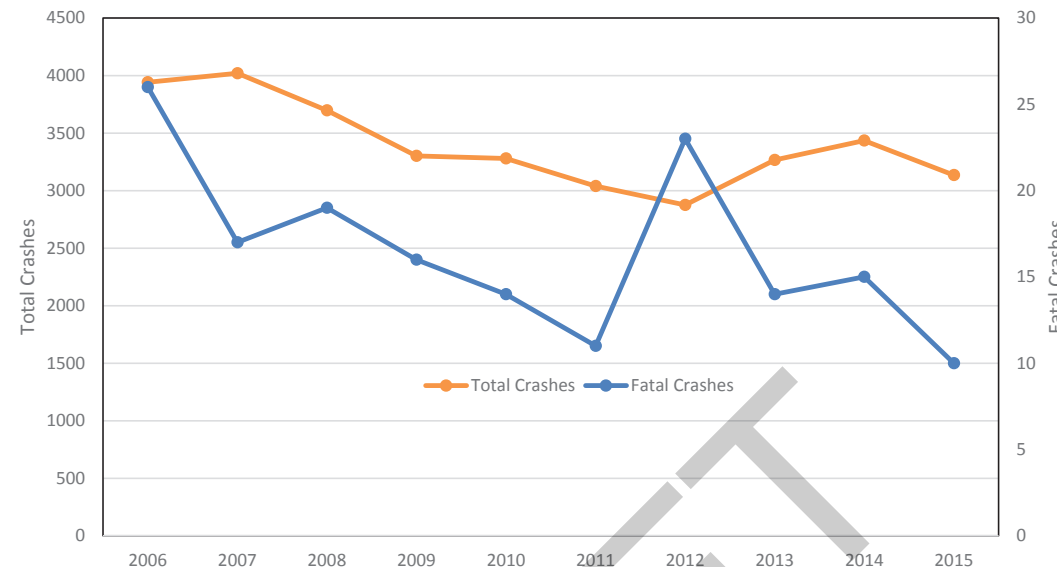
From 2006 to 2015, total crashes and severity of crashes within Anoka County on all roadway systems have been on a steady decline (see Table 10). The corresponding trend lines are shown in Figure 8. The data indicates that the safety improvements the County has been implementing during the last ten years along with continued improvement in vehicle design safety appears to have had a positive impact on both the number and severity of crashes within the county. Total daily per-capita vehicle miles traveled on all roadway systems in Anoka County can also vary due to the economy (e.g., fewer people driving) and other factors.

Table 10 – Reported Crash Severity, 2006-2015

Year	Fatal Crashes (# Fatalities)	Severity A	Severity B	Severity C	Property Damage	Total Crashes
2006	26 (29)	111	448	836	2,520	3,941
2007	17 (17)	98	415	898	2,592	4,020
2008	19 (19)	69	386	879	2,343	3,696
2009	16 (16)	65	334	766	2,121	3,302
2010	14 (15)	58	322	746	2,139	3,279
2011	11 (11)	40	262	783	1,944	3,040
2012	23 (25)	75	274	724	1,779	2,875
2013	14 (16)	49	306	790	2,107	3,266
2014	15 (16)	49	276	859	2,236	3,435
2015	10 (11)	53	295	761	2,016	3,135
TOTAL	165 (175)	667	3,318	8,042	21,797	33,989

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT)

Figure 8 – 10-Year Crash History



Supplemental safety and crash analysis is detailed in Appendix C. Of note, there was a substantial spike in both Fatal and Severity A crashes in 2012, coinciding with a spike in impaired driver crashes as well as pedestrian and bicycle crashes. A short section along CSAH 22 east of Trunk Highway 65 had five fatal collisions in 2012 including two non-motorized crashes; the County has since completed safety improvements to this stretch of roadway in an effort to reduce serious and fatal crashes.

The majority of all reported Fatal and Serious Injury crashes (339) in Anoka County on all roadway systems for the five-year period between 2011 and 2015 involved two or more vehicles colliding. The number of single vehicle crashes with non-motorized users as well as animals and roadside objects are also high. Other key crash findings on all roadway systems in Anoka County are summarized below.

- » 55 percent involved two or more vehicles (46 percent involved two vehicles; 9 percent involved three vehicles)
- » 29 percent involved a vehicle hitting an object or considered a non-collision
- » 1.5 percent involved a single vehicle hitting an animal
- » 14.7 percent involved a vehicle and a non-motorized user (pedestrian or bicyclist)
- » Distracted driving accounts for approximately 20 percent of all Fatal and Serious Injury crashes

- » Failure to yield accounts for 20 percent and speed was a factor in approximately 15 percent of the crashes
- » Driver impairment, either with illicit drugs or alcohol, accounts for almost 18 percent of all severe crashes
- » In total, approximately 56 percent of Fatal and Serious Injury crashes are located off of the County Highway System
- » The PM peak traffic period between 3pm and 6pm accounts for 22 percent of all fatal and serious crashes
- » The 6pm to 12am time period also shows a substantial amount of fatal and serious crashes (28 percent)

For a discussion of traveler safety trends affecting the transportation system in Anoka County, see "Traveler Safety" Section on page 59.



Anoka County State Aid Highway 14 (Source: Anoka County)

Public Transit in Anoka County

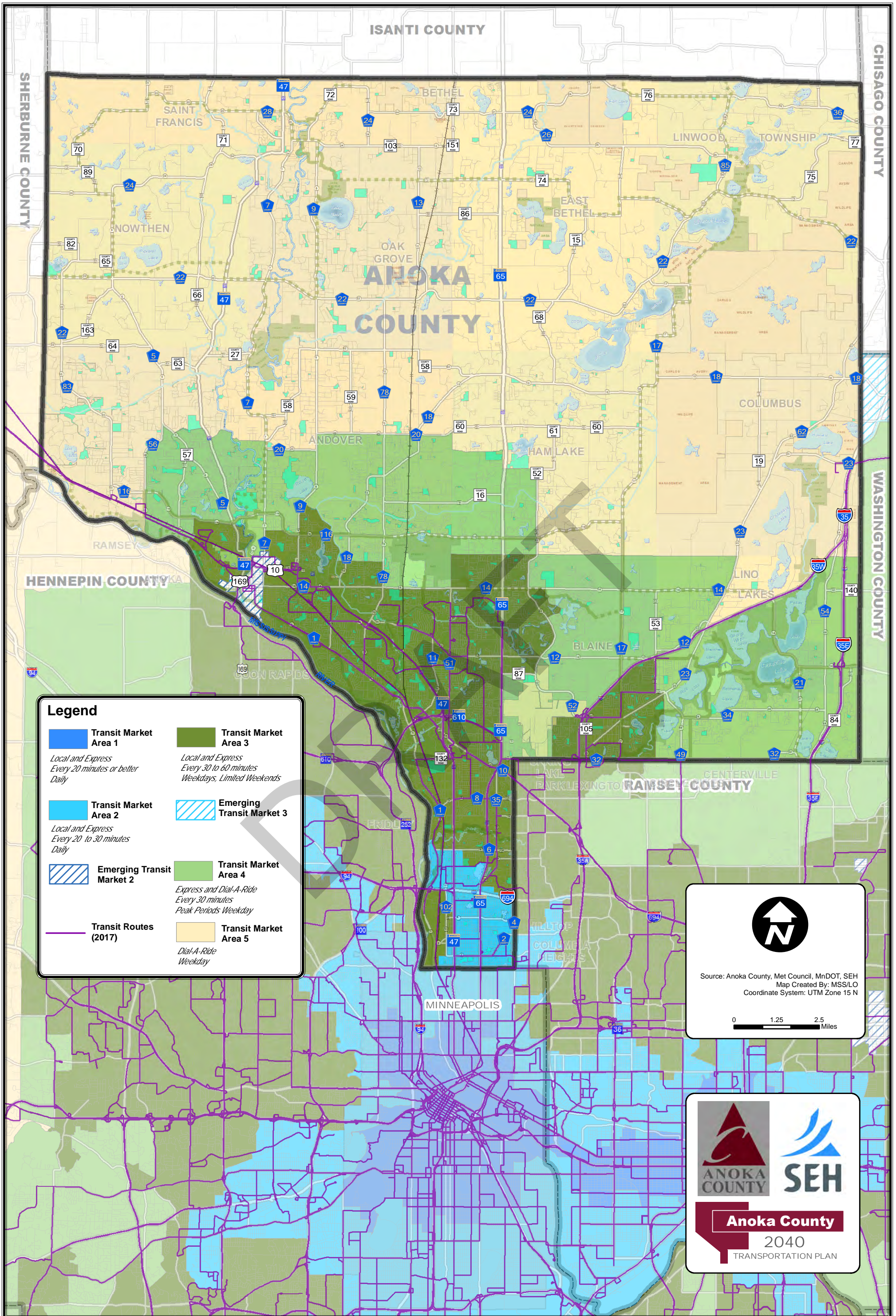
Transit Market Areas

The region has established Transit Market Areas to guide the types and levels of transit service that are appropriate for efficient and effective services. Transit Market Areas are defined in Appendix G of the Metropolitan Council’s 2040 TPP by the demographic and urban design factors that are associated with successful transit service. The Transit Market Areas in Anoka County are described in Table 11 and mapped in Figure 9.

Table 11 – Transit Market Areas in Anoka County

Transit Market Area	Market Area Description and Typical Transit Services
Market Area II	Transit Market Area II has high to moderately high population and employment densities and typically has a traditional street grid comparable to Market Area I. Much of Market Area II is also categorized as an Urban Center and it can support many of the same types of fixed-route transit as Market Area I, although usually at lower frequencies or shorter service spans.
Market Area III	Transit Market Area III has moderate density but tends to have a less traditional street grid that can limit the effectiveness of transit. It is typically Urban with large portions of Suburban and Suburban Edge communities. Transit service in this area is primarily commuter express bus service with some fixed-route local service providing basic coverage. General public dial-a-ride services are available where fixed-route service is not viable.
Market Area IV	Transit Market Area IV has lower concentrations of population and employment and a higher rate of auto ownership. It is primarily composed of Suburban Edge and Emerging Suburban Edge communities. This market can support peak-period express bus services if a sufficient concentration of commuters likely to use transit service is located along a corridor. The low-density development and suburban form of development presents challenges to fixed-route transit. General public dial-a-ride services are appropriate in Market Area IV.
Market Area V	Transit Market Area V has very low population and employment densities and tends to be primarily Rural communities and Agricultural uses. General public dial-a-ride service may be appropriate here, but due to the very low-intensity land uses these areas are not well-suited for fixed-route transit service.

Source: Metropolitan Council's 2040 TPP



TRANSIT MARKET AREAS

FIGURE 9

Existing Transit Service

The transit system serving Anoka County consists of a network of services provided by different agencies and operators. The majority of the county's transit service is provided by the Anoka County Traveler (ACT) and the Metropolitan Council's Metro Transit (see Figure 9).

Publicly-provided, demand response service is also provided throughout Anoka County. Metro Mobility and ACT provide dial-a-ride service in southern Anoka County. Anoka County Traveler provides dial-a-ride service in the northern portion of the county on a more limited basis than is available the southern part of the county.



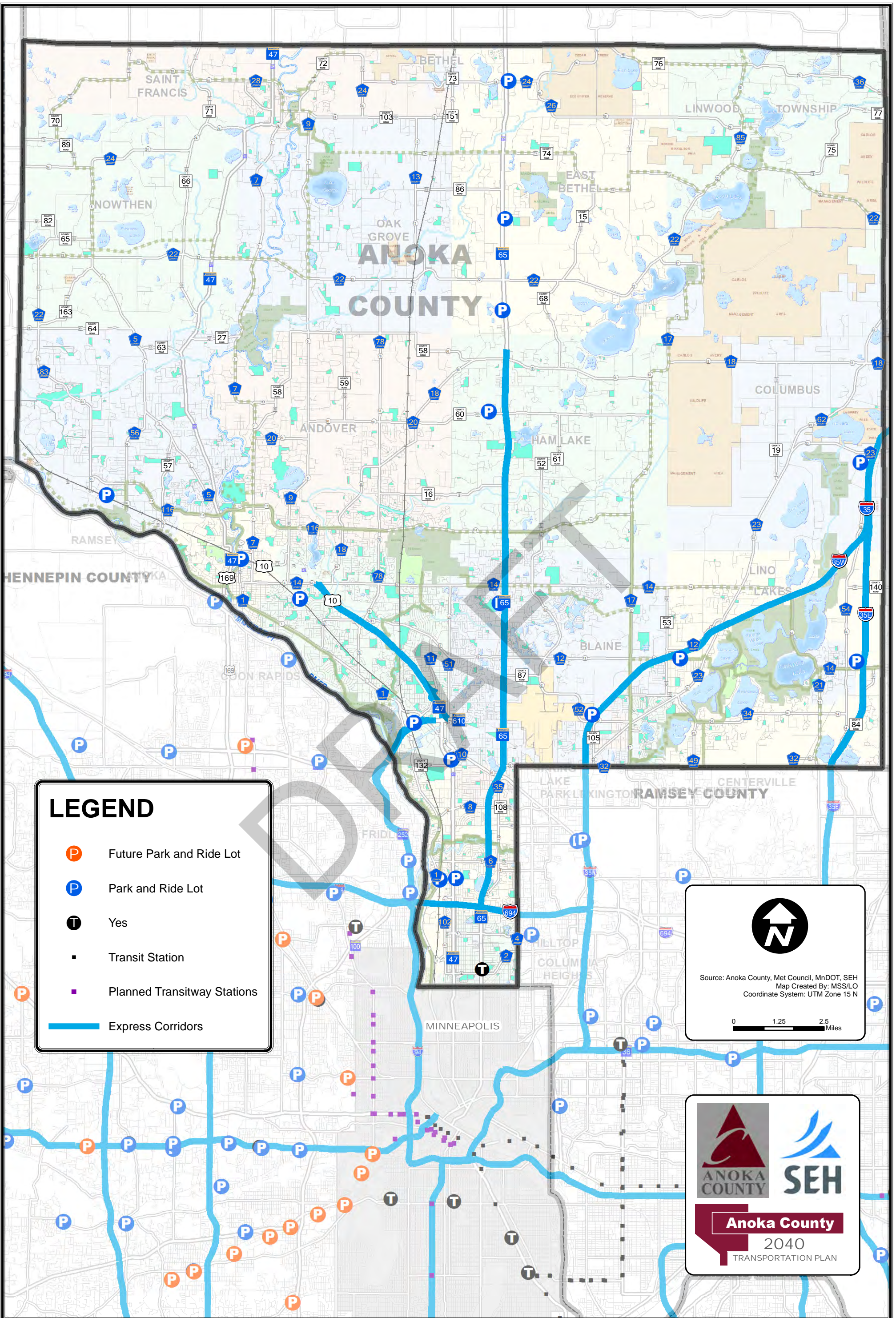
Metro Transit Route 865 stops to discharge passengers at the East Bethel Theater Park & Ride (Source: Henry Pan)

The Metropolitan Council has identified several express corridors where weekday peak period commuter bus service is concentrated (Figure 10). These include:

- » U.S. Highway 10
- » Trunk Highway 65
- » I-35W
- » I-35E

Existing Transit Support Facilities

Within Anoka County, transit support facilities include park-and-ride locations throughout the south, southwest, and southeast areas of the county. Existing park-and-ride locations are shown in Figure 10. Table 12 details the capacity and usage of the various park-and-ride facilities in Anoka County.



PARK-AND-RIDE SYSTEM & EXPRESS BUS CORRIDORS

Table 12 - 2016 Park and Ride Capacity and Usage

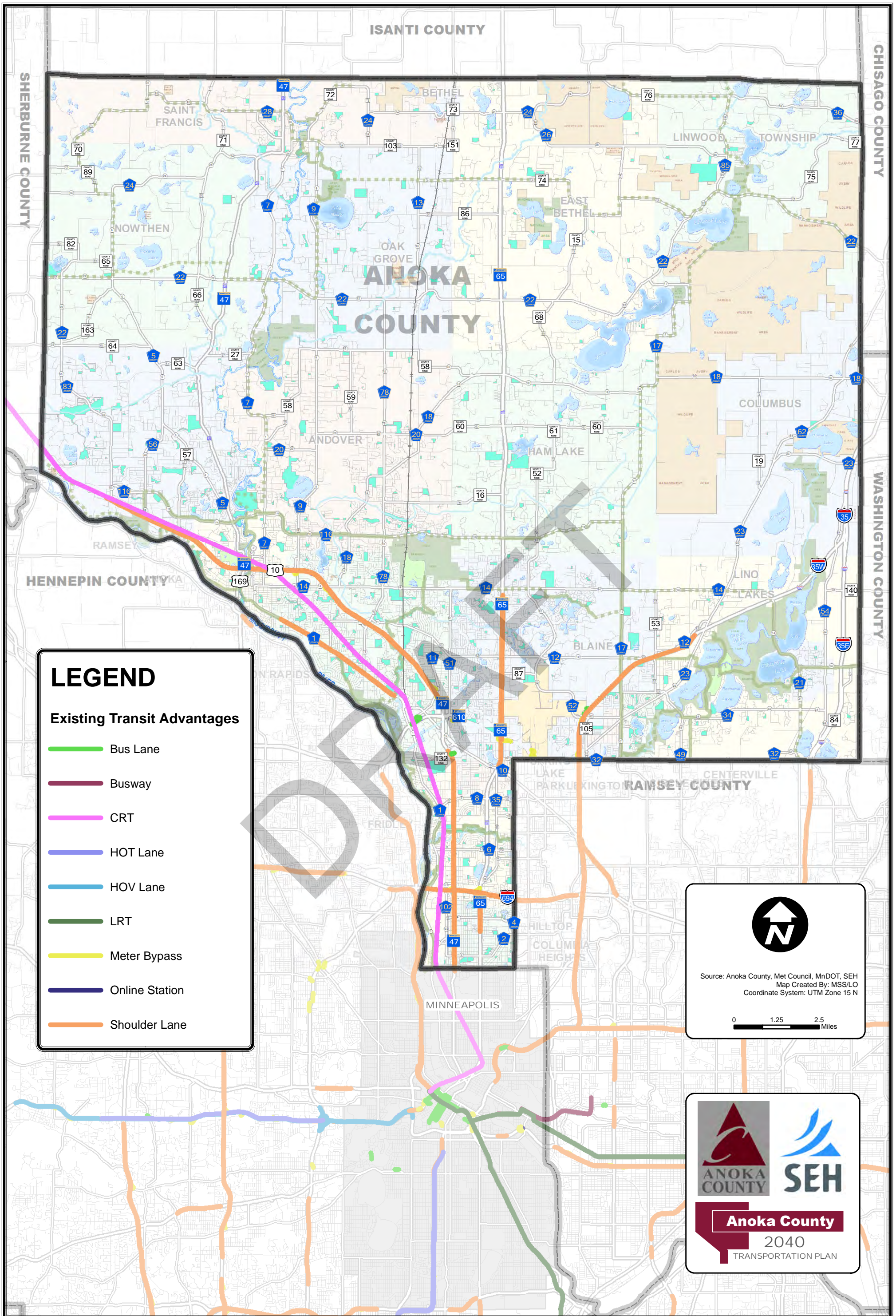
Transit Provider	Park-and-Ride Name	City	Travel Corridor	2016 Capacity	2016 Use	% Occupied
Metro Transit Rail	Ramsey Station	Ramsey	Hwy 10/169 North	360	317	88
Metro Transit Rail	Anoka Station	Anoka	Hwy 10/169 North	525	188	36
Metro Transit Rail	Coon Rapids/ Riverdale Station	Coon Rapids	Hwy 10/169 North	455	260	57
Metro Transit Rail	Fridley Station	Fridley	Hwy 10/169 North	668	76	11
MnDOT	Hwy 65 & Co Rd 24	East Bethel	--	41	11	27
MnDOT	East Bethel Ice Arena	East Bethel	--	53	0	0
Metro Transit	Church of St. William	Fridley	Hwy 10/169 North	50	15	30
Metro Transit	East Bethel Theatre ¹	East Bethel	Hwy 65 North	50	19	38
Metro Transit	Family of Christ Lutheran Church ¹	Ham Lake	Hwy 65 North	50	28	56
Metro Transit	Foley Blvd	Coon Rapids	Hwy 10/169 North	1,243	970	78
Metro Transit	I-35E & County Road 14	Lino Lakes	I-35E North/Hwy 36 East	300	88	29
Metro Transit	St. Joseph's Church	Lino Lakes	I-35W North	12	4	33
Metro Transit	I-35W & 95th Ave	Blaine	I-35W North	1,482	777	52
Metro Transit	Northtown Transit Center	Blaine	Hwy 10/169 North	366	166	45
Metro Transit	Paul Pkwy	Blaine	Hwy 65 North	411	232	56
TOTAL				6,066	3,151	52
<p>Table Notes: ¹Service on Express Bus Route 865 to the Family of Christ Lutheran Church Park & Ride in Ham Lake and the East Bethel Theatre Park & Ride in East Bethel was discontinued in August 2017 as part of a 3-year transit project with the Metropolitan Council. All trips previously serving Ham Lake and East Bethel currently end at Paul Parkway Park & Ride in Blaine.</p>						

Source: 2016 Annual Regional Park-and-Ride System Report (January 2017)

The usage data, which is based on a single day of data collection, indicates that most of the larger facilities were at least 50 percent occupied and overall 52 percent of the total park-and-ride lot system capacity is being used on a daily basis.

Transit Advantages

Transit service, both fixed route and demand response, is supported by a variety of transit advantages. Existing (and planned) transit advantages are shown on Figure 11. On state highways, transit advantages include bus-only shoulders, dedicated bus lanes, MnPASS lanes, ramp meter bypasses, and transit stations adjacent to or between roadways. As shown on Figure 11, existing shoulder lanes are located along U.S. Highway 10, Trunk Highway 47 (University Avenue), Trunk Highway 65, I-35W and CSAH 1 (Coon Rapids Boulevard).



TRANSIT ADVANTAGES

FIGURE 11

Northstar Commuter Rail

Metro Transit began operating the region’s first commuter rail service, the 40-mile Northstar line, in late 2009. There were six stations in operation as part of the initial project and an additional station was completed in Ramsey in November 2012. The line operates with six locomotives and 18 passenger cars that are maintained at a service facility in Big Lake. Operating and maintaining the existing transitways, which include the Northstar Line, is funded within the Metropolitan Council’s



Big Lake Northstar Station (Source: Metro Transit)

Current Revenue Scenario (see Figure 12). The Northstar Line offers service between Big Lake and downtown Minneapolis, stopping at stations in Elk River, Ramsey, Anoka, Coon Rapids and Fridley. It connects with Northstar Link bus service for service to and from St. Cloud, with Friday midday trips. As identified in Table 13, Northstar Commuter Rail transit ridership fluctuated over the past five reporting years.

Table 13 – Northstar Commuter Rail Transit Ridership, 2010-2016

Year	Transit Ridership
2010	710,436
2011	703,700
2012	703,425
2013	787,239
2014	721,215
2015	722,637
2016	711,167

Source: 2016 Transportation System Performance Evaluation

Amtrak

Amtrak, the national rail operator, currently provides passenger rail service through Anoka County on its Empire Builder route from Chicago, Illinois to Portland, Oregon and Seattle, Washington. The Empire Builder operates one daily train in each direction in Minnesota, and makes station stops in Winona, Red Wing, St. Paul/Minneapolis, St. Cloud, Staples, and Detroit Lakes (see Table 14 for Amtrak station ridership totals in fiscal year 2017). The Empire Builder also makes station stops in the border cities of La Crosse, Wisconsin, Fargo, North Dakota, and Grand Forks, North Dakota. It operates over freight rail tracks owned by Canadian Pacific Railway, Minnesota Commercial Railway, and the Burlington Northern Sante Fe (BNSF) Railway while traveling through Minnesota.

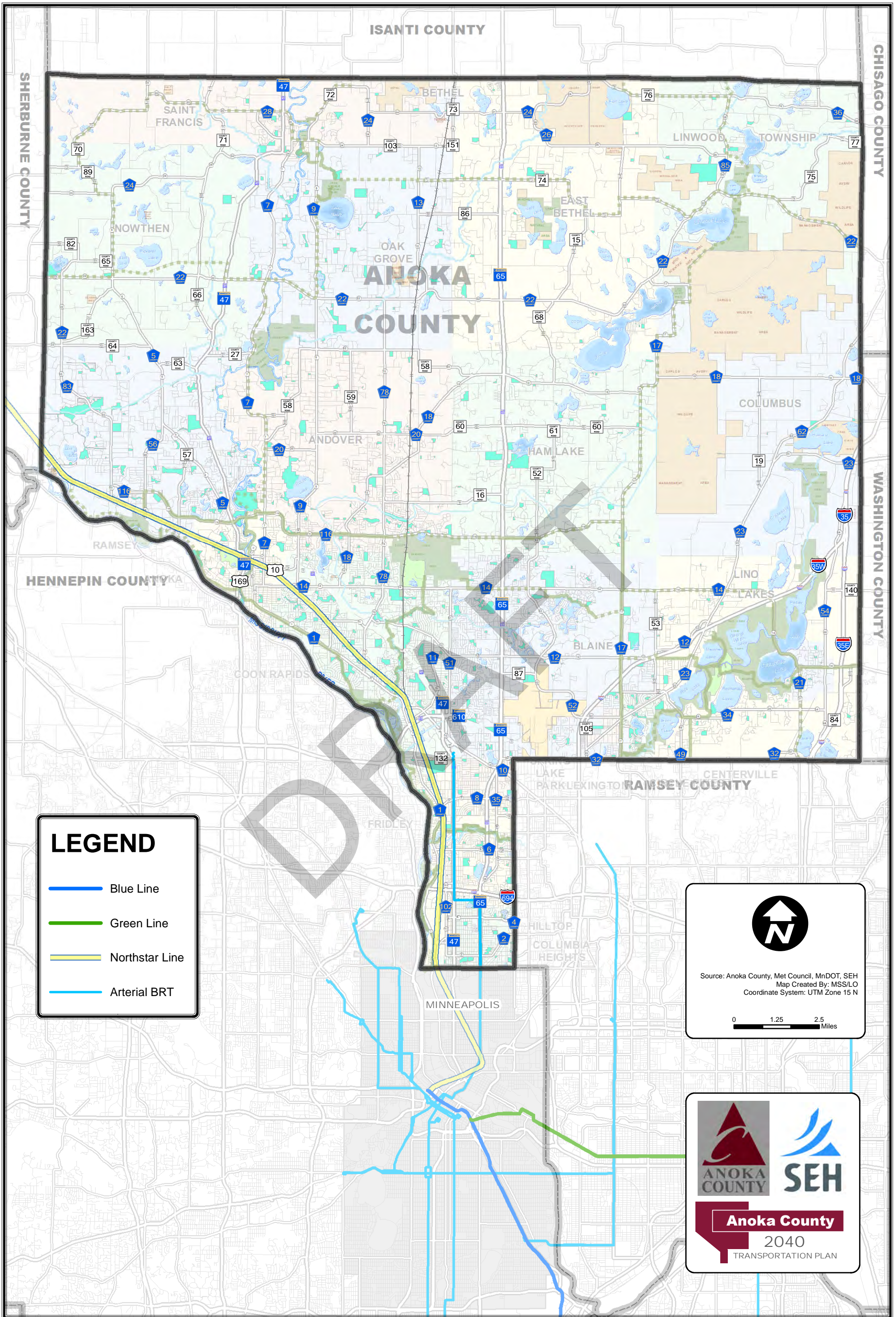


Source: MnDOT

**Table 14 –
Amtrak Ridership for Minnesota Stations, FY 2017**

City	Boardings and Alightings
Detroit Lakes	4,667
Red Wing	8,557
St. Cloud	10,325
St. Paul-Minneapolis	92,271
Staples	5,676
Winona	17,595
Total Minnesota Station Usage	139,091

Source: Amtrack



CURRENT REVENUE SCENARIO TRANSITWAYS

FIGURE 12

Bicycling & Walking

County Highway Multi-Use Trails

A network of multi-use trails exist along many of the County's highway facilities. The Anoka County Highway Department's practice is to work with the cities and the Anoka County Parks Department to construct trail and/or sidewalk on newly constructed or reconstructed roadways. The result is that approximately two to three miles of new trail or sidewalk are constructed by the Highway Department every year. In addition, the cities and the Anoka County Parks Department work to expand and maintain the multi-use trail system outside of highway projects.



Bike Riders using an Anoka County trail (Source: Anoka County)

Regional Trails

There are bicycle and pedestrian trails located within Anoka County focused on recreational use, traveling in loops through the county's park facilities. However, several longer, regional trails connect Anoka County communities to one another and to other residential, commercial, and recreational opportunities. These regional trails, owned, managed, and maintained by the Anoka County Parks and Recreation Department are listed below:

- » Rice Creek West & North Regional Trails;
- » Mississippi River Regional Trail;
- » East Anoka County Regional Trail;
- » Central Anoka County Regional Trail;
- » Rum River Regional Trail; and
- » Coon Creek Regional Trail.

As shown in Figure 13, the existing regional trails are located in the southern half of the county.

Regional Bicycle Transportation Network

The Metropolitan Council's Regional Bicycle Transportation Network (RBTN), the region's vision for regional bikeways, is shown in Figure 13 for Anoka County. The RBTN is made up of a series of specific alignments and broad planning corridors and includes regional destinations the network is intended to connect. The purpose of the RBTN is threefold:

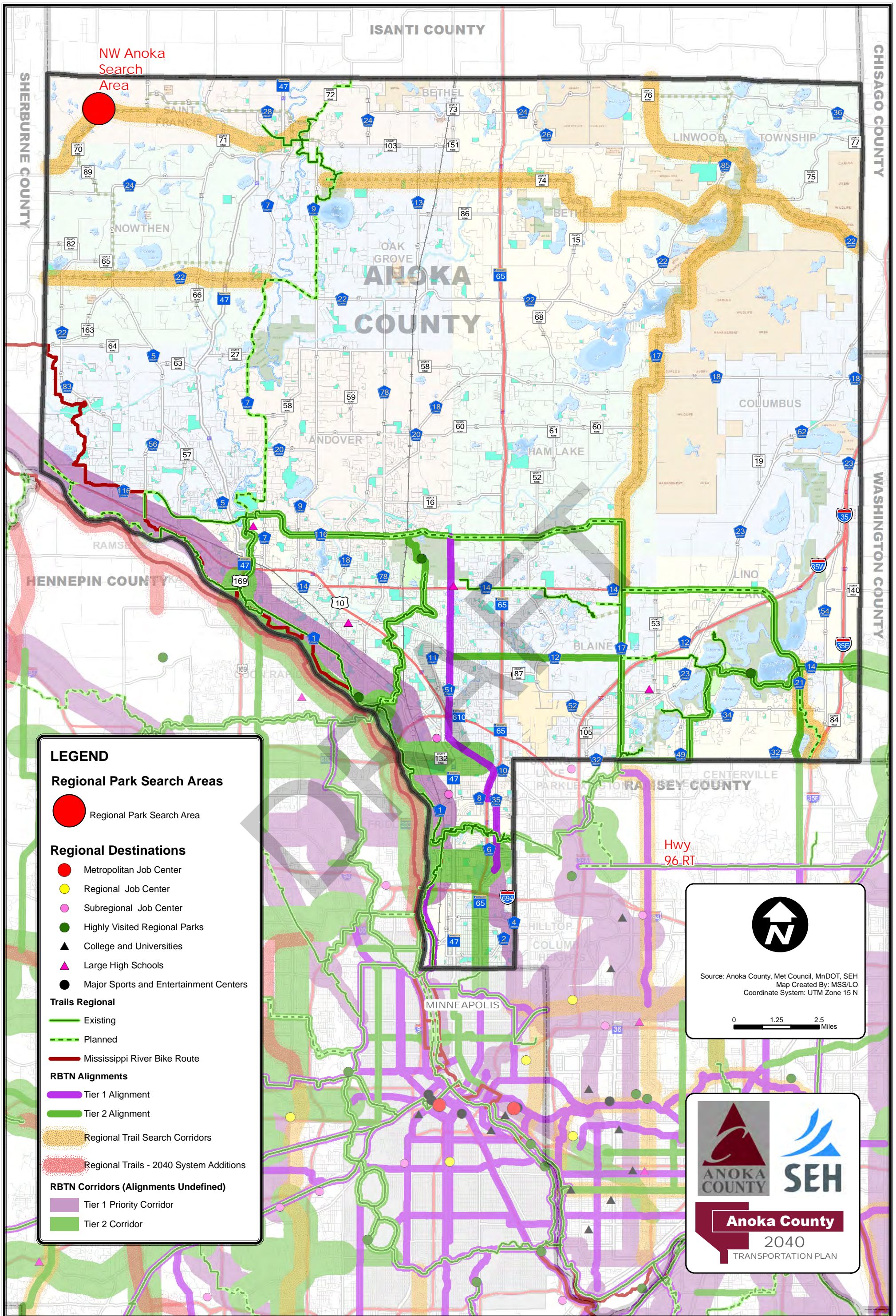
- » To establish an integrated/seamless network of on- and off-street bikeways;
- » To provide the vision for a "backbone" arterial network for daily bicycle transportation; and
- » To encourage cities, counties, park agencies, and the state to plan and implement future bikeways.

The RBTN corridors are established where existing or potential high demand for transportation-related bicycle trips has been identified and where specific alignments have not been implemented by local agencies. This network is intended to provide mid-to-long range connections to and between major regional destinations. RBTN alignments were established to represent where local plans have identified existing or planned off-street trails or on-street bikeways.

The network is further divided into Tier 1 and Tier 2 alignments and corridors based on potential bicycle demand levels as determined in the Metropolitan Council's Regional Bicycle System Study (2014). There are more than 1,300 miles of designated regional bicycle network corridors and alignments across the Twin Cities Region. This compares very favorably with other metro regions around the nation that have established regional bicycle networks.



Multi-use trail in Anoka County (Source: Kris Lindhahl)



EXISTING REGIONAL BICYCLE TRANSPORTATION NETWORK

FIGURE 13

Freight

The freight transportation system plays a critical role in supporting the region's economic status, competitiveness, and quality of life, allowing it to stand out as an important business and transportation hub. Figure 14 provides the locations of trucking freight facilities within Anoka County, as well as the type of facility. The freight system is composed of two modes, the region's principal arterial highway system and two BNSF Railway lines. BNSF is a Class I railroad, the category for railroads with over one million dollars in annual operating revenue.

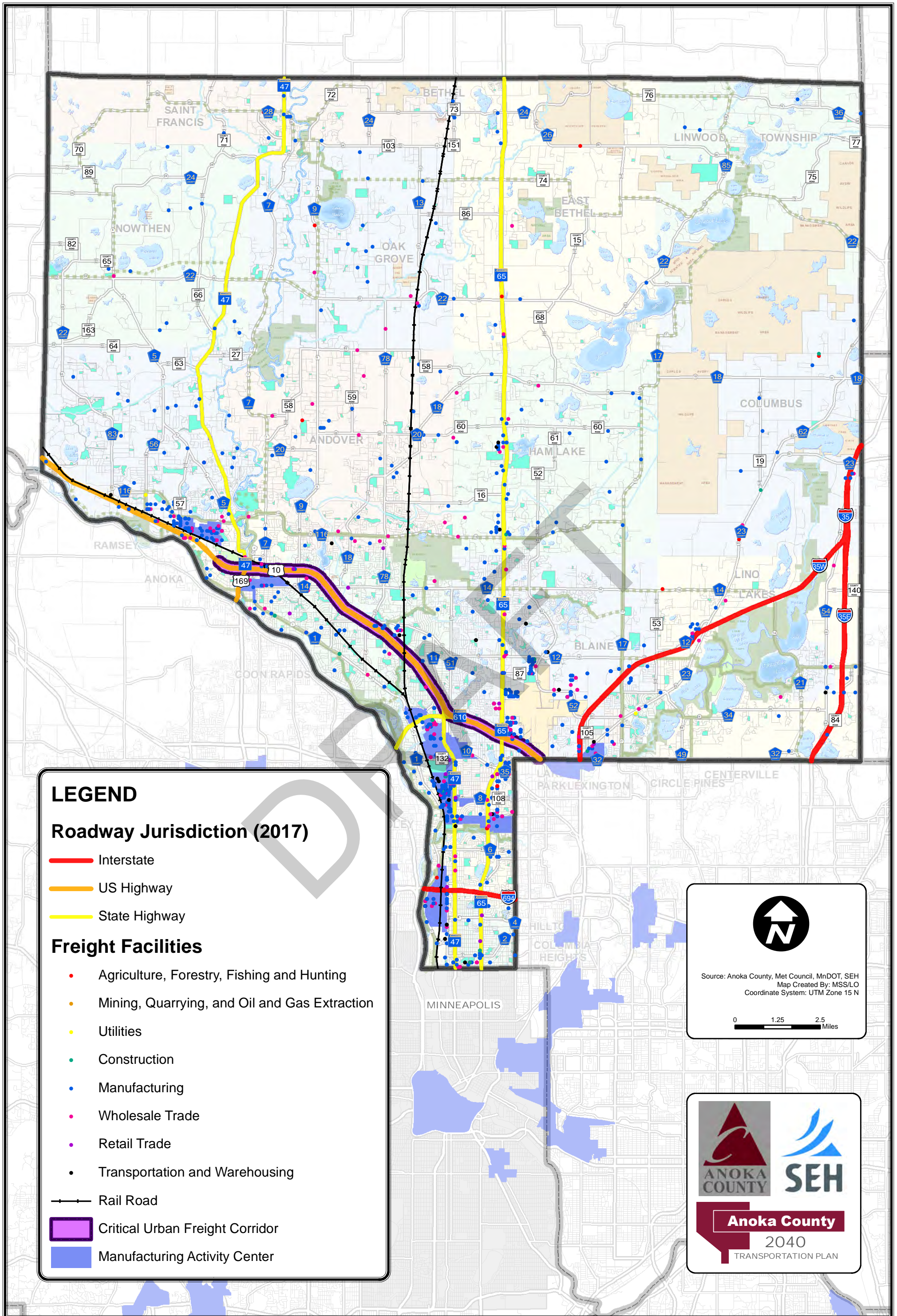


BNSF Northtown Yard in Fridley (Source: Wikipedia)

Rail and Intermodal

The BNSF mainline on which Amtrak and Northstar commuter rail service operates is an east-west route connecting the major Midwest transportation hub in Chicago with the Port of Seattle and the Pacific Rim. The rail segment within the county includes a junction with the northern (Cambridge) BNSF line. This line provides a direct rail linkage between the Twin Cities and the Port of Duluth. The Staples subdivision averages about 44 trains per day (including about six passenger trains) and the Hinckley subdivision averages about 14 trains per day total (BNSF, 2017).

A major intermodal freight corridor has evolved along U.S. Highway 10 in the county. This corridor includes clusters of industrial development including the Anoka Enterprise Park and other manufacturing facilities in Anoka, and a concentration of light industrial uses in Ramsey. A major distribution center and trucking terminal anchors the central portion of the corridor. The large concentration of warehousing, manufacturing, and distribution facilities in Fridley forms the southern portion of the freight corridor. The BNSF Northtown Yard is a large rail switching yard located near CSAH 1 (East River Road) and 42nd Avenue in Fridley. Shoreham Yard, owned by Canadian Pacific Railway, is a major train, trucking and bulk-distribution site extending from Central to University Avenues NE and 27th Avenue NE up to St. Anthony Parkway in Northeast Minneapolis.



ANOKA COUNTY
FREIGHT SYSTEMS

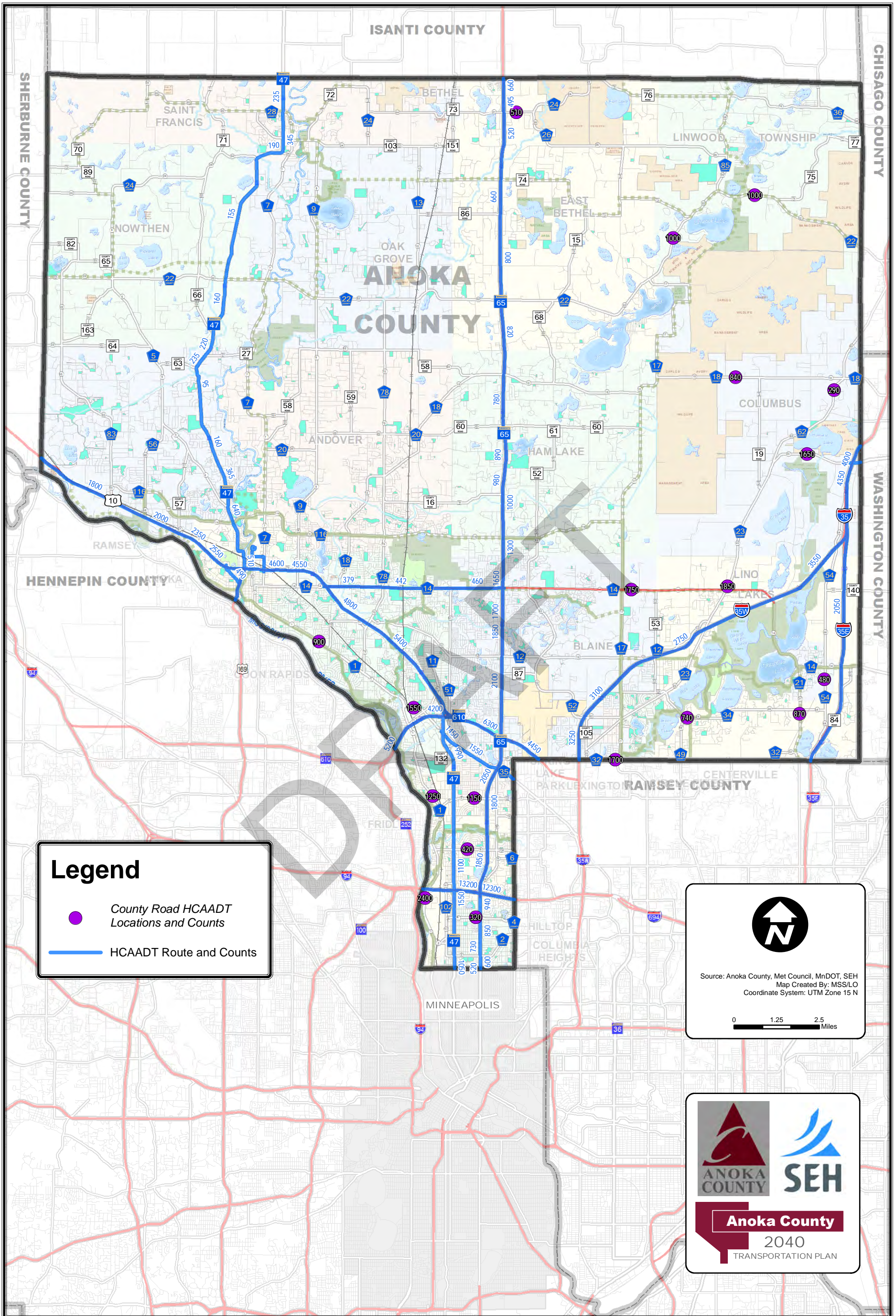


Freight Facility in Anoka County (Source: Anoka County)

Trucks on Highways

Since the majority of freight in the region moves by truck, highways continue to be a critical element of the freight transportation system and the region's economic sustainability. According to the Metropolitan Council, principal arterials and A-minor arterials help people and freight move the longest distances in the region. The A-minor arterial network is very important for trucks hauling freight, especially to provide access between the principal arterials and the freight terminals.

Figure 15 shows the heavy commercial average annual daily traffic (HCAADT) volumes. Highway congestion is often cited as a growing obstacle to efficient trucking operations in the Twin Cities. While other metropolitan regions have large freight activity centers with concentrated truck and rail activity focused in relatively few urban corridors, the Twin Cities' freight system has more and smaller freight centers distributed throughout the region. As a result, freight traffic has a greater potential to be exposed to highway congestion throughout the region.



EXISTING (2016) HEAVY COMMERCIAL ANNUAL AVERAGE DAILY TRAFFIC (HCAADT)

Rail/Roadway Crossings

Table 15 details the freight railroad crossing information for all county roadways. Seven of the rail/roadway crossings are grade-separated, while the others are at-grade. Construction of two more grade-separated crossings are included in the Anoka County Highway Department Five-Year Improvement Program (CSAH 78 and CSAH 11, as noted in the following two paragraphs). The existing at-grade crossings represent both a safety issue and a roadway delay and congestion issue. As train and vehicle volumes increase at these crossings, so do the safety and delay challenges. The majority of the crossings are with BNSF Railroad. Approximately 21 percent of public rail crossings are grade-separated. Approximately 93 percent of public at-grade crossings have active crossing warning devices such as gates, cantilevers and flashing light signals, while the remaining 7.4 percent of public at-grade crossings have passive crossing warning devices (e.g., a crossbuck, yield or stop sign).

Table 15 – Anoka County Rail System Crossing Data

Measure	Number	Percent
Overall Track Miles	39.8	100
Public Crossings	34	100
Grade Separated	7	20.6
At-Grade	27	79.4
Active Warning Devices	25	92.6
Passive Warning Devices ¹	2	7.4
Private Crossings	0	--
Grade Separated	0	--
At-Grade	0	--
Active Warning Devices	0	--
Passive Warning Devices	0	--

Table Notes: ¹ Public at-grade crossings with passive crossing warning devices on Anoka County's roadways include: USDOT No. 082711U (East River Road/CSAH 1 in Fridley, BNSF) and USDOT No. 082709T (East River Road/CSAH 1 in Fridley, BNSF).

In 2018/2019, Anoka County, in cooperation with MnDOT and the City of Coon Rapids, plans to reconstruct CSAH 78 (Hanson Boulevard) to a four-lane divided section that is grade-separated from the BNSF railroad. Approximately 81 trains per day, comprised of freight, Northstar Commuter traffic and Amtrak rail traffic, use the BNSF rail line. The high competing volumes of vehicles and rail make this at-grade crossing one of the busiest in the state and long queues and delays for vehicles are frequently observed at this crossing. BNSF also plans to add a third track to accommodate the growing demands of freight traffic and commuter rail traffic in the future.

In 2020, Anoka County plans to reconstruct CSAH 11 (Foley Boulevard) from CSAH 1 (East River Road) to 750 feet north of CSAH 3 (Coon Rapids Boulevard). The project area contains the Foley Boulevard Park and Ride lot and a Northstar Commuter Rail Line station. The primary component of the project is an overpass of two BNSF tracks that carry over 70 trains per day at an approved speed of 75 mph. The existing at-grade crossing is a safety concern due to the high vehicle and rail traffic volumes, compounded by identified sight line limitations for northbound trains. The average daily train exposure is 490,000, which exceeds the minimum standard for constructing a grade-separation by 40 percent. This train exposure risk will more than triple by 2030 as traffic volumes increase. In addition, the frequent trains act as a barrier to mobility causing substantial delays. The proposed overpass will include four lanes and non-motorized crossings on each side of CSAH 11, providing safe, uninterrupted travel for all types of travelers.

Air

The Anoka County-Blaine Airport (Janes Field) is the largest reliever airport in the Metropolitan Airport Commission's (MAC's) reliever airport system. Reliever airports provide an alternative to the Minneapolis–St. Paul (MSP) International Airport for private and corporate flights, thereby increasing safety and efficiency and easing congestion at the MSP airport. In addition to the Anoka County-Blaine Airport, five other airports serve as relievers to the MSP airport.

The Anoka County-Blaine Airport is under the jurisdiction of the MAC. This airport is classified as an Intermediate Airport based on the State of Minnesota classification and a Minor Airport by the MAC (Metropolitan Council's Metropolitan Development Guide – Aviation Chapter) with a 4,855-foot north-south runway, and a 5,000-foot east-west runway that is equipped with an instrument landing system. The airport supports more than 90,000 takeoffs and landings annually; 490 aircraft are based at the airport.

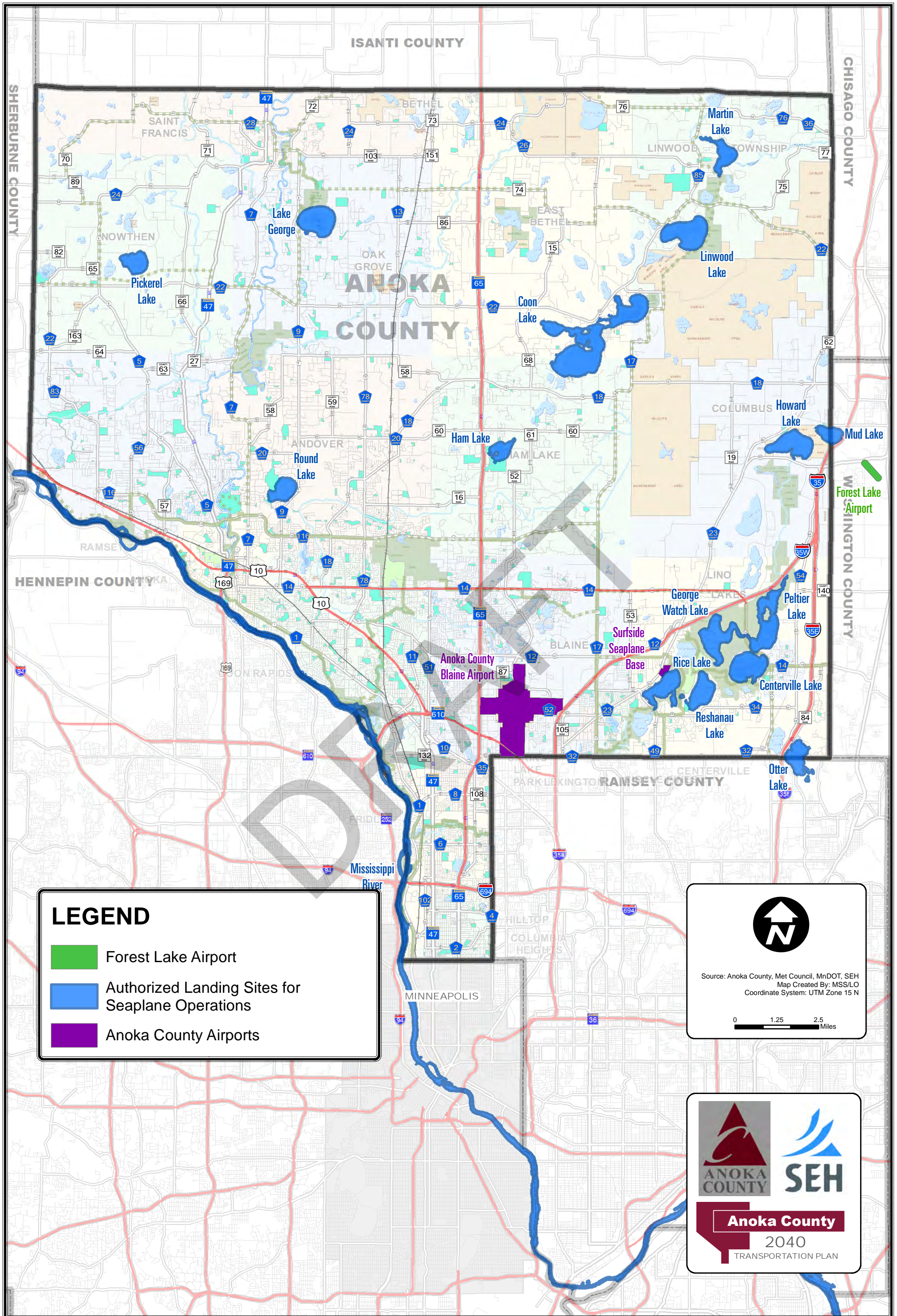


The Anoka County-Blaine Airport (Janes Field) (Source: Metropolitan Airport Commission)

In addition, Surfside Seaplane Base is located on Rice Lake in Lino Lakes. Locations authorized for seaplane operations are designated in Minnesota Rules 8800.2800. The following lakes and rivers within Anoka County are authorized seaplane locations: Centerville Lake, Coon Lake, George Watch Lake, Lake George, Ham Lake, Howard Lake, Linwood Lake, Martin Lake, Mississippi River, Mud Lake, Otter Lake, Peltier Lake, Pickerel Lake, Reshenau Lake, Rice Lake and Round Lake.

The location of the Anoka County Blaine Airport, all designated seaplane locations, and the Forest Lake Airport in northern Washington County are shown in Figure 16.

DRAFT



ANOKA COUNTY
 AVIATION LOCATIONS

3.2 HISTORIC PERFORMANCE TRENDS AFFECTING THE COUNTY'S TRANSPORTATION SYSTEM

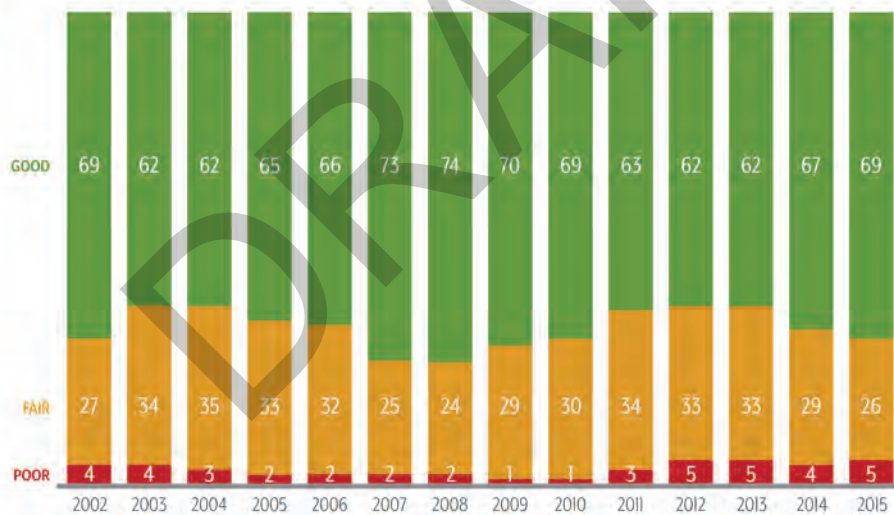
This section describes trends in the condition and service levels provided by Anoka County's highway network.

Pavement Condition

Anoka County has established performance targets to maintain at least 60 percent of county roadways in good or very good condition, and allow less than 3 percent of county roadways to be in poor or very poor condition. Anoka County's roadway system consists of approximately 414 centerline miles of pavement.

As shown in Figure 17, the pavement condition for county roadways did meet Anoka County's performance target for roadways in good or very good condition. In 2015, 69 percent or 286 miles of the County's 414 miles of roadway were in at least good condition. The percentage of roadways with a poor or very poor rating has hovered around 4 or 5 percent in recent years, which is slightly above the 3 percent performance target. This means approximately 18 miles of the County's roadways were in poor or very poor condition.

Figure 17 - Percentage of County Roadway Pavement in Good, Fair, & Poor Condition



Source: Anoka County Highway Department

Potential Future Pavement Overlay Candidates

As identified in Tables 16 through 19, Anoka County has compiled several lists of road segments by AADT that have dropped below the minimum pavement condition thresholds and need rehabilitation or reconstruction by 2040. Most of these road segments are not currently planned to receive funding in Anoka County's Five-Year Highway Improvement Program. As noted previously, the deficiencies identified in this Plan will form the basis of future five-year improvement program documents.

Table 16 – Road Segments with AADT >11,001 and PQI <60

Route	From	To	Length (Miles)	AADT	PQI
CSAH 14	900' W. of Round Lake Blvd.	Round Lake Blvd.	0.2	14,251	34
CSAH 17	Lake Drive	Lovell Rd.	0.1	11,836	36
CSAH 116*	Andover Cl.	160' W. of Terrace Rd.	0.3	11,118	36
CSAH 14*	8th Ave.	560' E. of 10th Ave.	0.4	12,866	39
CR 132	Fridley Cl.	250' W. of Cottonwood St.	0.4	12,491	39
CSAH 14*	560' E. of 10th Ave.	900' W. of Round Lake Blvd.	0.3	13,558	41
CSAH 116*	370' W. of Van Buren St.	45' W. of Buchanan St.	0.5	11,118	41
CSAH 11*	250' N. of 107th Ln. NW	Northdale Blvd./Foley Blvd.	0.7	11,791	45
CSAH 3	86th Lane	TH 47	0.1	14,778	46
CSAH 1	Fridley Cl.	1200' N. of 90th Ave.	1.3	12,845	49
CSAH 51*	106th Ave.	300' N. of Northdale	0.4	17,727	51
CSAH 78*	Coon Creek Bridge	Andover Blvd.	0.3	17,709	52
CSAH 78*	Andover Blvd.	470' S. of 150th Ln. NW	0.6	15,641	52
CSAH 51	97th Ave.	106th Ave.	1.2	23,709	53
CSAH 116	190' E. of Industry Ave. NW	270' E. of TH 47	0.1	12,327	53
CSAH 7	Johnson St.	530' N. of 38th Lane	1.1	16,211	54
CSAH 1	Hartman Circle	Glen Creek Rd.	0.8	13,302	55
CSAH 1	Yucca St. NW	Dakotah St. NW	0.3	12,123	55
CSAH 23	590' E. of Naples	Blaine Cl.	0.2	14,273	56
CSAH 116*	160' W. of Terrace Rd.	370' W. of Van Buren St.	0.5	11,118	56
CSAH 1	64th Way	260' S. of Rice Creek Way	0.3	14,887	58
CSAH 1	260' S. of Rice Creek Way	Rice Creek Way	0.1	14,887	58
CSAH 1	Glen Creek Rd.	Rickard Rd.	0.3	13,162	58
CSAH 7	TH 10	Johnson St.	0.3	18,477	58
CSAH 51	250' N. of 92nd Lane	97th Ave.	0.4	15,217	58
CSAH 1	Charles St.	64th Way	0.5	16,332	59
CSAH 1	Rice Creek Way	Hartman Circle	0.1	13,302	59
CSAH 1	550' N. of Hanson Blvd.	Crooked Lake Blvd.	1.2	18,927	59
CSAH 10	750' W. of TH 65 SB ramp	200' E. of TH 65 NB Ramp	0.6	22,317	59
CSAH 17	Blaine Cl.	Pheasant Ridge Dr.	0.6	21,688	59
CSAH 23	Blaine Cl.	170' S. of Albert Ave.	0.1	14,273	59
CSAH 23	Dunlap Ave.	Circle Pines Cl.	0.2	11,691	59
CSAH 52	95th Ave. NE	Naples St. NE	0.4	22,440	59

Table Notes: * Represents a segment that is partially or entirely programmed for reconstruction in the Anoka County Highway Department Five-Year Highway Improvement Program.

Source: Anoka County Highway Department

Table 17 – Road Segments with AADT 6,001 – 11,000 and PQI <55

Route	From	To	Length (Miles)	AADT	PQI
CR 79*	CSAH 7	560' E. of CSAH 7	0.1	6,302	30
CR 79*	560' E. of CSAH 7	120' W. of 9th Ave.	0.2	7,128	32
CSAH 23*	W. Freeway Dr.	SB Ramp I-35	0.1	8,229	34
CR 49*	590' E. of Lakeview	Lake Dr.	0.1	6,057	36
CSAH 116*	Wintergreen St.	Andover Cl.	1.5	10,814	36
CSAH 6	East River Rd.	2nd St.	0.4	6,395	37
CSAH 6	2nd St.	5th St.	0.3	8,333	43
CSAH 32	TH 65	Center Dr. NE	0.1	8,242	43
CR 79*	120' W. of 9th Ave.	Anoka Cl.	0.4	7,128	43
CR 79*	980' E. of Anoka Cl.	Round Lake Blvd.	0.3	7,954	43
CSAH 22*	Lake George Blvd.	425' W. of Heather St. NW	0.2	6,948	45
CR 49*	Lakeview Dr.	590' E. of Lakeview	0.1	6,057	45
CSAH 11*	Redwood St. NW	1070' W. of Redwood St. NW	0.2	10,657	50
CSAH 14	Blaine Cl.	350' W. 4th Ave.	0.9	9,027	50
CSAH 2	East River Rd.	W. End of Bridge No. 02523	0.2	6,129	52
CSAH 34	Hodgson Rd.	Centerville Rd.	3.6	10,036	52
CSAH 35*	Mississippi St.	Rice Creek Bridge	0.4	6,405	52
CR 132	East River Rd.	Coon Rapids Cl.	0.3	7,158	52
CSAH 7	1,130' N. of 165th Ave. NW	Andover Cl.	1.2	8,134	54
CSAH 14	330' E. of Lexington	Blaine Cl.	0.9	8,890	54
CSAH 32	Lexington Ave.	Blaine Cl.	0.6	10,931	54

Table Notes: * Represents a segment that is partially or entirely programmed for reconstruction in the Anoka County Highway Department Five-Year Highway Improvement Program.

Source: Anoka County Highway Department

Table 18 – Road Segments with AADT 3,001 – 6,000 and PQI <50

Route	From	To	Length (Miles)	AADT	PQI
CSAH 24	Bethel Cl.	TH 65	1.3	3,123	30
CR 60	1550' E. of Andover Cl.	TH 65	1.2	3,138	34
CSAH 11*	East River Rd.	Coon Rapids Blvd.	0.6	5,531	36
CSAH 4	University Ave.	Monroe St. NE	0.5	4,913	41
CSAH 31*	4th Ave.	7th Ave.	0.4	3,398	43
CSAH 2	TH 65	Reservoir Blvd./40th Ave.	0.3	3,695	45
CSAH 5	Viking Blvd.	Old Viking Blvd.	0.2	3,296	45

Table 18 – Road Segments with AADT 3,001 – 6,000 and PQI <50 (Continued)

Route	From	To	Length (Miles)	AADT	PQI
CSAH 9	217th Ave.	Oak Grove City Limit	1.5	5,932	45
CSAH 18	40' W. of Soderville Dr.	East Lake Netta Dr.	1.7	5,921	45
CSAH 102	I-694 Bridge	57th Ave.	0.2	5,625	45
CSAH 32	South County Line	Centerville Rd.	0.9	5,109	47
CR 106	Old Central Ave.	East County Line	0.5	3,498	47

Table Notes: * Represents a segment that is partially or entirely programmed for reconstruction in the Anoka County Highway Department Five-Year Highway Improvement Program.

Source: Anoka County Highway Department

Table 19 – Road Segments with AADT <3,000 and PQI <45

Route	From	To	Length (Miles)	AADT	PQI
CSAH 2	350' S. of 44th Ave.	43rd Ave.	0.1	2,972	27
CSAH 26*	237th Ave.	Durant St.	3.4	1,635	30
CSAH 24	University Ave. Ext.	Bethel Cl.	0.2	2,246	32
CR 60*	East Lake Netta Dr.	Lexington Ave.	1.8	1,952	32
CR 70	Hill and Dale Rd.	Ambassador Blvd.	0.5	561	32
CSAH 2	40th Ave.	TH 47	0.2	2,214	34
CSAH 26	East Bethel Cl.	Typo Creek Dr.	2.1	1,629	34
CSAH 2	43rd Ave.	975' S. of 43rd Ave.	0.2	2,972	36
CSAH 28	Seelye Brook Dr.	Nacre St.	1.8	826	36
CSAH 2	Main St.	350' S. of 44th Ave.	0.1	2,972	39
CSAH 26	Durant St.	East Bethel Cl.	1.0	1,666	39
CSAH 28	Ambassador Blvd.	North County Line	0.5	995	39
CSAH 31*	Main Street	Grant St.	0.9	2,988	39
CR 65	Tiger St.	Nowthen Blvd.	1.1	571	39
CR 72	243rd Ave.	North County Line	0.3	1,691	39
CSAH 13	Viking Blvd.	229th Ave.	4.4	1,650	41
CR 15	Viking Blvd.	213th Ave.	2.8	1,534	41
CSAH 24	Jarvis St.	Nowthen Blvd.	1.9	1,667	41
CSAH 131*	Grant St.	1,550' N. of Grant St.	0.5	1,150	41
CR 68	Crosstown Blvd.	Ham Lake Cl.	1.0	2,640	43
CR 72	Bridge St.	Verdin St.	2.3	2,037	43
CR 89	Norris Lake Rd.	223rd Ave.	1.0	543	43

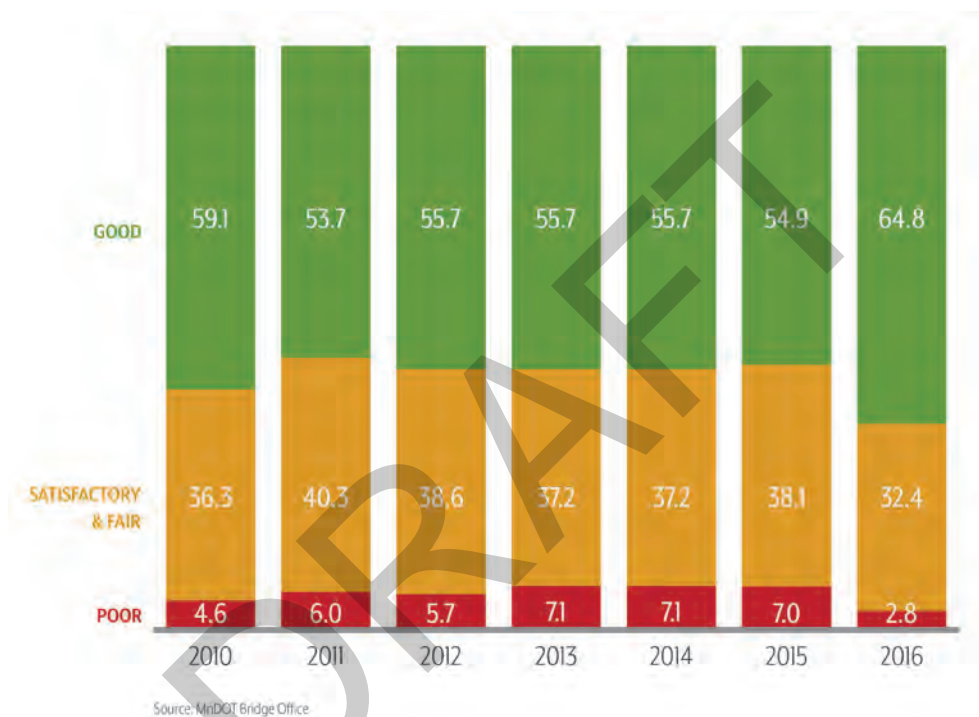
Table Notes: * Represents a segment that is partially or entirely programmed for reconstruction in the Anoka County Highway Department Five-Year Highway Improvement Program.

Source: Anoka County Highway Department

Bridge Condition

As shown in Figure 18, the share of county bridges in good condition improved to 64.8 percent in 2016, which is above Anoka County's target of 50 percent. The share of county bridges in poor condition decreased to 2.8 percent in 2016, which is slightly above Anoka County's target of 2 percent.

Figure 17 - Percentage of County Bridges in Good, Satisfactory/Fair, & Poor Condition



Structurally Deficient or Functionally Obsolete County Bridges

According to MnDOT, bridges are classified as structurally deficient if they have a general condition rating of 4 or less for the deck, superstructure, substructure or culvert, or if the road approaches regularly take on water due to flooding. The fact that a bridge is structurally deficient does not imply that it is unsafe. For bridge owners, the classification is a reminder that the bridge may need further analysis that may result in load posting, maintenance, rehabilitation, replacement or closure. If unsafe conditions are identified during a physical inspection, the structure will be closed. Structurally deficient is a term used to indicate a priority for federal funding eligibility.

A functionally obsolete bridge is one that was built to standards that no longer meet the minimum federal clearance requirements for a new bridge. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges include those that have sub-standard geometric features such as narrow lanes, narrow shoulders, poor approach alignment or inadequate vertical under clearance. The classification of a bridge as functionally obsolete also indicates a priority status for federal funding eligibility.



Anoka-Champlin Mississippi River Bridge (Source: MnDOT)

Sufficiency rating is a computed numerical value that is used to determine eligibility for federal funding. The sufficiency rating formula result varies from 0 to 100. The formula includes factors for structural condition, bridge geometry and traffic considerations. The sufficiency rating formula is contained in the December 1995 edition of the "Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges." A bridge that is structurally deficient or functionally obsolete with a sufficiency rating of 80 or less is eligible for federal rehabilitation funding. Of those, a bridge with a sufficiency rating of less than 50 is eligible for federal replacement funding.

Table 20 identifies structures that are classified as being structurally deficient as of the year 2016 and have a sufficiency rating that is either at or currently approaching eligibility for federal rehabilitation funding. Anoka County does not have any functionally obsolete bridges under its jurisdiction.

Table 20 – Structurally Deficient County Bridges - 2016

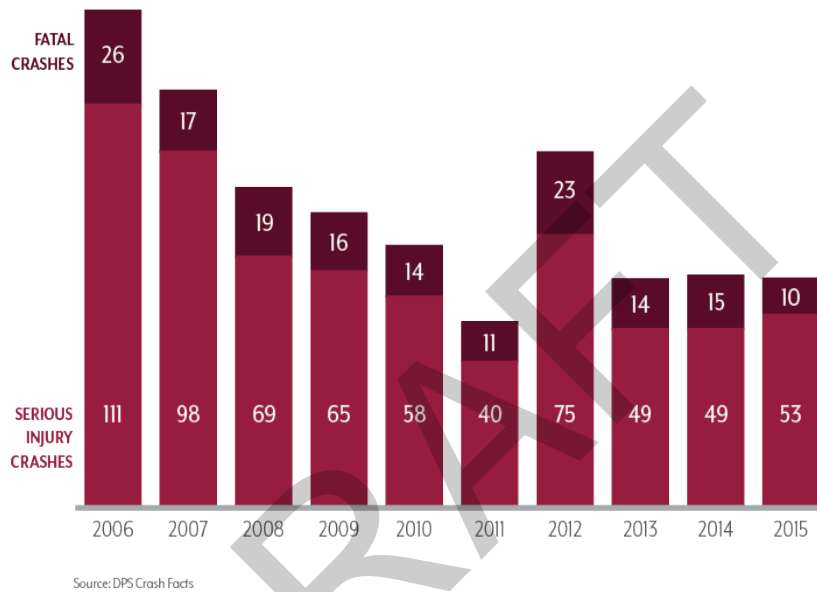
Bridge No.	Year Built	Facility – Feature Crossed	City	Structure Type	Sufficiency Rating
02521	1972	CSAH 116 over BNSF RR	Coon Rapids	Bridge	83
3310	1920	CSAH 35 over Rice Creek	Fridley	Culvert	70.9
94197	1979	CSAH 34 (Birch St.) over County Ditch #25	Lino Lakes	Culvert	69.1
93674	1983	CSAH 17 over Coon Creek	Ham Lake	Culvert	63.0
02549	1988	CSAH 18 over Coon Creek	Coon Rapids	Bridge	59.9

As of March 2018, there are two county-owned bridges that are posted with weight restrictions: CSAH 13 over Cedar Creek (Br. No. 02518) and CSAH 22 over the Rum River (Br. No. 02519).

Traveler Safety

There were 11 people who died in 10 fatal crashes on roadways in Anoka County in 2015, a decrease of 39 percent over the 10-year reporting period average (see Figure 19). The figure also indicates there were 53 serious injury crashes in 2015.

Figure 19 - Total Number of Serious Injury and Fatal Crashes Involving a Motor Vehicle on All Roadways within Anoka County



Crash rates, which are calculated by dividing the number of crashes by 100 million vehicle miles traveled, is a common metric to compare and assess fatal and serious injury crash data. As illustrated in Figure 20, in 2015, there were 0.32 traffic fatalities per 100 million vehicle miles traveled, which is the lowest traffic fatality rate since 2006. By comparison, the traffic fatality rate statewide in 2015 was 0.65 and the rate for the Twin Cities seven-county metropolitan area was 0.33.

Figure 20 - Traffic Fatality Rate on All Roadways within Anoka County (per 100 Million MT)

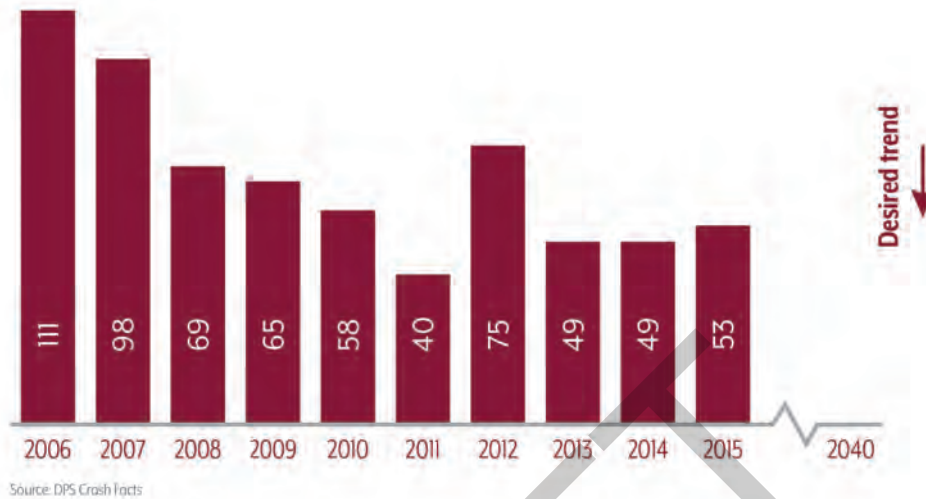
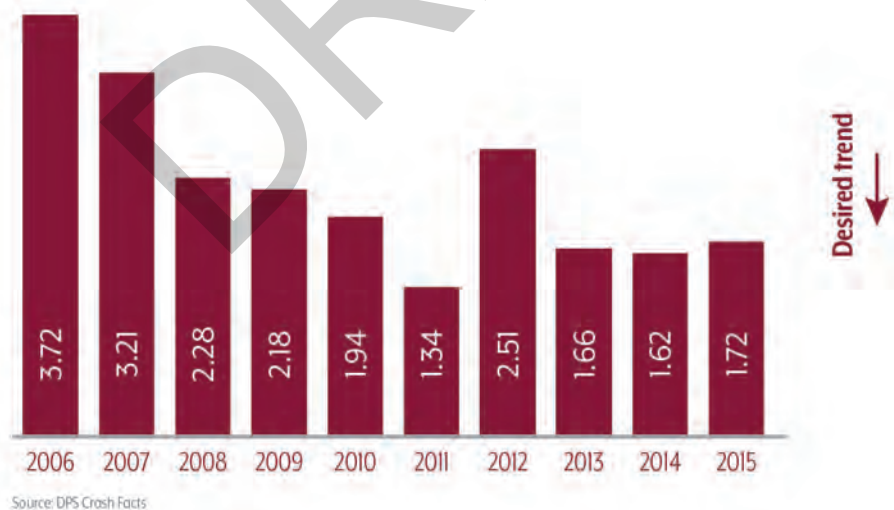


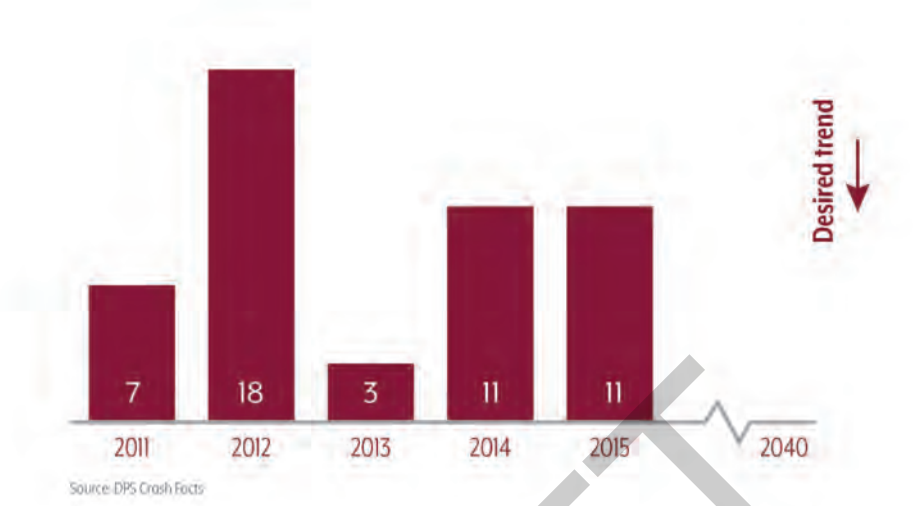
Figure 21 indicates that in 2015, there were 1.72 serious injuries per 100 million vehicle miles traveled, which is the fourth lowest in the ten-year timeframe between 2006 and 2015.

Figure 21 - Serious Injury Rate on All Roadways within Anoka County (Per 100 Million VMT)



Finally, in 2015, there were 11 pedestrian, bicyclist, and other non-motorized transportation fatalities and serious injuries, which ties for the second highest total in the ten-year timeframe between 2006 and 2015 (see Figure 22).

Figure 22 - Total Number of Pedestrian, Bicyclist, and Other Non-Motorized Transportation Fatalities and Serious Injuries



In order to understand the contributing factors for the fatalities and serious injuries in Anoka County, crashes are sorted by crash category and focus areas by category.

Table 21 provides a detailed breakdown of fatal and serious injury crashes for 2006 and 2015. This approach allows for an assessment of trends over time.

Table 21 – Fatal and Serious Injury Crashes by Focus Area (2006 and 2015)

Category	Focus Area	2006 Results	2015 Results	10-Year Actual Change	10-Year Percent Change
Driver Behavior	Impaired Driver	31	9	-22	-71%
	Inattentive Driver ¹	33	8	-25	-76%
	Speeding	17	8	-9	-53%
Driver Characteristic	Under 21	45	17	-28	-62%
	Older Than 64	23	16	-7	-30%
Special User	Motorcyclist	23	17	-6	-26%
	Pedestrian	10	7	-3	-30%
	Bicyclist	8	4	-4	-50%
Crash Type	Lane Departure	32	26	-6	-19%
	Intersection	60	22	-38	-63%
Total Fatal and Severe Crashes²		137	63	-74	-54%

¹Note: Severe crashes involving inattentive drivers are likely underreported and should be evaluated with caution.
²Note: Crashes may involve multiple focus areas.

Source: MnDOT Crash Mapping Software

The data illustrated a fairly significant positive trend within the County as all crash type categories and focus areas have seen a measurable decrease in the number of crashes between 2006 and 2015.

High Frequency Intersection Crash Locations

The Anoka County Highway Department uses the Minnesota Crash Mapping Analysis Tool (MnCMAT) to review high crash locations to identify patterns that are correctable and locations on the County system that would benefit from traffic control or geometric improvements. Crash data is used to identify projects for the federal Hazard Safety Improvement Program (HSIP), Local Road Improvement Program (LRIP), Central Safety Fund, Safe Routes to School (SRTS), and other funding programs, as appropriate.

Intersection crashes were sorted utilizing an intersection buffer to aggregate crashes at each intersection. An approximate 250-foot radius surrounding each intersection was used for the majority of intersection. On some of the more access controlled corridors, such as Trunk Highway 47 and Trunk Highway 65, a 500-foot radius surrounding each intersection was used. On intersections that are closely spaced, within 500 feet of each other, the distance between intersections was divided evenly.

Figure 23 depicts the highest crash locations in Anoka County; this figure is zoomed in as all of the high crash locations are located in the southern portion of the County. Table 22 shows all intersections that had 35 or more crashes during the five-year analysis period; a total of 49 intersections.

Crash frequency only includes the total number of crashes observed at each intersection location, this is not always indicative of a serious problem. Intersection crash rates can be



Anoka County intersection (Source: Anoka County)

a better indicator of problem intersections as the rate normalizes the crashes based on the vehicle exposure at the intersection. However, intersection crash rates were not evaluated for each site as part of this crash evaluation. Therefore, there may be some intersection locations with higher crash rates that are not included in this intersection list of crash frequency; specifically in the more rural areas with low volume intersections.



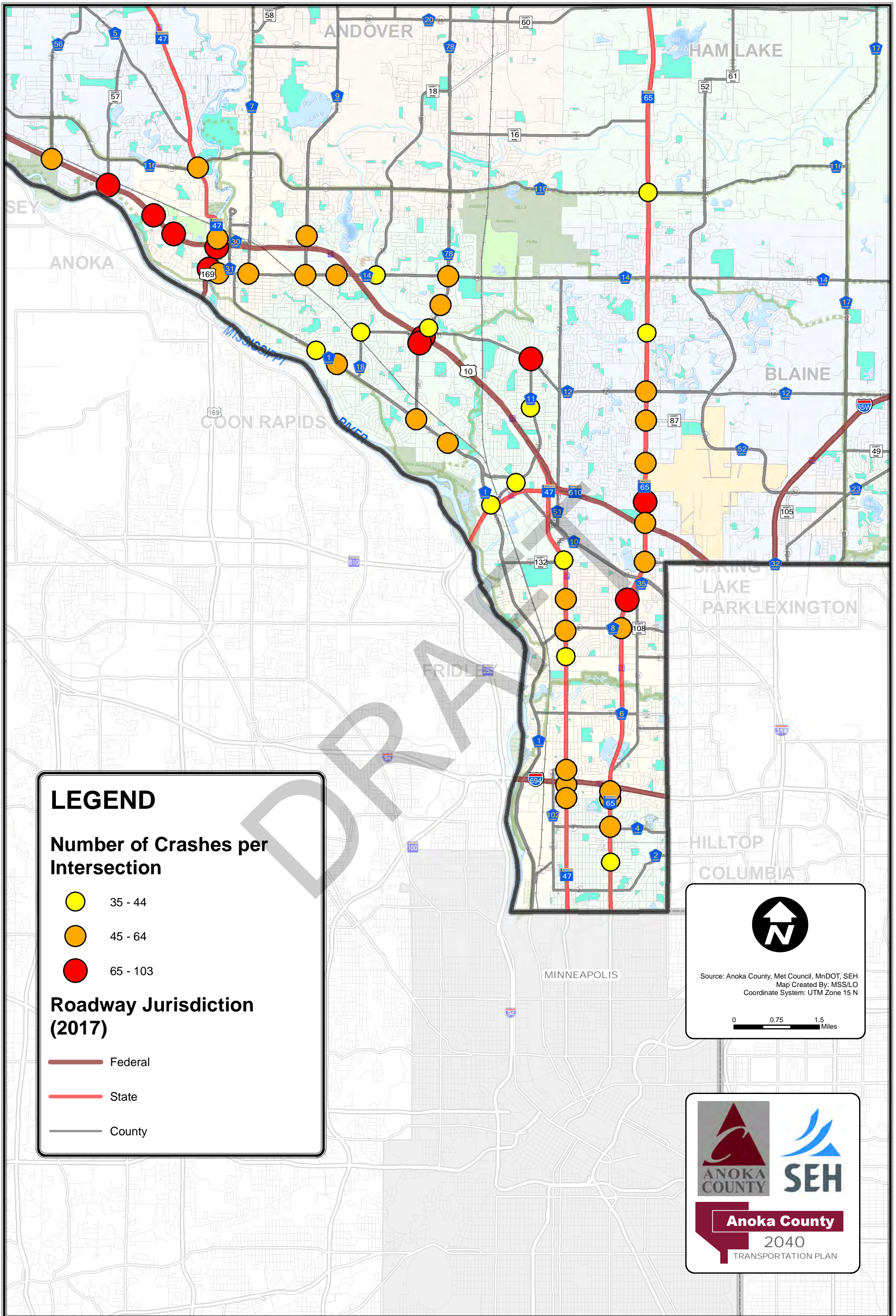
Traffic on Fairoak Avenue in Anoka (Source: City of Anoka)

Not surprising, the corridors with high traffic demands dominate the list of high crash locations. Trunk Highway 65 has the highest number of intersections with 14 intersection in this list; Trunk Highway 47 is 2nd with 8 intersections. U.S. Highway 10 ramp terminals and U.S. Highway 169 intersections are included 7 times in this list of high incident locations. MnDOT is the controlling intersection agency on 30 or the top 49 intersections in this list.

Anoka County corridors in this list include CSAH 1, CSAH 11, CSAH 14, and CSAH 78 which all have at least 5 intersections. Anoka County is the controlling intersection agency on 18 intersection, with 13 additional intersections shared with MnDOT. There are 8 intersections with County and City jurisdiction, and a single intersection that a City is the controlling agency.

Many of these intersections have had improvements made in recent years or currently have planned improvements in the current Five-Year Highway Improvement Program. The improvements vary in size and scope, with some including additional capacity, turn lane extensions, and signal retiming and coordination. All of these projects should have a positive impact on the safety of each intersection.

While many current and planned projects will have a significant positive impact on crashes, other corridors and intersections should be monitored to see if additional improvements could be made to improve traffic safety.



HIGH FREQUENCY INTERSECTION CRASH LOCATIONS
 (35 OR MORE CRASHES)
 2011-2015

Table 22 – Top Intersection High Crash Locations

#	Roadway #1	Roadway #2	City	Jurisdiction	Crashes
1	CSAH 78 (Hanson Blvd)	US Highway 10 Ramp	Coon Rapids	MnDOT-County	103
2	TH 65	81st Ave/Central Ave	Spring Lake Park	MnDOT-City	96
3	US Highway 169 (Ferry St)	Main St	Anoka	MnDOT-City	86
4	US Highway 10	Thurston Ave	Anoka	MnDOT-City	84
5	US Highway 169 (Ferry St)	EB US Highway 10 Ramp	Anoka	MnDOT-MnDOT	81
6	US Highway 10	Fairoak Ave	Anoka	MnDOT-City	78
7	TH 65	Clover Leaf Pkwy/93rd Ln	Blaine	MnDOT-City	76
8	County Road 57 (Sunfish Lake)	US Highway 10	Ramsey	MnDOT-County	75
9	CSAH 78 (Hanson Blvd)	CSAH 11 (Northdale Blvd/Robinson Dr)	Coon Rapids	County-County	72
10	CSAH 11 (Foley Blvd)	CSAH 11/CSAH 12 (Northdale Blvd)	Coon Rapids	County-County	68
11	TH 65 (Central Ave)	99th Ave	Blaine	MnDOT-City	64
12	CSAH 9 (Round Lake Blvd)	Northdale Blvd	Coon Rapids	County-City	63
13	TH 47 (University Ave)	81st Ave	Fridley	MnDOT-City	63
14	CSAH 1 (Coon Rapids Blvd)	CSAH 78 (Hanson Blvd)	Coon Rapids	County-County	62
15	TH 65 (Central Ave)	89th Ave	Blaine	MnDOT-City	61
16	TH 47 (Ferry St)	CSAH 30/Pleasant St	Anoka	MnDOT-County-City	59
17	TH 47 (University Ave)	CSAH 8 (Osborne Rd)	Fridley	MnDOT-County	58
18	TH 65 (Central Ave)	CSAH 87 (105th Ave)	Blaine	MnDOT-County	56
19	CSAH 1 (Coon Rapids Blvd)	Egret Blvd	Coon Rapids	County-City	53
20	TH 65 (Central Ave)	WB US Highway 10 Ramp	Blaine	MnDOT-MnDOT	53
21	TH 65 (Central Ave)	CSAH 4 (49th Ave)	Columbia Heights	MnDOT-County	52
22	TH 65 (Central Ave)	CSAH 12 (109th Ave)	Blaine	MnDOT-County	52
23	Main St	2nd Ave	Anoka	City-City	52
24	TH 47 (St Francis Blvd)	CSAH 116 (Bunker Lake Blvd)	Ramsey	MnDOT-County	51
25	TH 47 (University Ave)	EB I-694 Ramp	Fridley	MnDOT-MnDOT	51
26	US Highway 10	CSAH 56 (Ramsey Blvd)	Ramsey	MnDOT-MnDOT	50
27	TH 65 (Central Ave)	CSAH 32 (85th Ave)	Blaine	MnDOT-County	50
28	CSAH 14 (Main St)	CSAH 7 (7th Ave)	Anoka	County-County	50
29	CSAH 14 (Main St)	CSAH 9 (Round Lake Blvd)	Coon Rapids	County-County	50
30	CSAH 78 (Hanson Blvd)	121st Ave	Coon Rapids	County-City	49

Table 22 – Top Intersection High Crash Locations (Cont.)

#	Roadway #1	Roadway #2	City	Jurisdiction	Crashes
31	TH 47 (University Ave)	CSAH 102 (57th Ave)	Fridley	MnDOT-County	48
32	TH 65	CSAH 8 (Osborne Rd)	Spring Lake Park	MnDOT-County	48
33	CSAH 1 (Coon Rapids Blvd)	Mississippi Blvd	Coon Rapids	County-City	48
34	CSAH 14 (Main St)	Northdale Blvd	Coon Rapids	County-City	47
35	TH 65 (Central Ave)	EB I-694 Ramp	Fridley	MnDOT-MnDOT	46
36	CSAH 14 (Main St)	CSAH 78 (Hanson Blvd)	Coon Rapids	County-County	45
37	TH 47 (University Ave)	53rd Ave	Fridley	MnDOT-City	45
38	CSAH 11 (Foley Blvd)	Egret Blvd	Coon Rapids	County-City	44
39	CSAH 11 (Foley Blvd)	Coon Rapids Blvd	Coon Rapids	County-City	44
40	TH 65 (Central Ave)	117th Ave/Cloud Dr	Blaine	MnDOT-City	42
41	TH 65 (Central Ave)	44th Ave	Columbia Heights	MnDOT-City	41
42	CSAH 11 (Northdale Blvd)	CSAH 18 (Crooked Lake Blvd)	Coon Rapids	County-County	40
43	TH 65 (Central Ave)	CSAH 116 (Bunker Lake Blvd)	Ham Lake	MnDOT-County	39
44	CSAH 78 (Hanson Blvd)	CSAH 11 (Northdale Blvd/Gateway Dr)	Coon Rapids	County-County	37
45	CSAH 1 (Coon Rapids Blvd)	Pheasant Ridge Dr	Coon Rapids	County-City	37
46	TH 47 (University Ave)	73rd Ave	Fridley	MnDOT-City	37
47	TH 47 (University Ave)	County Road 132 (85th Ave)	Blaine	MnDOT-County	36
48	CSAH 1 (East River Rd)	CSAH 11/SB Highway 610 Ramp	Coon Rapids	County-County	36
49	CSAH 14 (Main St)	CSAH 18 (Coon Creek Blvd)	Coon Rapids	County-County	35

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT)

3.3 TRANSPORTATION FUNDING IN ANOKA COUNTY

Funds for transportation in Anoka County come from local, state and federal sources and are raised through a variety of user taxes and fees, general state and local taxes and federal funding allocations or competitive programs. Appendix D examines the sources of funding that will be available for transportation investments within Anoka County in the coming years. In general, the trend over the past several years, which is expected to continue into the future, has been a decline in total revenue and a focus on system maintenance and preservation rather than expansion. Additional funding information is provided in Section 6.3.

4

FORECAST CONDITIONS



This chapter describes the transportation opportunities and challenges that will effect Anoka County in the next 20 years. Forecast conditions for roadways, transit, bicycling and walking, aviation and freight in Anoka County are also described later on in this chapter.

4.1 TRENDS IMPACTING ANOKA COUNTY

This section describes the key trends that could influence and impact Anoka County’s road system in the next 20 years. Trends assessed include population, employment, housing, commuting, technology and road design.

Population Trends

Anoka County has been gaining population and households steadily since 1970, as identified in Table 23. The growth taking place in the county is reflective of regional trends. By 2040, the Metropolitan Council expects that Anoka County will grow by nearly 96,000 people and over 43,000 households. Figures 24 and 25 show the current and forecast population densities in Anoka County, mapped based on 2040 TAZ data. These figures indicate that population growth will largely be concentrated in the southern portion of Anoka County including the cities of Blaine, Ramsey and Andover.

Anoka County’s Aging Population

The elderly population in Anoka County is growing. In 2010, 9.7 percent of the population was older than age 65. According to the American Community Survey (ACS), Anoka County is aging slightly. In 2016, 11.8 percent of the population was older than age 65. This trend will affect where people live, and how they travel, as historically the elderly have used transit at higher percentages than other age groups.

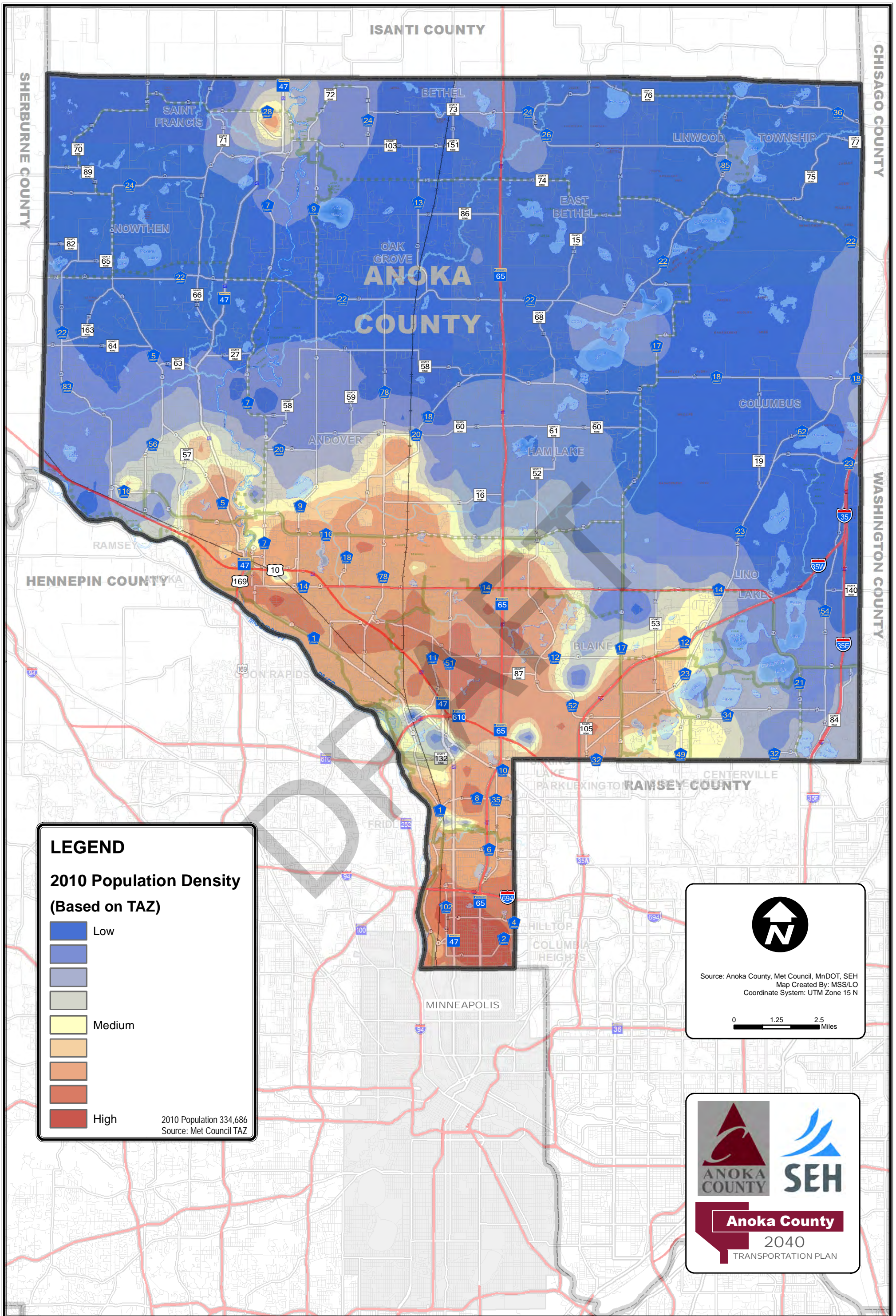


Roadway in Anoka County (Source: Anoka County)

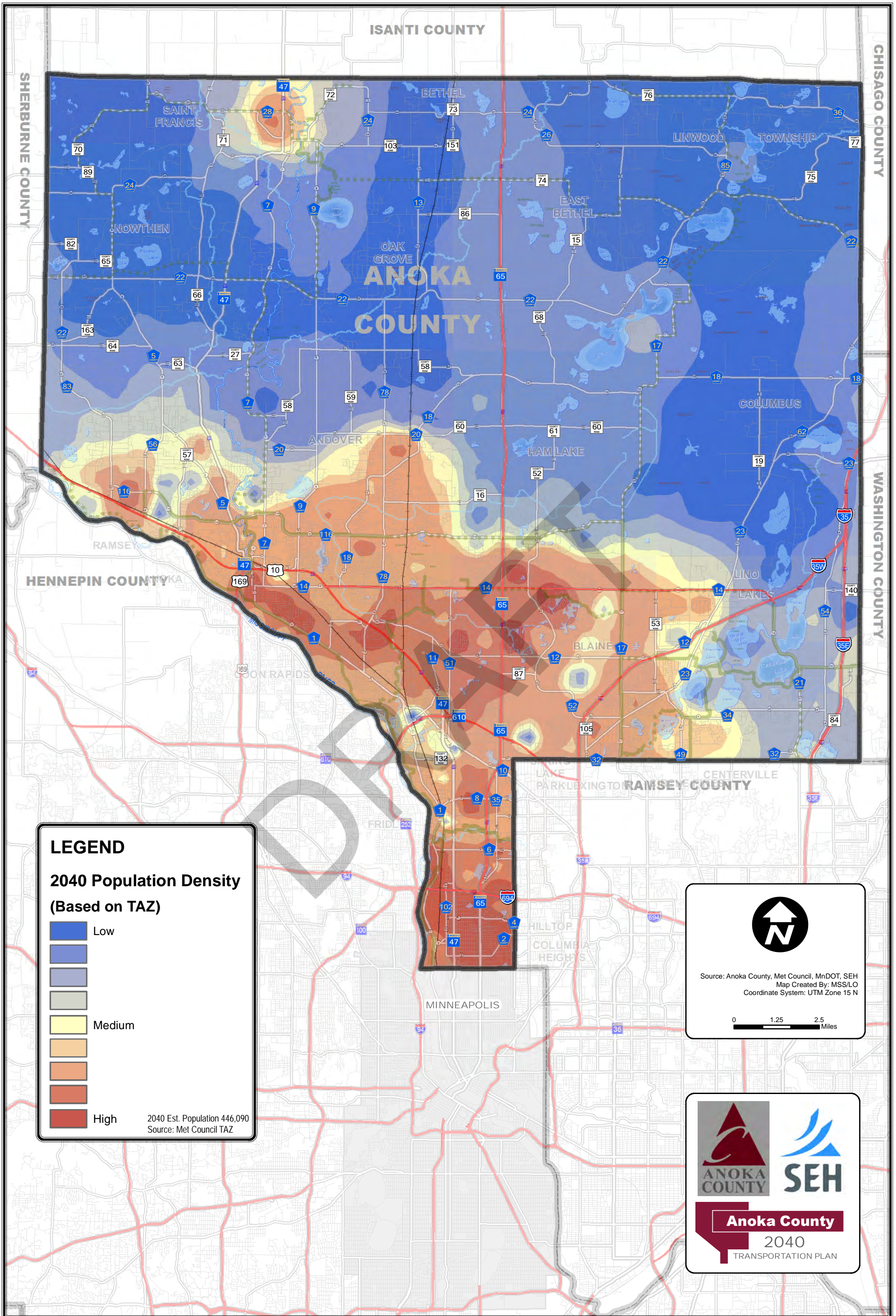
Table 23 – Populations and Households in Anoka County

	1970	1980	1990	2000	2010	2015	2020	2030	2040
Population	154,712	195,998	243,641	298,084	330,844	348,104	364,260	405,335	443,801
Households	39,688	60,716	82,437	106,428	121,227	130,382	138,612	157,045	173,672

Sources: U.S. Census Bureau Decennial Census, Metropolitan Council Annual Estimates, and Metropolitan Council Forecasts



2010 POPULATION DENSITY



2040 POPULATION DENSITY

Employment Trends

Figures 26 and 27 show the current and forecast employment densities in Anoka County, mapped based on 2040 TAZ data. The data indicate that within Anoka County, jobs are concentrated in the south, which is consistent with closer proximity to the cities of Minneapolis-St. Paul, more urban land uses, and a higher population.



Housing in Coon Rapids (Source: City of Coon Rapids)

Housing and Commuting Trends

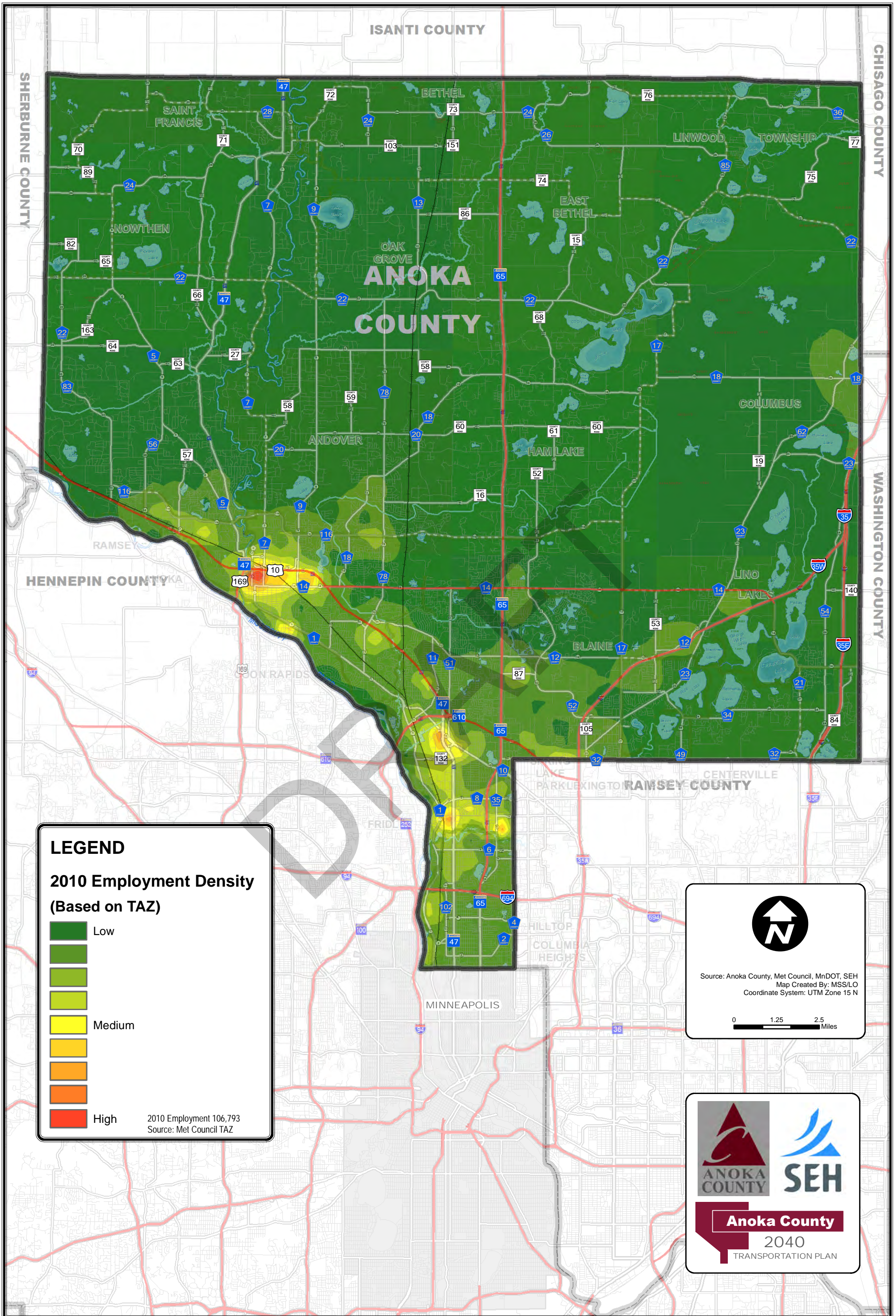
Housing Trends

For the foreseeable future, suburban areas will remain the leader in growth in housing. According to the Urban Land Institute, the suburbs accounted for 90 percent of population growth nationwide in the top 50 metropolitan areas. From 2016 to 2025, 12.5 million net new households will be formed, with almost 80 percent of that growth experienced in suburban areas, resulting in younger and more diverse suburban populations.

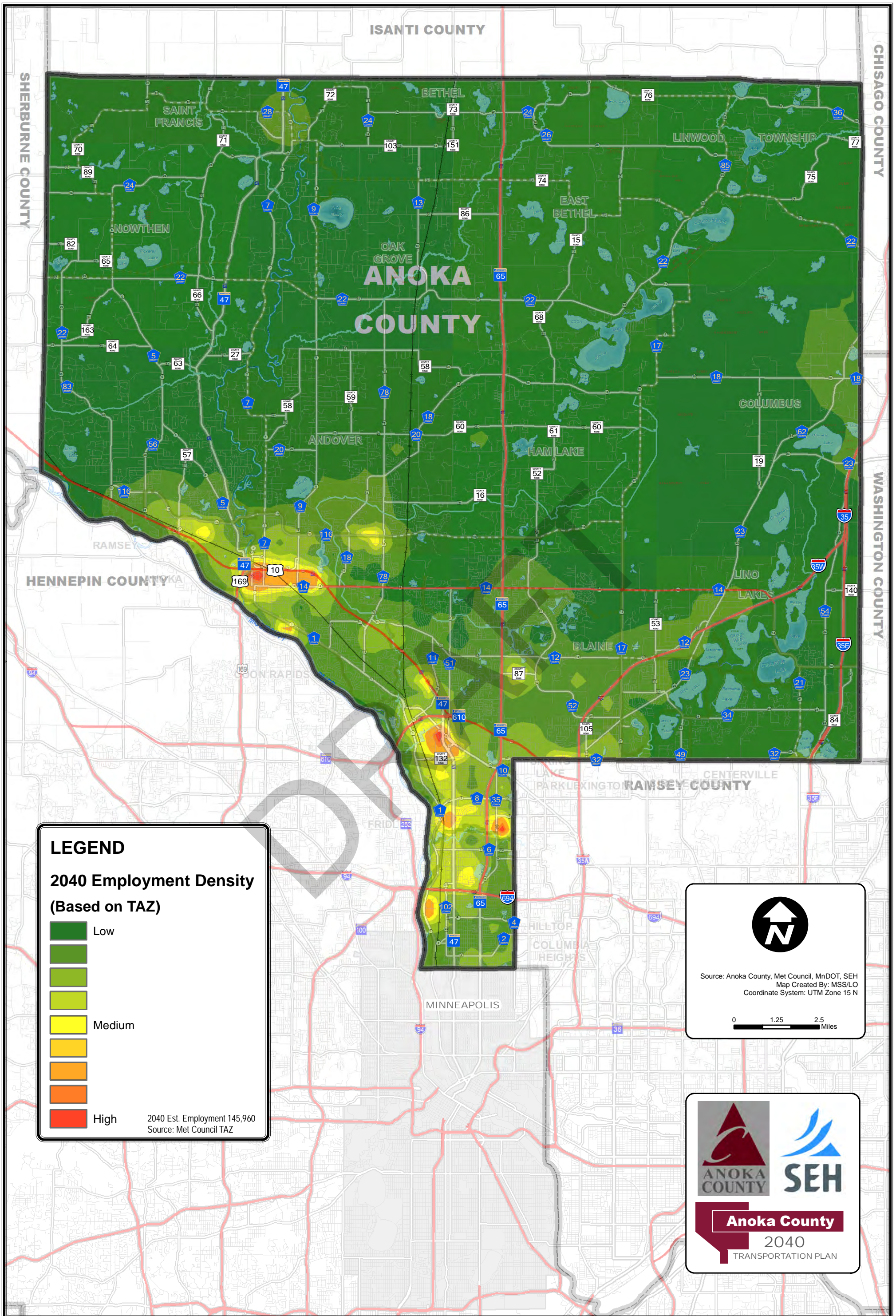
The Millennial generation is expected to rent housing more than owning them. On the other side of the generational age range, the Baby Boom generation is aging and entering retirement and will require different housing and transportation options. By 2025, 66 million Americans will be over age 65 - 38 percent more than in 2015. Some are on fixed incomes and the generation as a whole has higher rates of disabilities. Most seniors remain homeowners through the age of 75 to 84. The largest group of baby boomers is still under age 60, indicating that most will be homeowners for at least another 15+ years, when they will move from larger homes on larger lots to smaller homes on smaller lots, or townhomes and apartments.

The Minnesota Housing Finance Agency has determined that Minnesota needs more affordable housing. In recent years, the number of Minnesota households that are cost burdened by their housing payment has increased by 63 percent as median incomes have declined and housing costs have increased. Households are cost burdened if they spend more than 30 percent of their income on housing.

In summary, as the Baby Boom generation grows older, retires, and moves from larger, more expensive suburban homes and lots to smaller, more affordable homes, townhomes, and apartments in more urban areas, younger Millennial families will likewise prefer to live in smaller homes and smaller lots in pedestrian-friendly neighborhoods. Many Baby Boomers and Millennials will be renters. Demand for housing in first-ring suburb style communities in southern Anoka County will increase in the future, while demand for traditional large home/large lot development of suburban areas may remain flat or even decline.



2010 EMPLOYMENT DENSITY



2040 EMPLOYMENT DENSITY

Commuting Trends

Twin Cities’ residents are increasingly using options other than cars to travel. Per-capita vehicle miles traveled remains below the peak set in 2004. Transit ridership and the percentage of people who bicycle and walk have grown in recent years. E-commerce, telecommuting and flex-hours also influence how people travel. As access to high speed internet grows, more and more people will have the option to shop, see a doctor, or work online. Many companies currently allow for flexible working hours to avoid peak hours of traffic congestion, and this is expected to continue.

Table 24 shows the historic commuting trends for Anoka County from 2009 to 2016.

Table 24 – American Community Survey Commuting Data Historic Trends – Anoka County

	2009	2010	2011	2012	2013	2014	2015	2016	Change per year	Growth rate
Drive Alone	83.1	82.9	82.5	82.3	82.0	82.0	82.1	82.0	-0.2%	-0.2%
Carpool	8.7	8.7	8.7	8.9	8.6	8.7	8.5	8.3	-0.5%	-0.6%
Transit	2.8	2.9	3.2	3.2	3.4	3.3	3.4	3.4	+0.09%	+3.0%
Walk	1.0	1.0	1.0	0.9	1.0	1.1	1.1	1.1	+0.02%	2.0%
Bicycle	0.3	0.2	0.2	0.2	0.2	0.2	0.3	0.2	-0.002%	-1.0%
Taxi, motorcycle or other	0.8	0.7	0.8	0.7	0.7	0.6	0.7	0.7	-0.02%	-2.0%
Worked at home	3.3	3.6	3.6	3.7	4.1	4.0	4.0	4.3	+0.1%	+3.9%

Source: 2012-2016 American Community Survey 5-Year Estimates, county-level data

Since 2009, Anoka County commuters choosing to drive alone, carpool, and bike to work have slightly declined, while those choosing to use public transit, walk and work from home have slightly increased. From the data, the most notable shift appears to be from those choosing to drive, whether it be alone or carpooling, to using public transit and working from home.

In summary, the trend of shifting from commuting by vehicle to public transit and telecommuting/working from home is expected to continue into the future.



Drivers in Anoka County (Source: Anoka County)



Traffic congestion on Highway 10 (Source: Star Tribune)

From 2009 to 2016, roughly forty percent of Anoka County residents commute to and from work within the county, while sixty percent work outside the county, and a consistent and unchanged trend over this period.

Seventy percent of Anoka County residents leave home to go to work between 5am and 9am, with the remaining thirty percent going to work throughout the rest of the day. The ACS data reveals a slight 0.2 percent per year shift away from morning commutes,

perhaps the result of flexible working hours or the effects of e-commerce, but leaving times during the morning commute remain unchanged, with most residents leaving for work between 6:30am and 7:30am.

Almost 85 percent of Anoka County workers have access to two or more vehicles in their households, while 14 percent have access to one vehicle and 2 percent no vehicles.

Commute times to work are increasing for Anoka County residents 0.7 percent per year, with an average time of 28.2 minutes in 2016. Whether this trend continues or reverses will be determined by if residents choose to live closer to where they work.

Technology Trends

Technology advancements and smartphone software are affecting the transportation network today, and will continue to do so into the future. In many ways, the transportation system is already being automated by:

- » Navigation devices and smartphone applications that provide and adjust to real time traffic like Google Maps, TomTom, and Garmin; and
- » Ride-sharing applications like Uber and Lyft.

Real-time applications such as Google Maps affect the transportation network today. When congestion occurs on primary routes, users are diverted to alternate routes to avoid the congestion and save travel time. Many of these alternate routes are county and local roadways, and quickly become congested due to the sudden increase in traffic. In the future as the technology develops, roadway authorities such as MnDOT and Anoka County should seek to integrate these real-time private sector applications into the operations of their public facilities, especially traffic signal timings, to better manage their transportation systems. Their use and effect on the system will only increase.

Autonomous Vehicles

Autonomous vehicles or “self-driving cars” are defined by the U.S. Department of Transportation as “those in which operation of the vehicle occurs without direct driver input to control the steering, acceleration, and braking and are designed so that the driver is not expected to constantly monitor the roadway while operating in self-driving mode.”



The Automated Shuttle Bus Pilot Project operating in winter (Source: MnDOT)

MnDOT is testing an automated shuttle bus in cold-weather conditions in the winter of 2017, the first cold-weather conditions test of its kind in the United States.

Considering how quickly smartphone technology developed over the past decade, and how its navigation applications are affecting the transportation network today, government regulators and transportation agencies should start planning for the effects of automated vehicles now. A recent U.S. Government Accountability Office report declared that federal transportation authorities have not done enough to prepare and plan for self-driving cars and trucks. The public also remains skeptical and sometimes fearful of the technology based on polls and surveys.

While it is impossible to predict how quickly autonomous vehicles will enter the marketplace, and when their use becomes ubiquitous, it is fair to conclude that this technology will continue to develop and may start using the transportation network alongside human drivers quicker than expected.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) are oriented to the management of large volumes of traffic on regional transportation networks, such as freeway variable message signs and ramp meters. However, numerous ITS technologies could be considered for local applications. Some examples include:

Dynamic Speed Display Signs (DSDS) – These signs display the speed of approaching vehicles and are used to alert motorists when they are exceeding the speed limit. These generally are mobile units that can be moved from one potential problem location to another. Studies suggest that these types of signs can have a significant effect on reducing speeds. These signs are often used in school zones.

Advanced Traffic Management System (ATMS) – In 2016, the County implemented a CentraTracs ATMS system that is designed to make traffic signals and traffic progression much more efficient. There are 64 signalized intersections that are currently online in the system.

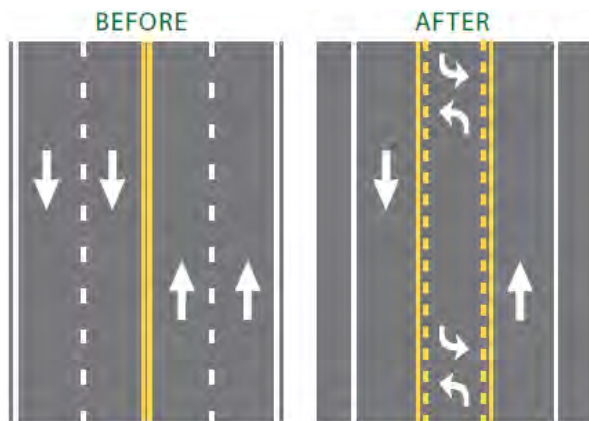


Illustration of the "before" and "after" of a road diet (Source: FHWA)

Roadway Design Trends (e.g., Road Diet)

Four-lane undivided roadways are prevalent throughout Minnesota and the United States. They provide a capacity benefit for moving large volumes of through traffic through an area in constrained right-of-way situations. This design continues to be beneficial if the traffic is primarily from one direction and the other direction has light traffic levels.

While there is no protection for left turning vehicles off of the mainline this design continues to work if the directions are imbalanced. This allows left turning vehicles from the mainline to be almost unimpeded in the peak direction and the left most lane in the non-peak direction to be used as a left turn lane. The downside of the design is that as volumes get higher in either direction, the left turning vehicles in the peak direction may begin to be blocked by vehicles in the non-peak direction or the number of vehicles in the peak direction is high enough that any slowdown caused by a left turning vehicle begins to result in an unsafe situation as vehicles behind the left turning vehicle now have to swerve around them or stop. When the volumes get high enough, opposing left turn crashes and rear-end crashes generally increase due to this situation.

As these issues arise, there may be a need to evaluate whether left turn lanes can be provided. In many cases this results in a need to widen the roadway to accommodate the left turn lanes. Another option is to convert the four-lane roadway to a three-lane road with a "road diet". A road diet introduces a left turn lane along the roadway but reduces the number of through lanes to one in each direction. This does result in a slight reduction in capacity but also generates a substantial safety benefit. The County currently has a road diet project programmed for CSAH 8 (Osborne Road) between Trunk Highway 47 and Trunk Highway 65.

Other road diet benefits include reducing the number of through lanes to provide for bus-only shoulder lanes, parking lanes, or bike lanes, where conditions permit.



Anoka County State Aid Highway 35 (Source: Anoka County)

4.2 ROADWAYS

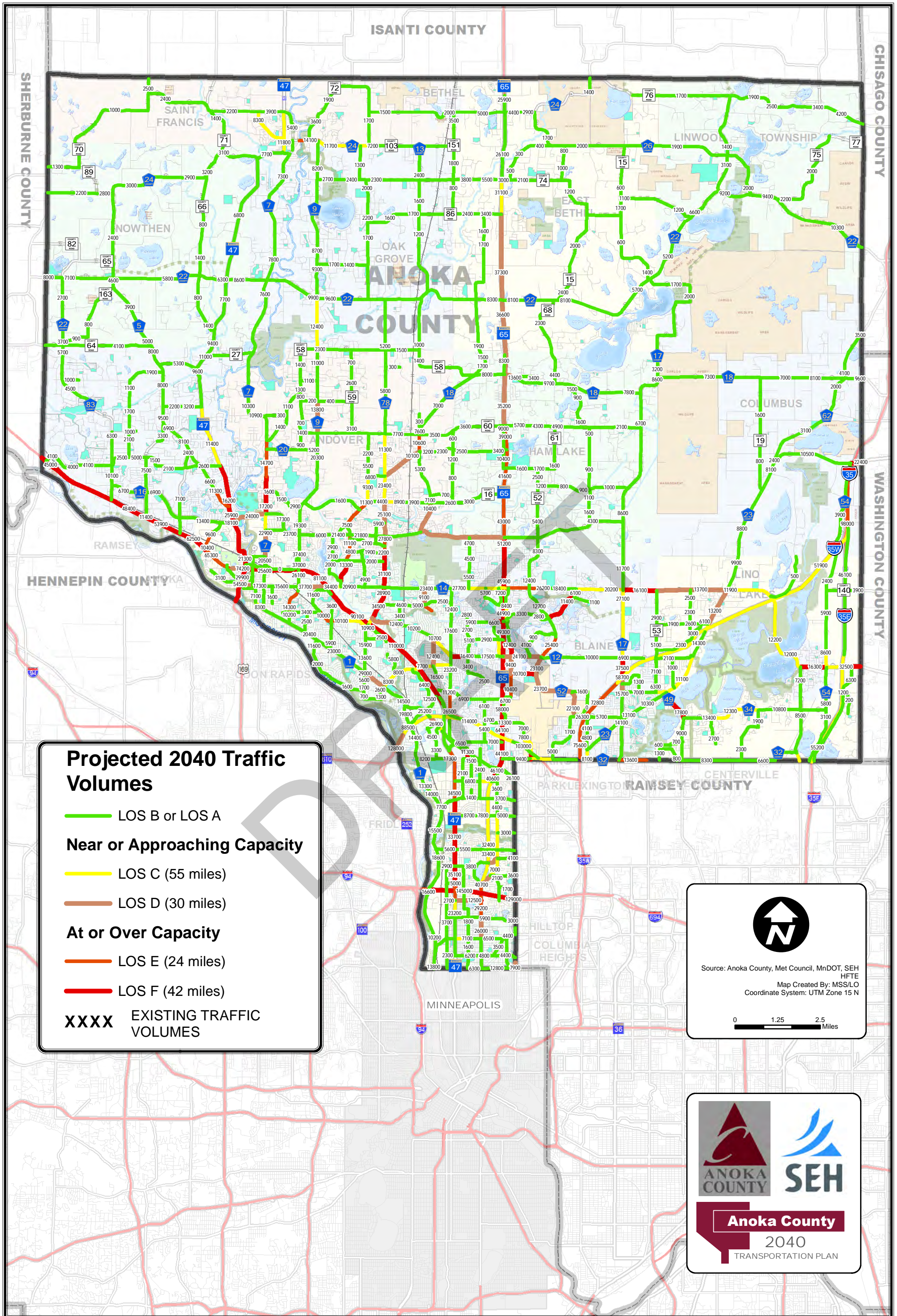
The Anoka County Highway Department prepared average daily traffic forecasts for the year 2040 for the arterial and collector roads in Anoka County. The 2040 forecasts are depicted on Figure 28. The forecast methodology is described in greater detail in Appendix E.

The traffic forecasts are based on land use assumptions and travel behavior including the number of households, population and employment. This data is organized by traffic analysis zones (TAZ's). Table 25 details the County's year 2040 household, population and employment forecasts by community. Anoka County met with each community early in the planning process to review and validate the TAZ data assembled for each community by the Metropolitan Council. One of the areas forecasted to experience substantial growth is the northeastern portion of Blaine. The TAZ boundaries are depicted in Figure 29. The detailed socioeconomic data at the TAZ level is included in Table 11 in Appendix E.

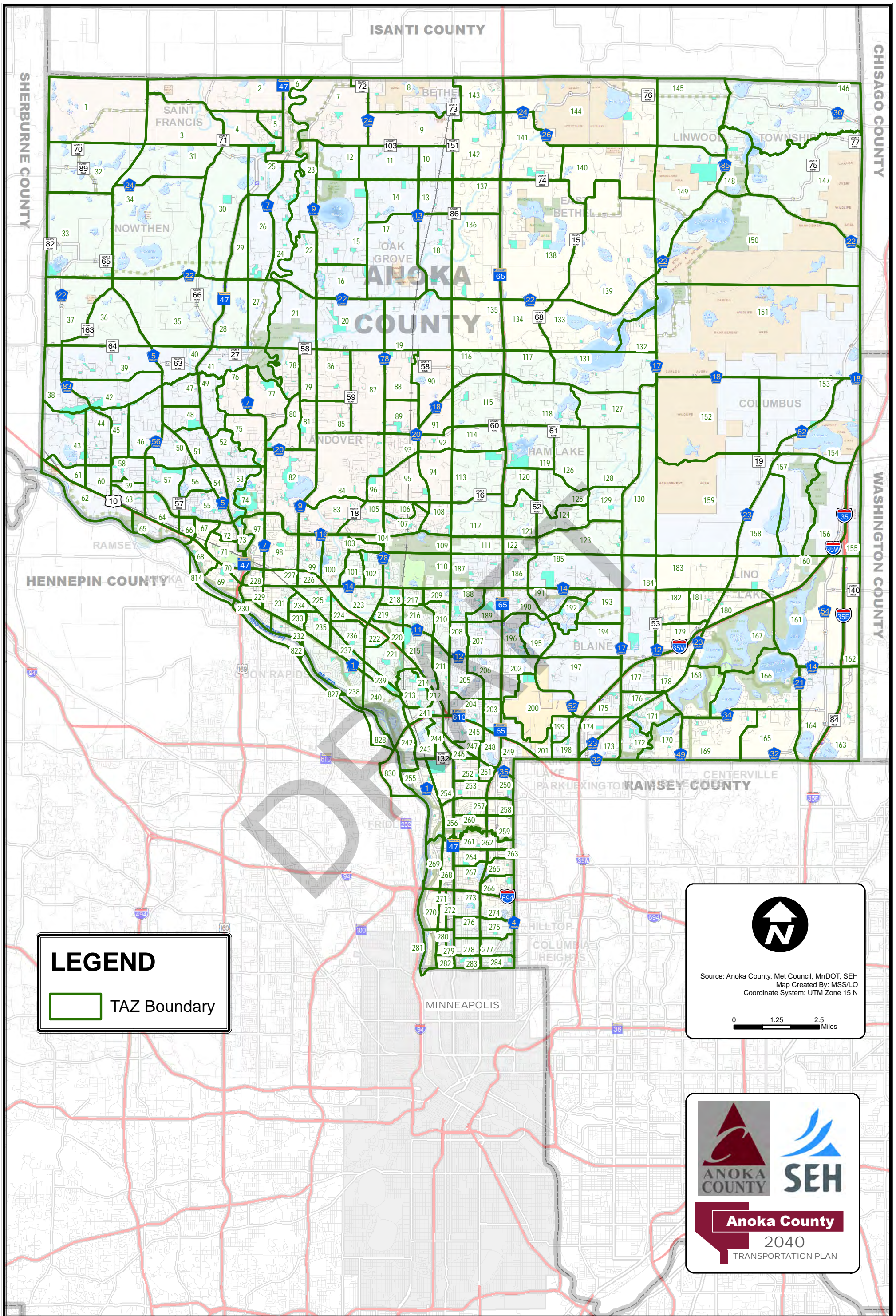
Table 25 – Households, Population and Employment Forecasts

Community	Households				Population				Employment			
	2015	2020	2030	2040	2015	2020	2030	2040	2015	2020	2030	2040
Andover	10,613	11,400	13,501	15,401	32,309	34,005	38,203	41,904	5,041	5,400	5,795	6,200
Anoka	7,481	7,899	8,401	8,900	17,921	18,698	20,001	21,198	13,324	13,800	14,201	14,399
Bethel	182	190	220	230	473	480	520	550	108	130	150	180
Blaine	23,096	25,102	29,201	33,304	61,757	66,304	76,712	87,311	22,241	24,801	27,297	29,900
Centerville	1,358	1,400	1,450	1,499	3,817	3,840	3,929	4,059	476	540	559	590
Circle Pines	2,055	2,101	2,160	2,200	4,960	5,000	5,199	5,301	846	900	950	1,000
Columbia Heights	8,166	8,400	8,899	9,299	20,001	20,501	21,799	23,102	3,884	4,279	4,439	4,600
Columbus	1,511	1,600	1,931	2,199	4,070	4,221	4,951	5,501	1,338	1,499	1,670	1,799
Coon Rapids	24,049	25,501	27,501	29,302	61,938	64,804	68,404	72,101	24,255	27,102	28,900	30,900
East Bethel	4,385	4,702	5,999	7,398	12,016	12,399	15,401	18,399	1,416	1,701	1,950	2,200
Fridley	13,402	12,200	13,300	13,600	31,625	29,300	31,600	32,500	28,238	23,700	24,900	26,100
Ham Lake	5,490	5,800	6,600	7,099	15,754	16,201	17,701	18,701	3,323	3,701	4,010	4,302
Hilltop	415	450	500	550	792	840	960	1,090	387	460	480	500
Lexington	804	820	879	949	2,076	2,101	2,270	2,429	534	600	630	640
Lino Lakes	6,741	7,301	9,000	10,600	21,513	22,800	26,898	31,099	4,013	4,701	5,300	6,003
Linwood Twp.	1,943	2,001	2,000	2,000	5,112	5,099	4,930	4,819	276	329	390	430
Nowthen	1,527	1,601	1,860	2,100	4,520	4,590	5,100	5,500	412	501	590	680
Oak Grove	2,926	3,100	3,598	4,101	8,321	8,600	9,502	10,401	834	921	982	1,003
Ramsey	8,724	9,400	11,302	13,001	25,044	26,402	30,699	34,700	5,496	6,201	6,999	7,603
Spring Lake Park	2,701	2,801	2,900	3,099	6,374	6,510	6,789	7,171	3,068	3,201	3,350	3,498
St. Francis	2,813	3,101	4,102	5,100	7,711	8,198	10,400	12,599	1,872	2,202	2,551	2,899
County Total	130,382	136,870	155,304	171,931	348,104	360,893	401,968	440,435	121,382	126,669	136,093	145,426

Source: Metropolitan Council



PROJECTED 2040 ROADWAY DAILY TRAFFIC AND CONGESTION LEVELS



TRANSPORTATION ANALYSIS ZONES

FIGURE 29

Figure 28 also highlights those roadway segments with congestion levels that are approaching or exceeding the roadway's capacity. It should be noted that the regional traffic model included programmed transportation capacity improvement projects, including the addition of a MnPASS managed lane along I-35W.

Table 26 summarizes the miles of congested roadways for year 2040. The existing condition results are included for comparison purposes. The table illustrates that traffic congestion in Anoka County will continue to increase into the future and roughly double by 2040.



Anoka County Highway (Source: Anoka County)

Table 26 – 2015 and 2040 Roadway Capacity Deficiencies Comparison

Roadway Class	Mileage in Anoka County	LOS	Length (Mile)			
			2015	% Mileage Congested (2015)	2040	% Mileage Congested (2040)
Freeway	38.7	E	4.6	11.9%	5.3	13.7%
		F	5.6	14.5%	10.2	26.4%
		Subtotal	10.2	26.4%	15.5	40.1%
Expressway	33.6	E	3.5	10.4	3.9	11.6%
		F	4.4	13.1	12.6	37.5%
		Subtotal	7.9	23.5%	16.5	49.1%
Divided Arterial	50.4	E	0.00	0%	3.7	7.3%
		F	2.6	5.2%	2.6	5.2%
		Subtotal	2.6	5.2%	6.3	12.5%
Undivided Arterial	219.3	E	4.4	2.0%	5.2	2.4%
		F	6.5	3.0%	12.3	5.6%
		Subtotal	10.9	5.0%	17.5	8.0%
Collector Road	314.2	E	2.2	0.7%	5.5	1.8%
		F	2.4	0.8%	4.6	1.5%
		Subtotal	4.6	1.5%	10.1	3.3%
Totals	656.2		36.1	5.5%	66.0	10.1%

Table Notes: LOS E/F roadways operate at or over capacity.

Source: Metropolitan Council Travel Demand Model

Assessing congestion growth on roadways by ownership indicates that the vast majority of congestion occurs on state roadways rather than county roadways. Overall, 77 percent of the state highway mileage in the county will be near or over capacity by 2040. By comparison, only 15 percent of county roadway mileage will be near or over capacity by 2040. Given this, it will be essential for the County to continue to work with MnDOT to address substantial congestion issues on the state highway system along the following highways:

- » TH 10 in Coon Rapids, Anoka, and Ramsey
- » TH 47 in Fridley, Anoka and Ramsey
- » TH 65 in Blaine and Ham Lake
- » I-35W in Blaine
- » I-694 in Fridley

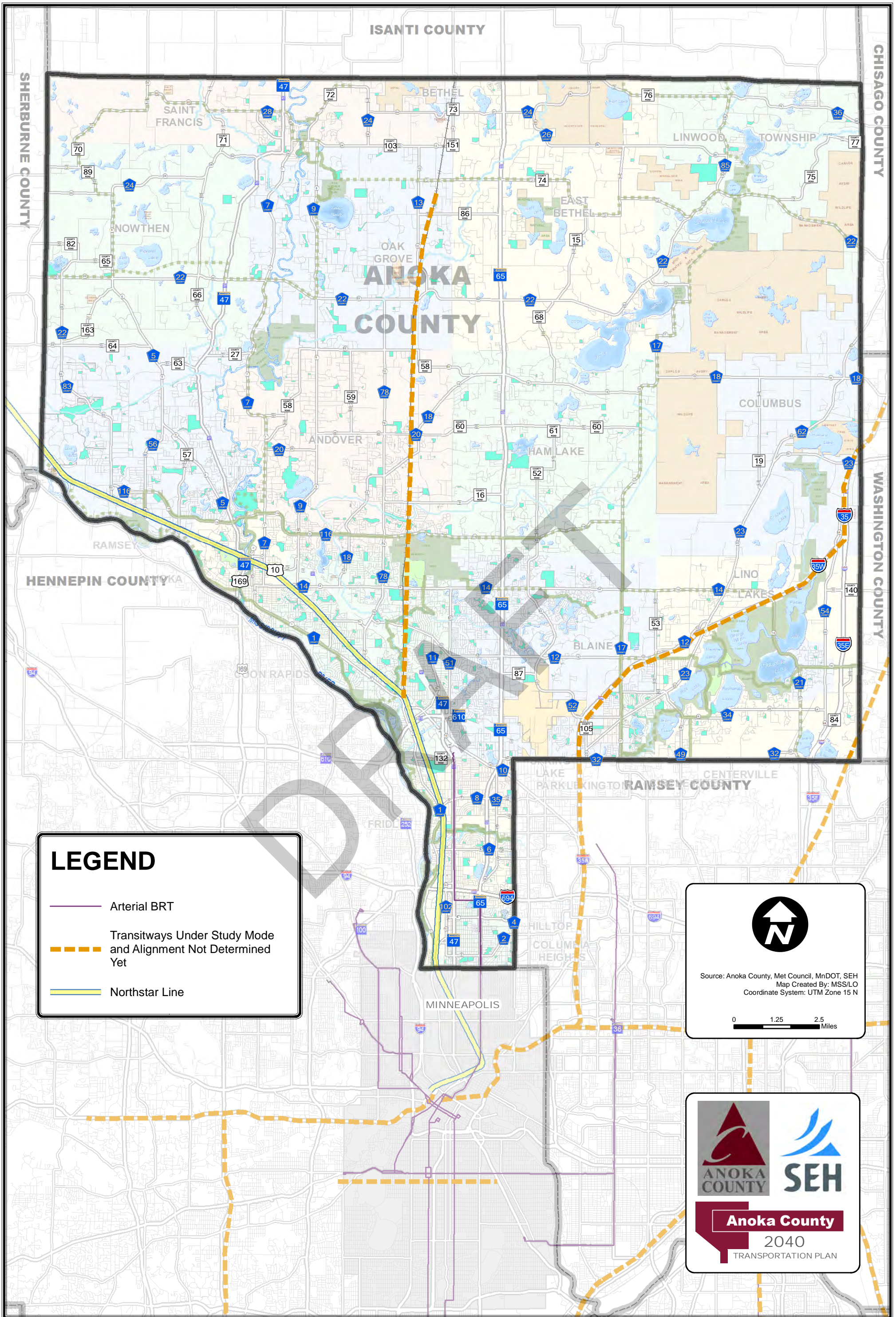
Alternative 2040 Highway Network Scenario

In addition to the 2040 baseline condition, one alternative highway network scenario was analyzed to investigate the effects of network modifications on congestion in the corridor. This scenario assumes that U.S. Highway 10 in Anoka County (5.50 miles) and Trunk Highway 65 between U.S. Highway 10 and Bunker Lake Road (5.6 miles) are converted to freeways. Overall, the evaluation illustrated that with increased capacity provided on U.S. Highway 10 and Trunk Highway 65, a substantial amount of traffic using the adjacent county road system because of congestion on the major highways would switch back to using U.S. Highway 10 and Trunk Highway 65. See Appendix F for details.

4.3 TRANSIT

The region's existing bus and dial-a-ride service described in the "Existing Transit Service" Section on page 35 is anticipated to continue into the future. The Metropolitan Council's 2040 Transportation Policy Plan (TPP) Current Revenue Scenario, which identifies planned investments within reasonably expected revenue assumptions, does not include any new or expanded transit service or transitways in Anoka County, but continues to fund ongoing operations and maintenance for the existing Northstar Commuter Rail transitway as a first priority. Modernization and modest expansion improvements for Northstar addressing operational issues and unmet demand, are also accounted for under this scenario.

In addition to the Current Revenue Scenario, the Metropolitan Council also presents an increased revenue scenario which would build out and expand the transit system. This scenario shows an additional transitway corridor in Anoka County beyond the scope of the plan's adopted and fiscally constrained Transit Investment Plan (the Current Revenue Scenario). This is referred to as the "North Central" Arterial Bus Rapid Transit (BRT) corridor and is shown on Figure 30, and follows University Avenue from the Northtown Transit Center in Blaine south to 53rd Avenue NE, east along 53rd Avenue NE to Highway 65, and south along Highway 65 to Downtown Minneapolis.



INCREASED REVENUE SCENARIO-TRANSITWAYS

4.4 BICYCLING AND WALKING

For years, Anoka County has included the construction of trails adjacent to county roadways as a part of county roadway improvement projects. Above and beyond these efforts, Anoka County has participated in the development of the Metropolitan Council's Regional Bicycle Transportation Network (RBTN). The RBTN is the region's vision for regional bikeways. Many of the trails adjacent to county roadways are either included in or provide connections to the RBTN. As a result, The RBTN for Anoka County is well on its way to being complete.



Trail Signage
(Source: Anoka County)

Metropolitan Council's Regional Bicycle Transportation Network

As described earlier in the plan, the RBTN is made up of a series of specific alignments and broad planning corridors and includes regional destinations the network is intended to connect. The RBTN is illustrated in Figure 13 and includes the following:

- » **Tier 1 Corridors** – highest priority subset of the RBTN for regional planning and investment
- » **Tier 2 Corridors** – remaining corridors in the RBTN were assigned second tier priority for regional planning and investment
- » **Tier 1 and 2 Alignments** – Tier 1 and 2 Corridors where specific route alignments have been designated

As stated previously, the purpose of the RBTN is threefold:

- » To establish an integrated/seamless network of on- and off-street bikeways;
- » To provide the vision for a “backbone” arterial network for daily bicycle transportation; and
- » To encourage cities, counties, park agencies, and the state to plan and implement future bikeways.

The RBTN is currently being modified as part of the Metropolitan Council's 2040 TPP Update process. In 2017, Metropolitan Council staff met with Anoka County officials and compiled a list of proposed changes to the RBTN. These proposed changes (see Table 27) are assumed to be added to the RBTN for Anoka County that is shown in Figure 13.

Table 27 – RBTN Proposed Changes in Anoka County

Description of Proposed Change/Designation	Planning Rationale
Designate Tier 2 Alignment along 85th Avenue NW between CR 1 (East River Rd) and University Avenue (TH 47).	Consistent with planned future bikeways in county road projects; provides most direct connection within corridor.
Designate East River Road (CR 1) Tier 1 Alignment from just north of I-694 to TH 610.	Has existing trails and/or planned trails through most of corridor; provides most direct route to most destinations within corridor.
Propose extended Tier 2 alignment on 85th Avenue NW from Lexington Avenue west to Spring Lake Road.	Has continuous, existing bike side path.
Propose extended Tier 2 corridor centered along 85th Avenue NW/Sanburnol Drive NE from CR 10 eastward and centered on 85th Avenue NE to Spring Lake Road NE.	Undefined corridor to develop continuous east/west bikeway.
Propose extended Tier 2 alignment along 125th Avenue NE (TH 242) from Lexington Avenue NE west to regional trail crossing about 1 mile west of University Avenue NE.	Would create east/west connection between Blaine/Lino Lakes; consistent with existing and planned local development and planned bikeways.
Propose new Tier 2 corridor along Lake Drive (CSAH 23) from TH 242 southwesterly to Naples Street NE and south to 85th Avenue NE (CR J).	Would serve existing and planned development in Circle Pines/Lino Lakes.
Propose new Tier 2 corridor centered on Central Avenue NE (TH 65) between 85th Avenue NE and Bunker Lake Boulevard (CSAH 116).	Would serve existing and planned local development; is a moderate density corridor.
Remove Tier 1 alignment on University Avenue between CSAH 14 and Bunker Lake Boulevard NE (CSAH 116).	Roadway only exists to access high school on CSAH 116 and no plans to extend road north.

Source: Metropolitan Council

For years, Anoka County has included the construction of trails adjacent to county roadways as a part of county roadway improvement projects. Many of these trails are either included in or provide connections to the RBTN. As a result, the RBTN for Anoka County is well on its way to being complete. Appendix G includes a detailed table documenting the RBTN alignments and corridors within Anoka County.



Pedestrian crossing an Anoka County crosswalk (Source: Anoka County)

Pedestrian Accessibility

The Anoka County Highway Department also seeks to make its roadways and pedestrian ramps more accessible to residents with disabilities. Anoka County must comply with the Americans with Disabilities Act (ADA) and has developed a Transition Plan detailing how the County will ensure that all facilities within its right-of-way are accessible to all individuals. Anoka County's goal is to provide ADA-accessible pedestrian design features as part of the County's capital improvement projects. These standards and procedures will be kept up to date with nationwide and local best management practices.

Anoka County roadway system ADA improvements are based on projects identified in the County capital improvement projects listing and will be addressed using the following criteria:

- » All new construction projects and County reconstruction projects with pedestrian facilities will be designed and constructed to conform with the most current ADA design practices, per the County's ADA Transition Plan;
- » ADA improvements on county rehabilitation or resurfacing projects will be addressed on a case-by-case basis; and
- » ADA improvements requested by the public will be evaluated by County staff (evaluation criteria will include pedestrian volumes, traffic volumes, condition of existing infrastructure and public safety).

4.5 AVIATION

This section identifies policies and ordinances that protect regional airspace from obstructions.

According to Federal Aviation Administration (FAA) and MnDOT Aeronautics safety standards, any applicant who proposes to construct a structure 200 feet above the ground level must get appropriate approval. The FAA requires the FAA Form 7460-1 "Notice of Proposed Construction or Alteration", under code of federal regulations CFR-Part 77, be filed for any proposed structure or alteration that exceeds 200 feet. FAA Form 7460-1 can be obtained from FAA headquarters and regional offices.



*Aerial of the Anoka County-Blaine Airport
(Source: Metropolitan Airports Commission)*

These forms must be submitted 30 days before alteration/construction begins or the construction permit is filed, whichever is earlier. MnDOT must also be notified (see MnDOT Rules Chapter 8800). The Anoka County-Blaine airport/community zoning board's land use safety zoning ordinance should also be considered when reviewing construction in the county that raises potential aviation conflicts. As required, Anoka County will notify the FAA of any proposed structures.

Several lakes are designated in Minnesota State Rules Chapter 8800.2800 as authorized for purposes of safe seaplane use. Anoka County recognizes that seaplane use on surface waters is designated and regulated by MnDOT.



Cars waiting at a railroad crossing (Source: Anoka County)

4.6 FREIGHT

The County recognizes that many aspects of freight movement are controlled by the private sector. It is also important to note that there are known roadway issues or problem areas for goods movement in Anoka County that have been identified in the Metropolitan Council’s Regional Truck Highway Corridor Study (2017). As part of this study, the Metropolitan Council conducted individual meetings with each of the seven counties in the metropolitan area, including Anoka County. The completed study identifies the University Avenue NE corridor in Fridley as one of the top thirty delay hotspots on key truck corridors in the Twin Cities metropolitan area. Table 28 shows substantial hours of (all-day) delay per day, per month, and per year; minutes of delay per truck (average across the day); as well as hours of peak delay per day (e.g., 6-9am and 4-7pm) for the University Avenue NE Corridor. The study also identified various geometric constraints including street parking and the lack of additional access points to the intermodal facility (CP Rail Shoreham Yard) that contribute to mobility or safety problems along University Avenue NE in Minneapolis/ Fridley.

Table 28 – Truck Delay by Delay Hotspot (University Ave NE Corridor)

Corridor	Hrs Delay per Day	Hrs Delay per Month	Hrs Delay per Year	Min Delay per Truck	Hrs Peak Delay per Day	% of Delay in AM/PM Peak
University Ave. NE in Fridley	6	145	1,742	0.4	2	22/14

Source: Regional Truck Highway Corridor Study (2017)

5

COLLABORATION WITH COMMUNITIES, AGENCIES, AND THE PUBLIC



Anoka County's transportation system is affected by many factors within and outside the county. Conversely, decisions regarding the county's transportation system affect transportation in the local communities, surrounding counties, the region, and to some extent, the state. Recognizing the context of this Plan, Anoka County staff collaborated with many different groups during plan development to ensure a final product that best serves the county, the communities within the county, the region and the state. This section provides an overview of this collaboration.

5.1 COORDINATION WITH ANOKA COUNTY COMMUNITIES

Similar to Anoka County, all cities are required to submit updated Comprehensive Plans to the Metropolitan Council. In Anoka County, land use control is the jurisdiction of the cities. This requires cities and the county to work together to facilitate coordinated transportation facility planning.

Recognizing the importance of the interrelationship between the County and local communities, early in the planning process the County arranged meetings with the communities to discuss current transportation issues and priorities and review the TAZ data assembled for each community by the Metropolitan Council. Over 20 meetings were held over a two month period. Table 1 in Appendix H provides a summary of these meetings, including the staff who participated, the status of their TAZ data, and issues and priorities discussed.



Intersection in Anoka County (Source: Anoka County)

Some of the primary items and issues discussed at these coordination meetings included:

- » Development has not occurred as projected during the year 2030 comprehensive planning process – as a result, the trend for continued expansion of the county highway system is not as significant as in the past;
- » An increasing trend appears to be conversion of underutilized commercial/retail land to multi-family residential;
- » Managing commuter traffic that is using county and city roads to avoid congestion on the major highways;
- » Increased demand and expectation for trails;
- » Need to enhance capacity on TH 10, TH 65 and TH 47; and
- » Need for spot intersection improvements to address congestion and safety concerns (need for traffic signals or roundabouts).

5.2 PUBLIC INVOLVEMENT

An information meeting was held on March 28, 2018 during the development of the 2040 Transportation Plan. This meeting introduced the planning effort, the purpose and goals of the Plan, and the results of the technical analyses completed as part of the process. Comments from attendees at the meetings were also collected and considered by the Project Management Team (PMT).

A web page devoted to the Plan was developed and housed on the study consultant's web site. This page was updated periodically and also provided the opportunity to comment on the Plan. The website link is: www.sehinc.com/online/2040



Anoka County Government Center (Source: Anoka County)



5.3 PROJECT MANAGEMENT TEAM

Development of the 2040 Transportation Plan Update was guided by a Project Management Team (PMT) that consisted of participants from the following organizations:

- » Anoka County Highway Department
- » Anoka County Department of Parks and Recreation
- » Anoka County Transit
- » Metropolitan Council
- » MnDOT
- » Consultant Team

The PMT met throughout the planning process providing input and perspectives of the departments and disciplines they represented and in reviewing the analysis and documentation. A list of PMT participants is provided in Appendix I.

6

IMPROVEMENT STRATEGIES AND IMPLEMENTATION



This chapter summarizes recommendations from recent plans and studies at the local, regional, and state level regarding roadway improvements, changes in land use, and/or access for principal and A-minor arterials and presents the plans, policies, and processes which help guide and facilitate the ongoing operations of the Highway Department. The chapter concludes with a presentation of the needs and deficiencies that have been identified through this planning process and documented in previous sections of this report.

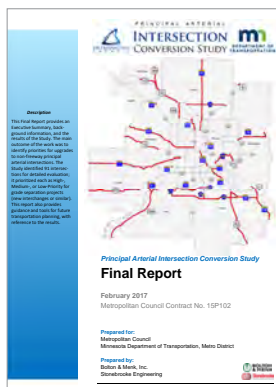
6.1 RECOMMENDATIONS FROM RECENT PLANS AND STUDIES

Regional Plans and Studies

The Metropolitan Council completed several recent studies (listed below) that provide recommendations for improvements to the principal and A-minor arterial network in Anoka County.

- » Principal Arterial Intersection Conversion Study (2017)
- » Regional Truck Highway Corridor Study (2017)
- » Congestion Management Safety Plan 4 Study (2017)
- » MnPASS System 3 Study (2018)

The relevant findings from these regional studies are summarized in the following sub-sections.

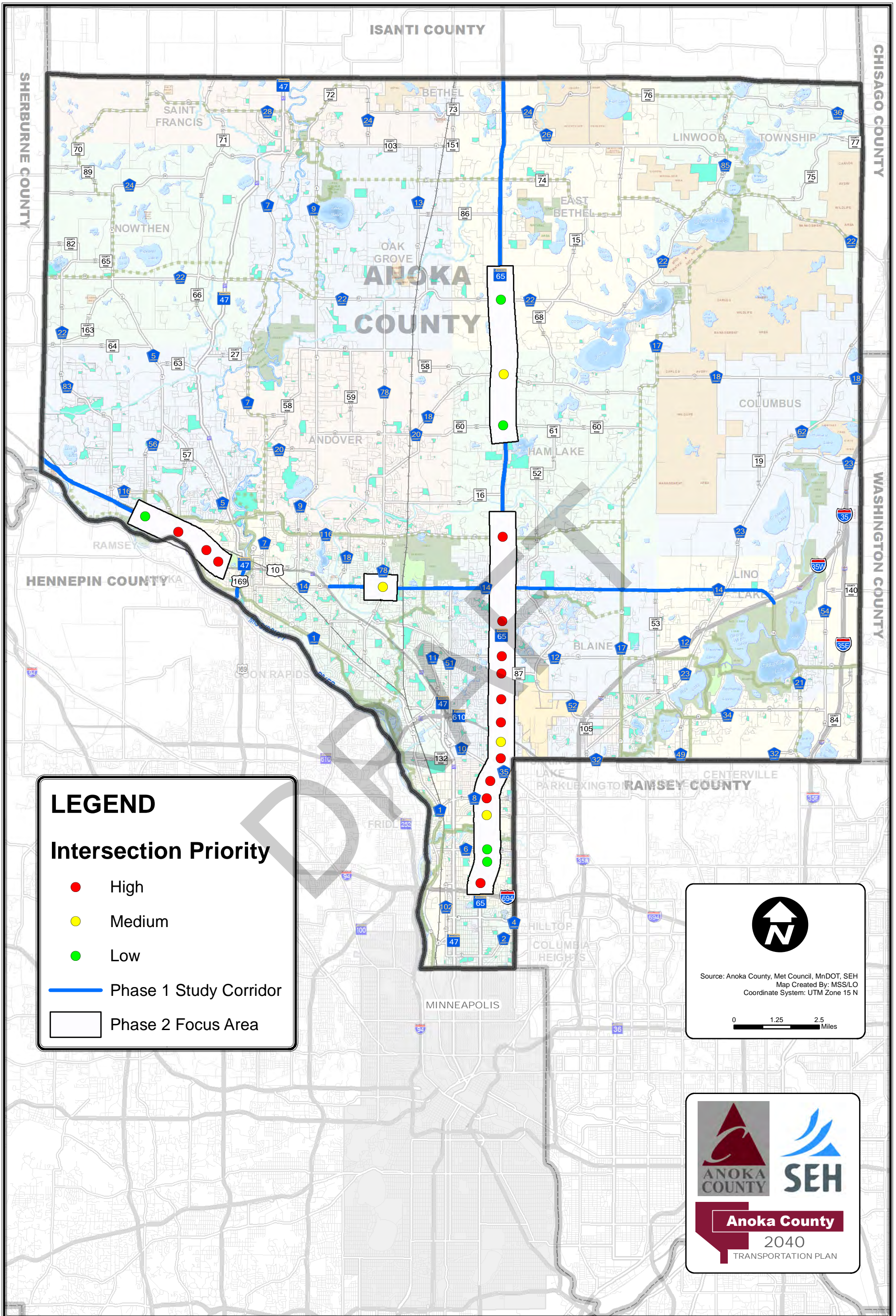


Principal Arterial Intersection Conversion Study

The Principal Arterial Intersection Conversion Study used a data-driven approach that considered mobility, safety, and other factors to provide the region with a prioritized list for possible grade separation projects on non-freeway principal arterials. A total of 13 intersections in Anoka County were categorized as high-priority for grade-separation. Four intersections were categorized as medium-priority for grade-separation and five intersections were categorized as low-priority for grade-separation. The study findings are shown in Figure 31 and listed in Table 29.



Shoulder bus lane sign in Anoka County
(Source: Anoka County)



PRINCIPAL ARTERIAL INTERSECTION CONVERSION
 STUDY GRADE-SEPARATION PRIORITIES

Table 29 – Principal Arterial Intersection Conversion Study Grade-Separation Priorities

Priority Ranking	Corridor	Intersections
High ¹	TH 10	TH 10 & Sunfish Lake Boulevard
		TH 10 & Thurston Avenue
		TH 10 & Fairoak Avenue
	TH 65	TH 65 & Medtronic Parkway
		TH 65 & Osborne Road
		TH 65 & 81st Avenue
		TH 65 & 85th Avenue
		TH 65 & 93rd Lane
		TH 65 & 99th Avenue
		TH 65 & 105th Avenue
		TH 65 & 109th Avenue
		TH 65 & 117th Avenue
TH 65 & Bunker Lake Boulevard		
Medium ²	CH 14	CH 14 & Hanson Boulevard
	Th 65	TH 65 & 73rd Avenue
		TH 65 & 89th Avenue
		TH 65 & Crosstown Boulevard
Low ³	TH 10	TH 10 & Ramsey Boulevard
	Th 65	TH 65 & Moore Lake Drive
		TH 65 & Mississippi Street
		TH 65 & Constance Boulevard
		TH 65 & Viking Boulevard
<p>Table Notes:</p> <p>¹The high-priority intersections often exhibit needs that can justify high-capacity at-grade improvements or grade-separation. These intersection locations (and the corridors they are within) should be addressed in more detail to determine the right-sized investments.</p> <p>²The medium-priority intersections typically do not need grade-separation projects based on current demand. However, additional studies at these locations could show needs for high-capacity at-grade improvements or limited/emerging needs for grade-separated elements.</p> <p>³The low-priority intersections generally do not need major changes or projects based on current demand and any problems can most likely be addressed with at-grade projects. However, some low-priority intersections are located on corridors near medium- and high-priority intersections or may be in growth areas.</p>		

Source: Principal Arterial Intersection Conversion Study (February 2017).

The Metropolitan Council’s highway system investment prioritization factors shown in Table 30 are used in the Principal Arterial Intersection Conversion Study. According to the Metropolitan Council, the results of this study is then used to help make highway system investment decisions in the following ways: Points are awarded in the Regional Solicitation and MnDOT’s Transportation Economic Development (TED) Program depending on the prioritization level. The study results also inform Strategic Capacity Enhancement priorities for the Increased Revenue Scenario and the Interchange Approval Process in Appendix F of the 2040 TPP Update.

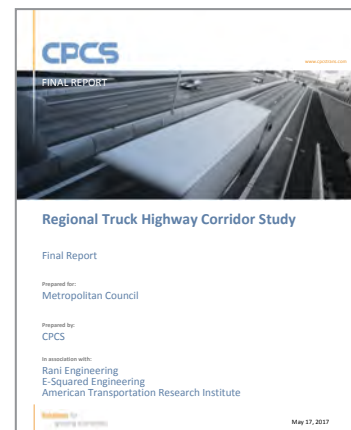
Table 30 – Principal Arterial Intersection Conversion Study: Investment Prioritization Factors

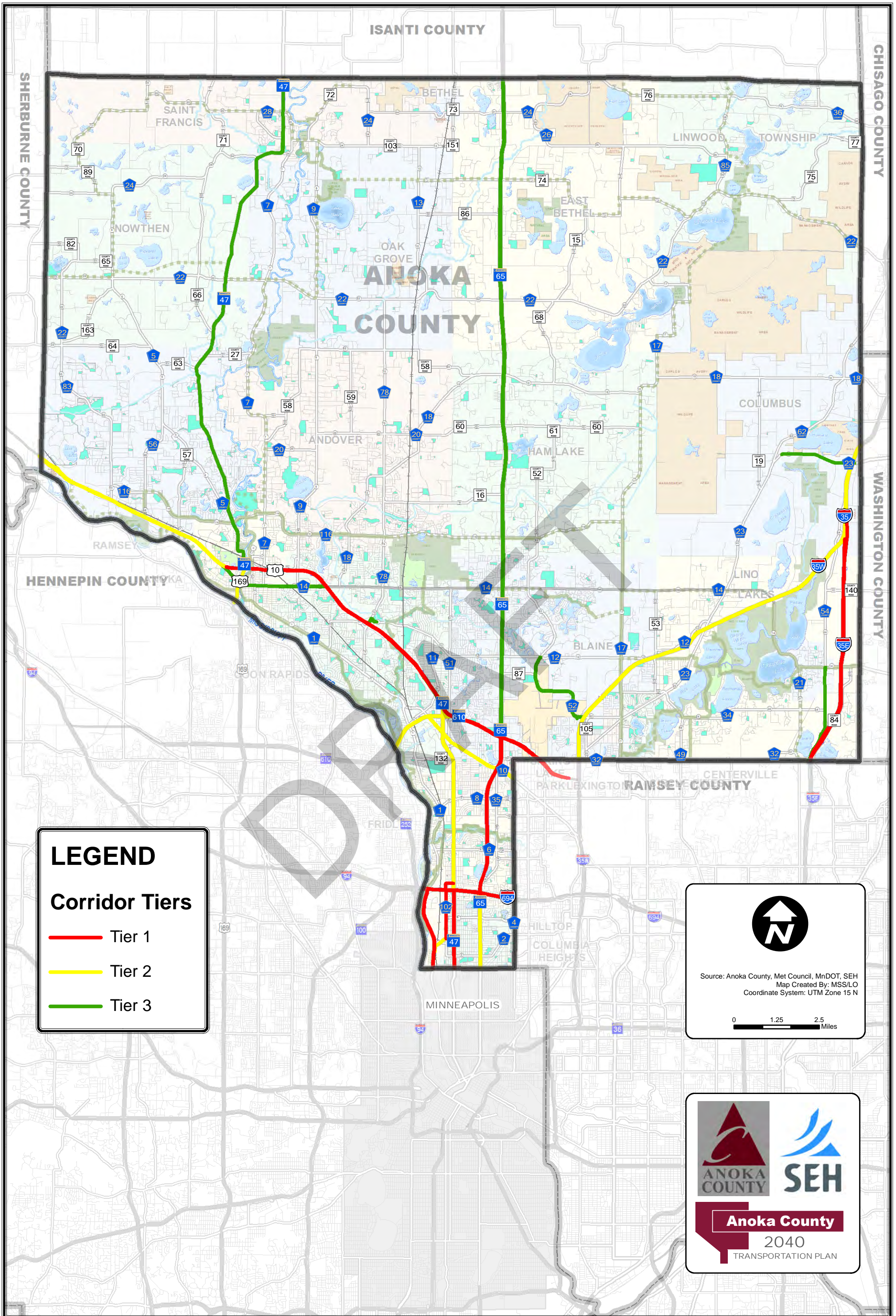
Highway System Investment Prioritization Factor	Solicitation Criteria
Safety and Security; Operate, Maintain, and Rebuild	Critical crash rate index, observed safety deficiencies or concerns, crash frequency, crash severity
Improves Economic Vitality	Need for new infrastructure, HCAADT
Improves Critical Regional Highway System Connectivity	Connection to a principal or A-minor arterials, supportive of Regional Bicycle Transportation Network
Increases Regional Highway System Travel Time Reliability	Priority for mobility in region, volume and capacity factors, volume-capacity ratio for existing and alternatives, supportive of transit
Supports Job/Population Growth Forecasts and Local Comp. Plans	Local planning support, existing land use
Regional Balance of Investments	Serving growth areas

Source: Metropolitan Council

Regional Truck Highway Corridor Study

The Regional Truck Highway Corridor Study identified the most important highways in the region for freight movement based on truck usage and proximity to freight generating land uses. Corridors were assigned to one of three tiers, using a data-driven scoring procedure. The tiered corridors for Anoka County are shown in Figure 32 and listed in Table 31.





TIERED TRUCK CORRIDORS
 IN ANOKA COUNTY

Table 31 – Summary of Tiered Truck Corridors in Anoka County

Tier	Corridor
1	US 10: CSAH 14 to Ramsey County Line
	I-694: Hennepin County Line to Ramsey County Line
	I-35E: Ramsey County Line to I-35
	East River Road: Hennepin County Line to I-694
	Main Street NE/57th Avenue NE: 44th Avenue NE to TH 47
	TH 47: Hennepin County Line to I-694
	CSAH 6: I-694 to TH 610
2	US 10: Sherburne County Line to CSAH 14
	I-35W: Ramsey County Line to Washington County Line
	TH 610: Hennepin County Line to US 10
	CSAH 10: TH 610 to Ramsey County Line
	TH 47: I-694 to US 10
	44th Avenue NE: East River Road to Main Street NE
	TH 65: Hennepin County Line to I-694
	US 169: Hennepin County Line to US 10
3	TH 47: US 10 to Isanti County Line
	TH 65: US 10 to Isanti County Line
	CSAH 23: CSAH 62 to I-35
	CSAH 52: I-35W to CSAH 12
	CSAH 14: US 10 to US 10

Source: Regional Truck Highway Corridor Study (May 2017)

The Metropolitan Council’s highway system investment prioritization factors shown in Table 32 are used in the Regional Truck Highway Corridor Study. According to the Metropolitan Council, the results of this study is then used to help make highway system investment decisions in the following ways: Points are awarded in the Regional Solicitation and MnDOT’s TED Program depending on the prioritization tier identified in the study. Projects are also required to be on one of the three tiers in the study to be eligible to pursue Minnesota Highway Freight Program funds.

Table 32 – Regional Truck Highway Corridor Study: Investment Prioritization Factors

Highway System Investment Prioritization Factor	Solicitation Criteria
Safety and Security; Operate, Maintain, and Rebuild	Crash rates, MnDOT district and county safety plans
Improves Economic Vitality	Truck volumes, percent of total volumes that are trucks
Improves Critical Regional Highway System Connectivity	Daily truck load equivalents entering and exiting a facility or facilities
Increases Regional Highway System Travel Time Reliability	Travel time reliability
Supports Job/Population Growth Forecasts and Local Comp. Plans	Cost effectiveness, proximity to freight land use clusters and key regional freight facilities like intermodal yards
Regional Balance of Investments	--

Source: Metropolitan Council

Congestion Management Safety Plan 4 Study

The Congestion Management Safety Plan (CMSP) 4 Study is currently using safety and mobility performance measures to attempt to find small scale, targeted, high return-on-investment improvements that could be made on MnDOT’s highway system within the region. The study is currently in draft form.

The Metropolitan Council’s highway system investment prioritization factors shown in Table 33 are used in the CMSP 4 Study.

Table 33 – CMSP 4 Study: Investment Prioritization Factors

Highway System Investment Prioritization Factor	Solicitation Criteria
Safety and Security; Operate, Maintain, and Rebuild	Frequency and severity of crashes
Improves Economic Vitality	Narrowly scoped projects, targeted solutions
Improves Critical Regional Highway System Connectivity	Duration of congestion
Increases Regional Highway System Travel Time Reliability	Travel time reliability
Supports Job/Population Growth Forecasts and Local Comp. Plans	Final evaluation by benefit-cost ratio
Regional Balance of Investments	Small scale solutions allow for broad distribution

Source: Metropolitan Council

According to the Metropolitan Council, the results of this study is then used to help make highway system investment decisions in the following ways: results are used to select projects for MnDOT’s spot mobility set-aside, which continues through 2040. Points are also awarded in the Regional Solicitation for projects at CMSP locations identified in the study.

MnPASS System Study Phase 3

The MnPASS System 3 Study used similar performance measures to develop potential MnPASS corridors that would especially benefit from the transit and High Occupancy Vehicle (HOV) advantages. The I-35W corridor from U.S. Highway 10 to 95th Avenue in Blaine was identified as a funded 2040 TPP Tier 2 MnPASS Corridor (Increased Revenue Scenario).

The Metropolitan Council’s highway system investment prioritization factors shown in Table 34 are used in the MnPASS System 3 Study. According to the Metropolitan Council, the results of this study is then used to help make highway system investment decisions in the following ways: study results are used to select projects for MnDOT’s \$50 million per year set-aside for MnPASS that ends in 2024. The study also helps to identify MnPASS priorities for the Increased Revenue Scenario.

Table 34 – MnPASS System 3 Study: Investment Prioritization Factors

Highway System Investment Prioritization Factor	Solicitation Criteria
Safety and Security; Operate, Maintain, and Rebuild	Implemented through leveraging preservation investments
Improves Economic Vitality	Proximity to employment centers, construction cost
Improves Critical Regional Highway System Connectivity	Severity of congestion, connections to other MnPASS corridors & major destinations
Increases Regional Highway System Travel Time Reliability	Express commuter bus demand
Supports Job/ Population Growth Forecasts and Local Comp. Plans	2040 mobility benefits
Regional Balance of Investments	Building towards a regional system

Source: Metropolitan Council

Local Plans and Studies

Over the past several years, the Anoka County Highway Department has undertaken a number of studies to aid in the identification of projects that will improve safety and mobility, while keeping capital costs low. These studies are summarized in the following sub-sections.

Anoka County System Preservation Study

This study serves as the primary resource for future jurisdiction transfers in the county. The jurisdiction of roads affects a number of organizational functions and obligations (regulatory, maintenance, construction, and financial). The goal of jurisdiction realignment is to match the management of a roadway with its intended function and with the jurisdiction best suited to maintain it. The result is an efficient and economical use of tax dollars. Proposed jurisdiction transfers, as modified by Anoka County Staff in 2018, are identified in the tables included in Appendix J.

A summary of the mileage impacts associated with the proposed jurisdictional transfers presented in this study is presented in Table 35. Potential opportunities for jurisdictional transfers include:

- » When municipalities reach a population of 5,000 and create their Municipal State-Aid (MSA) system;
- » When a new roadway segment is constructed that replaces the function of a current roadway; and
- » During improvements or major rehabilitation of a facility that is identified as a potential transfer candidate.

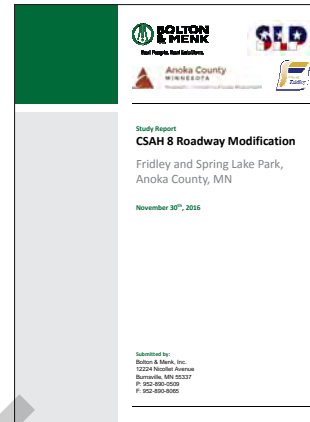
Table 35 – Impacts of Proposed Jurisdictional Transfers on Anoka County Agencies

Jurisdiction	Mileage Gained (+)	Mileage Lost (-)	Net Change in Mileage (+/-)
City of Andover	8.4	-3.6	4.8
City of Anoka	3.3	0.0	3.3
City of Blaine	1.0	0.0	1.0
City of Columbus	0.7	-1.2	-0.5
City of Coon Rapids	2.5	-1.1	1.4
City of East Bethel	7.9	-7.4	0.5
City of Fridley	1.0	0.0	1.0
City of Ham Lake	5.7	-0.5	5.2
City of Lexington	0.0	0.0	0.0
City of Lino Lakes	1.5	0.0	1.5
City of Nowthen	11.0	-1.4	9.6
City of Oak Grove	1.5	0.4	1.9
City of Ramsey	4.9	0.0	4.9
City of St. Francis	0.0	-2.0	-2.0
Anoka County	54.4	-73.9	-19.5
State of MN	26.8	-11.3	15.5

Source: Anoka County System Preservation Study

CSAH 8 (Osborne Road NE) Roadway Modification Study

In late 2015, Anoka County initiated a study of the one mile section of Osborne Road between TH 47 (University Avenue) and TH 65 (Central Avenue) to evaluate potential transportation improvements to the corridor that would benefit users of the roadway, as well as nearby residents. The corridor study produced a preferred roadway concept and final report in November 2016 that allows the cities and county to pursue planning activities for the proposed one-mile corridor.



Coon Rapids Boulevard/East River Road Corridor Study

This study completed in June 2010 identifies concepts for improving mobility, increasing safety, and enhancing the appearance and economic vitality along the Coon Rapids Boulevard/East River Road corridor. The study corridor included both CSAH 1 and CSAH 3 between 7th Avenue (CSAH 7) and TH 610. The identified concepts will be implemented over time as funding opportunities arise and redevelopment occurs along the corridor.

East River Road (CSAH 1) Corridor Study

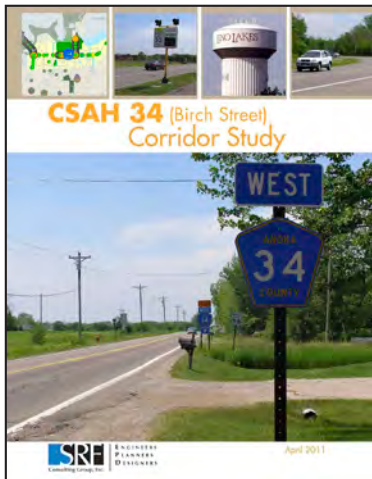
In May 2012, Anoka County, Fridley, and Coon Rapids completed a study that identifies concepts for improving safety and mobility on East River Road (CSAH 1) while also considering improvements to enhance its appearance and economic vitality. The study area included the 5.1-mile segment of East River Road between Interstate 694 in Fridley and Trunk Highway 610 in Coon Rapids. The study area also included the area between the Mississippi River and University Avenue. The recommended improvements to East River Road are planned to be implemented in discrete phases over time as funding allows.

Lake Drive (CSAH 23) at I-35 (Quad 35 Area) Transportation Study

The completed study identifies a recommended interchange alternative for the Interstate 35 interchange at CSAH 23 (Lake Drive) and Trunk Highway 97 in the Cities of Columbus and Forest Lake. The recommended improvement also includes the realignment of CSAH 54 and other local roads. The recommended improvements seek to improve quality of life, promote new development, improve safety, reduce congestion, and better manage access.

Northern Anoka County River Crossing Study

The completed study by Anoka County and the Cities of St. Francis, Oak Grove and Nowthen identifies future improvement needs on the existing Rum River crossings at CSAH 22 (Viking Boulevard) and CSAH 24 (Bridge Street).



CSAH 34 (Birch Street) Study

The completed study identifies a preferred roadway concept along CSAH 34 (Birch Street) between CSAH 49 (Hodgson Road) and CSAH 54 (20th Street).

State Plans and Studies

The following sub-sections describe recommendations from important state plans and studies regarding roadway improvements and/or access for principal arterials.

Highway 65 Access Management Study

MnDOT completed an access management study on Highway 65 from just north of Bunker Lake Boulevard in Ham Lake to 245th Avenue N. in East Bethel. The study, in cooperation with Anoka County, East Bethel, Ham Lake and the Metropolitan Council, developed an access management plan. The study provided lower cost improvements to improve safety and manage congestion on Highway 65. It is intended to guide decisions on future access changes and access locations in the Highway 65 study area.

U.S. Highway 10 Corridor Management Plan

MnDOT completed the U.S. 10 Corridor Management Plan (CMP) on a 48-mile section of US 10 between I-35W in Ramsey County and Highway 24 in Clear Lake, Minnesota, under the Interregional Corridor Program.

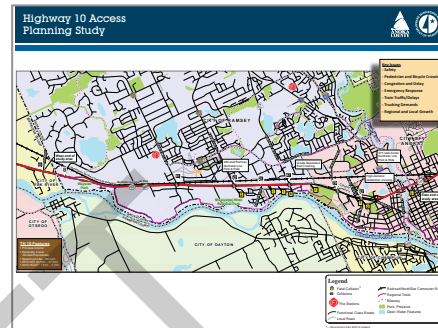
The plan recommended:

- » Converting the corridor to a six-lane freeway from CSAH 9/Round Lake Boulevard in Coon Rapids to US 169 in Elk River
- » Expanding the corridor to an eight-lane freeway from I-35W in Mounds View to CSAH 9/Round Lake Boulevard in Coon Rapids
- » Reducing and/or consolidating a number of access points, or intersections along the corridor; and
- » Converting at-grade intersections to interchanges at the following locations within Anoka County:
 - US 10 Interchange at Jarvis Street
 - US 10 Interchange at CSAH 83/Armstrong Boulevard
 - US 10 Interchange at CSAH 56/Ramsey Boulevard

- US 10 Interchange at CSAH 57/Sunfish Lake Boulevard
- US 10 Interchange at Thurston Avenue
- US 10 Interchange at Main Street
- US 10 Interchange at TH 47

U.S. Highway 10 Access Planning Study

MnDOT and Anoka County, in cooperation with the Cities of Ramsey and Anoka, conducted the Highway 10 Access Planning Study to re-examine and identify the ultimate amount of access, types of access and locations of access to Highway 10 between the Anoka/Sherburne County line and the Rum River. Based upon traffic volumes and safety concerns along this stretch of Highway 10, project partners agree a freeway is the proper vision for this corridor. A final study report was completed in August 2014.



Considering current overall state and federal funding levels, it will be difficult to achieve the vision of a freeway facility on this portion of Highway 10 in the next 20 years. To reduce crashes and improve mobility issues, it is reasonable and responsible to implement lower-cost, interim measures that incrementally improve safety and operations for all users of the Highway 10 corridor.

This study was completed so that high-benefit improvements that are fiscally responsible could be identified so that improvements can be funded, programmed and implemented incrementally to improve the corridor’s mobility and safety, for motorists and pedestrians, in a timely manner.

I-35 Corridor Management Plan

MnDOT completed the I-35 Corridor Management Plan in 2005. The plan includes recommendations for improvements for the I-35 corridor from the I-494/I-694 Twin Cities Beltway to TH 48 in Hinckley. The plan recommended the following improvements within Anoka County:

- » Expand I-35W from US 10 to Lexington Avenue to eight lanes
- » Expand I-35W from Lexington Avenue to CSAH 14/Main Street to six lanes
- » Expand I-35 from I-35W/E split to TH 97 to eight lanes
- » Expand I-35E from Ramsey CSAH 96/County Highway G to CSAH 14/Main Street to six lanes.

- » Interchange/Overpass Improvements:
 - I-35E Interchange at Anoka CSAH 14/Main Street
 - I-35W Interchange at CR J/Lake Drive
 - I-35 Interchange at TH 97
 - CR 53/Sunset Avenue Overpass at I-35W
 - New Interchange at Anoka Northerly Bypass (CR 140/80th Street)
 - I-35W Interchange at CSAH 23/Lake Drive (completed)
 - I-35W Interchange at CSAH 17/Lexington Avenue (completed)

6.2 ANOKA COUNTY HIGHWAY DEPARTMENT PLANS, POLICIES, & PROCESSES

Five-Year Highway Improvement Program

The Anoka County Highway Department Five-Year Improvement Program identifies upcoming projects. The document consists of three parts, as defined below.

- » Program Description and Definitions – Describes the various programs used to maintain the county’s highway system.
- » Five-Year Highway Improvement Plan – Identifies planned and programmed projects that will be built if funding is identified.
- » Unmet Needs – Documents the existing conditions on the highway system, including any known deficiencies.

The types of projects included in the plan are identified below.

- » Rehabilitation – Includes overlays, crack sealing, bridge maintenance, surface treatments and other miscellaneous roadway repairs.
- » Traffic Management and Spot Improvements – Projects such as signal installation and maintenance, signage, striping and pavement messages, access control and school zone safety driver feedback signs.
- » Right-of-Way Preservation – Involves purchasing land and property rights owned by private interests through direct purchase.
- » Corridor Reconstruction – Reconstruction projects often involve adding lanes to an existing corridor or adding miles (length) to an existing corridor.

- » Planning Studies – Includes corridor studies, environmental studies and long-range studies to better plan for future construction projects.
- » Consultant Services – Used in a variety of situations to complement the permanent County Highway Department staff; experts are hired as needed.

The goals and recommendations identified in this 2040 Transportation Plan will form the basis of future five-year improvement program documents.

Development Review Process Manual

This document provides guidelines for communities and developers within Anoka County to follow when developing or redeveloping land in their communities. These guidelines establish a process whereby communities and the county are able to collaborate on anticipated impacts to the county’s infrastructure relative to a proposed development or redevelopment. Right-of-way dedications, access spacing, drainage impacts, and in some cases, minor road improvements needed to meet the needs of a development are considered during review. The goal of the development review process is to maintain the safety and capacity of the county’s existing highway system, as well as to allow for future improvements.

Access Management

The highways of Anoka County constitute a valuable resource and major public investment. It is essential to operate them safely and efficiently by managing the access to and from adjoining property. The Anoka County Highway Department’s access management guidelines provide planned and managed access to land, including residential, commercial, undeveloped, and other land uses for the county highway system. The Access Spacing Guidelines are used by the county to consistently design highways and review development.



Roadway in Anoka County (Source: Anoka County)

Anoka County has produced access management studies for various highways to maintain or improve travel safety and mobility. These studies can be accessed via the webpage Future Projects & Studies located here: www.anokacounty.us/379/Future-Projects-Studies.

The county-specific access spacing guidelines are provided in Table 36

Table 36 – Anoka County Highway Department Access Spacing Guidelines

Roadway Type	Route Speed (MPH)	Intersection Spacing (Nominal ⁽⁴⁾)		Signal Spacing	Private Access ⁽¹⁾
		Full Movement Intersection	Conditional Secondary Intersection ⁽²⁾		
Principal Arterial	50 - 55	1 mi.	1/2 mi.	1 mi.	Subject to conditions for all roadway types and speeds
	40 - 45	1/2 mi.	1/4 mi.	1/2 mi.	
	< 40	1/8 mi.	300 - 660 feet ⁽³⁾	1/4 mi.	
Arterial Expressway	50 - 55	1 mi.	1/2 mi.	1 mi.	
Minor Arterial	50 - 55	1/2 mi.	1/4 mi.	1/2 mi.	
	40 - 45	1/4 mi.	1/8 mi.	1/4 mi.	
	< 40	1/8 mi.	300 - 660 feet ⁽³⁾	1/4 mi.	
Collector and Local	50 - 55	1/2 mi.	1/4 mi.	1/2 mi.	
	40 - 45	1/8 mi.	N/A	1/4 mi.	
		1/8 mi.	300 - 660 feet ⁽³⁾	1/8 mi.	
Specific Access Plan		By adopted plan/agreement/covenant on land			
<p>Table Notes: ⁽¹⁾ Private access refers to residential, commercial, industrial and institutional driveways. Reference Anoka County's Development Review Manual for specifics on private access. ⁽²⁾ Conditional secondary access is defined as right-in/out. ⁽³⁾ Access spacing may be determined by planning documents approved by the county (e.g., Lino Lakes I-35E AUAR) ⁽⁴⁾ Any spacing deviations shall have a detailed traffic study completed by the requesting agency, AND approved by the County Engineer.</p>					

Source: Anoka County Highway Department

MnDOT also has an adopted set of access spacing guidelines that apply to all highways under MnDOT's jurisdiction. Table 37 summarizes MnDOT's intersection spacing and control guidelines.

Table 37 – MnDOT Public Street Spacing Access Guidelines

Functional Classification	Facility Type or Community Designation ¹	Public Street Spacing		Signal Spacing
		Primary Full-Movement Intersection	Secondary Intersection	
Principal Arterial	Interstate Freeway	Interchange Access Only		None
	Non-Interstate Freeway	Interchange Access Only		None
	Rural	1 mile	1/2 mile	Only at Primary Intersections
	Suburban	1/2 mile	1/4 mile	Only at Primary Intersections
	Urban	300-600 feet, dependent on block length		1/4 mile
Minor Arterial	Rural	1/2 mile	1/4 mile	Only at Primary Intersections
	Suburban	1/4 mile	1/8 mile	Only at Primary Intersections
	Urban	300-600 feet, dependent on block length		
Collector	Rural	1/2 mile	1/4 mile	Only at Primary Intersections
	Suburban	1/8 mile	Not Applicable	1/4 mile
	Urban	300-600 feet, dependent on block length		1/8 mile

Table Notes: This table is a summary of MnDOT Access Guidance for the Metropolitan Area. This chart does not reflect all the MnDOT guidance. Agencies should work with MnDOT, the appropriate county highway authority, and the local land use authority when planning new or modified access.
¹ Community Designations are from Thrive MSP 2040, they are not MnDOT designations.

Source: Metropolitan Council 2040 Transportation Policy Plan.

Right-of-Way

Under federal and Minnesota law, the County may acquire property for public purposes such as construction for highway improvements to reduce traffic congestion and accidents. As the County begins its design work to expand a road, improve an intersection, or construct a new road, it is necessary to determine how much land will be needed to complete the project, both temporarily (during construction) and permanently. In some cases, the land is owned by the County or available to the County from other public entities for road construction. In other cases, the land may be owned by private interests.

As a result, the County is involved in purchasing land and property rights owned by private interests. Through its Right-of-Way Office, the County works to acquire the property needed through direct purchase. There are many steps involved in “direct purchase” of private property.

These include:

- » Contacting and negotiating property owners
- » Surveying the property for exact dimensions needed
- » Appraisal of the value of the land needed
- » As needed, payment for the owner’s appraisal fees
- » Examination of title and recording of documents of conveyance

On occasion, additional steps are involved, such as:

- » Complete parcel acquisition
- » Relocation of residents or businesses
- » Court costs in the event of dispute
- » Condemnation proceedings

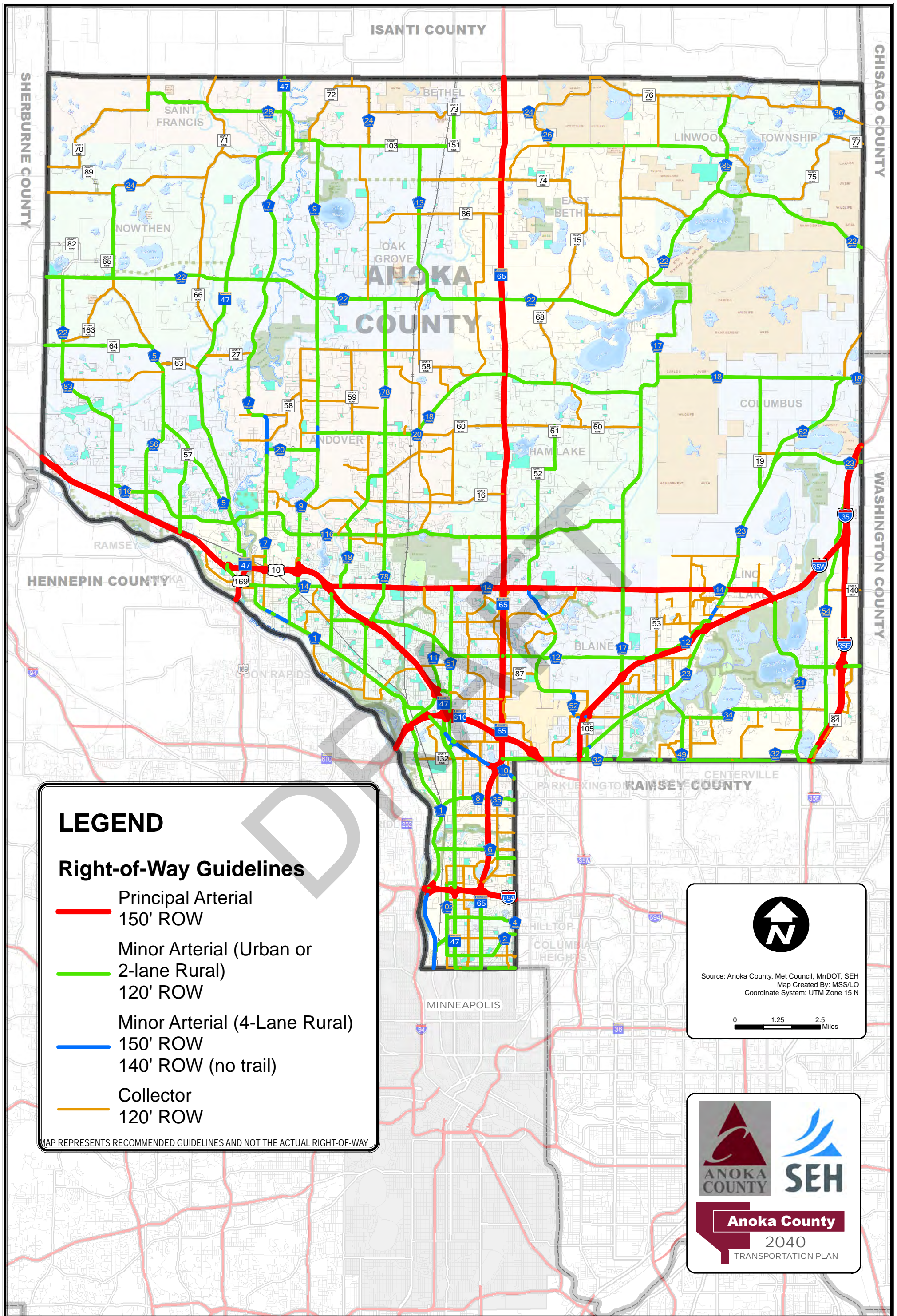
Throughout this entire process, the property owner has many rights and the County has numerous responsibilities. The County follows the federal “Uniform Real Estate Acquisition and Relocation Act” procedures to ensure that appropriate issues are addressed.

Table 38 – Anoka County Right-of-Way Guidelines

Right-of-Way Width	Desired Standard	Minimum Standard
Principal Arterial	150 Feet	
Minor Arterial (urban)	120 Feet	
Minor Arterial (2-lane rural)	120 Feet	
Minor Arterial (4-lane rural)	150 Feet	140 Feet (no trail)
Collector	120 Feet	

Source: Anoka County Highway Department Development Review Manual (August 2014).

The County strives to prepare corridor preservation plans to define how big a roadway may need to be in the future. As part of the corridor plan, an analysis is performed to determine future growth of businesses and population. With this information, the County can determine how much capacity a road will need to accommodate in the future and begin working with the City and developers to obtain needed right-of-way for the road. Also, with this information, the County can determine the type of access (number of driveways and entry points) that will provide for safety and mobility along that future road. Table 38 identifies future rights-of-way that need to be preserved for principal and A-minor arterials (see Figure 33 for a visual depiction; not to scale).



MINIMUM RIGHT-OF-WAY REQUIREMENTS

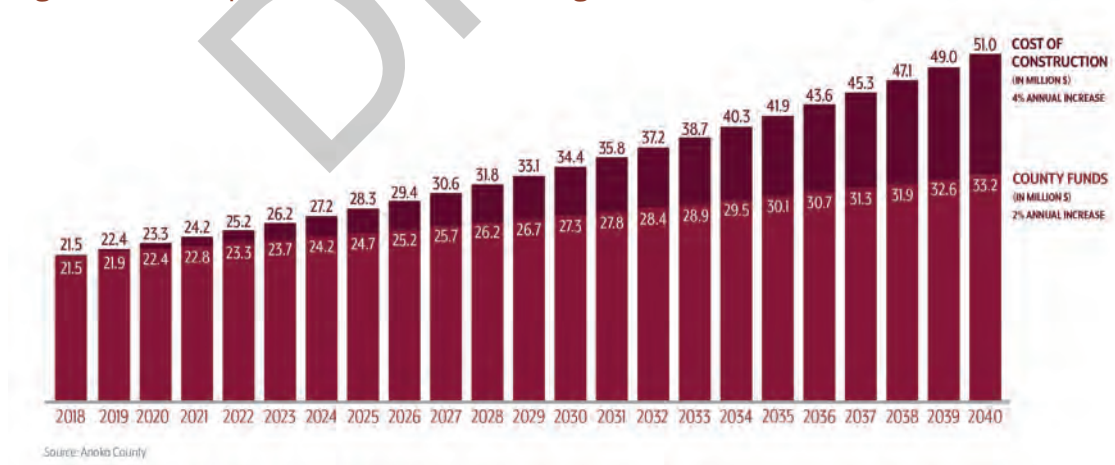
6.3 TRANSPORTATION DEFICIENCIES & PROGRAMMED IMPROVEMENTS

The identification of transportation deficiencies is one of the main elements of a transportation plan. In total, these deficiencies will shape where and how the County will focus a majority of its financial resources in the coming years. The 20-year timeframe of this planning process extends well beyond the typical five-year horizon used by the County to program infrastructure improvements. A five-year horizon represents a timeframe when available funding can be estimated with reasonable certainty. Beyond five years, the financial resources that will be available to the County are uncertain.

Another financial challenge facing the County is the impact of inflation on construction resources. Historically, annual inflation rates for transportation infrastructure projects has outpaced overall inflation indexes. In recent years, consumer inflation has ranged between approximately 1 percent and 2 percent while transportation construction costs typically increase between 3 percent and 4 percent each year. As a result the County’s purchasing power for transportation infrastructure projects is decreasing over time. Figure 34 illustrates this challenge.

Assuming the recent highway program annual budget of approximately \$21.5 million increases at 2 percent per year while construction inflation increases at 4 percent per year, the County’s real dollars available to address system deficiencies will steadily decrease over the 20 year planning horizon. By the year 2040, the \$21.5 million annual program would have approximately two-thirds the purchasing power because of the 4 percent construction cost inflation factor.

Figure 34 - Transportation Finance Challenges



System Deficiencies Audit

A priority of this transportation plan update is to provide the County a manageable document that can be continually referenced in the coming years to facilitate the annual process of updating the County's Five Year Highway Improvement Program. To that end, a comprehensive audit of the County's highway system



Roadway in Anoka County (Source: Anoka County)

deficiencies was prepared (see Table 39). The audit is structured to include the following information for each Anoka County roadway:

- » Roadway name
- » Roadway limits
- » 2040 Transportation Goals not met. The goals include system stewardship (preservation and maintenance), safety, and mobility.
- » Identified deficiencies; including;
 - Future pavement needs
 - Structurally deficient bridges
 - Potential jurisdictional transfers
 - High frequency crash locations
 - Railroad crossings
 - Future roadway segments at or over capacity
- » Any programmed improvements in the 2018-2022 timeframe

As can be seen in reviewing Table 39, there are a substantial amount of system stewardship, safety, and mobility deficiencies that the County will need to assess in the coming years. In summary these include approximately:

- » 62.7 miles of county roadways not meeting County pavement quality standards
- » 9 structurally deficient County owned bridges

- » 78.5 miles of County roads identified as possible candidates for jurisdictional transfer
- » 41 intersections identified as high frequency crash locations
- » 17.1 miles of county roadway at or over capacity

Short-Term Plan (2018-2022)

Figure 35 shows the capital transportation investments on the highway network in Anoka County that are included in the Five Year County Highway Improvement Program. These projects are also identified in Table 39 by county roadway facility. A majority of the programmed projects involve pavement reconstruction and intersection improvements. There are also a handful of capacity expansion projects as well as bridge projects.

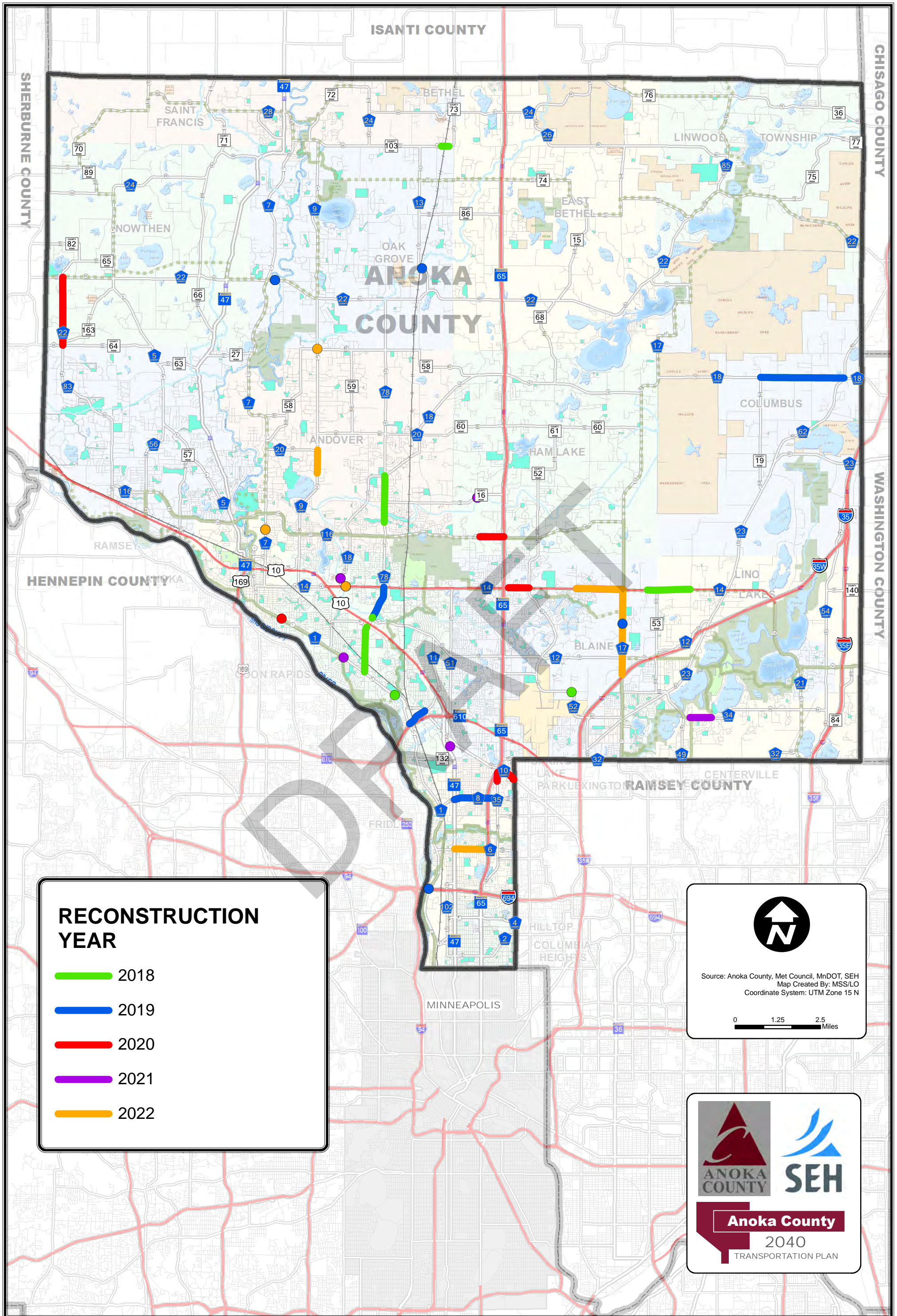
Mid- to Long-Term Plan (2023-2040)

As noted previously, the financial resources available to the County are uncertain extending into the mid and long term planning horizons. Given these funding uncertainties and other challenges associated with implementing transportation improvements, this planning effort does not presume specific improvements to address each of the deficiencies included in Table 39 that are not addressed in the five year program.

Rather than recommending a specific improvement this plan recognizes there are a range of possibilities to address many of the system deficiencies facing the County and that specific improvements to advance to implementation should be identified through more detailed studies. Furthermore, given the continually increasing costs associated with transportation improvement projects, moving forward it will be prudent for the County to assess each deficiency more closely to define solutions that balance mobility needs with costs, environmental impacts, community input, and other competing priorities.



Reconstruction of an Anoka County Roadway (Source: Anoka County)



CAPITAL INFRASTRUCTURE IMPROVEMENTS

FIGURE 35

Table 39 – County Roadways System Deficiencies Audit

County Route	From / To	2040 Transportation Needs			Identified Deficiencies	County Programmed Improvements (2018-2022)
		System Stewardship	Safety	Mobility		
CSAH 1 5 th Ave. Coon Rapids Blvd. NW East River Rd. NE River Rd. E	CSAH 14 (Main Street) to 37 th Avenue (South County Line)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (4.9 miles)</u> <ul style="list-style-type: none"> Fridley Cl. to 1200' N. of 90th Ave. – 1.3 miles Yucca St. NW to Dakota St. NW – 0.3 miles Charles St. to Rickard Rd. – 2.1 miles 550' N. of Hanson Blvd. to Crooked Lake Blvd. – 1.2 miles <u>Structurally Deficient County Bridge</u> <ul style="list-style-type: none"> Over BNSF RR in Coon Rapids (Br. No. 02521) Safety <u>High Frequency Intersection Crash Locations (6 intersections)</u> <ul style="list-style-type: none"> CSAH 78 (Hanson Blvd.) in Coon Rapids (62 crashes) Egret Blvd. in Coon Rapids (53 crashes) Mississippi Blvd. in Coon Rapids (48 crashes) Pheasant Ridge Dr. in Coon Rapids (37 crashes) CSAH 11/SB Highway 610 Ramp in Coon Rapids (36 crashes) <u>Rail/Hwy. Public Crossing w/ Passive Warning Device</u> <ul style="list-style-type: none"> BNSF in Fridley (USDOT No. 082711U) BNSF in Fridley (USDOT No. 082709T) 	None
CSAH 2 40 th Ave. NE 44 th Ave. NE 45 th Ave. NE Main St. NE Reservoir Blvd. NE	CSAH 1 (East River Road) to CSAH 4 (Stinson Blvd. / East County Line)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (1.1 miles)</u> <ul style="list-style-type: none"> East River Rd. to W. End of Bridge No. 02523 – 0.2 miles TH 65 to Reservoir Blvd./40th Ave. – 0.3 miles Main St. to 975' S. of 43rd Ave. – 0.4 miles 40th Ave. to TH 47 – 0.2 miles 	None
CSAH 4 49 th Ave. NE Fairway Dr. NE Stinson Blvd. NE	TH 47 (University Ave.) to CSAH 2 (45 th Ave.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (0.5 miles)</u> <ul style="list-style-type: none"> TH 47 (University Ave.) to Monroe St. NE – 0.5 miles Safety <u>High Frequency Intersection Crash Location (1 intersection)</u> <ul style="list-style-type: none"> TH 65 (Central Ave.) in Columbia Heights (52 crashes) 	None
CSAH 5 Nowthen Blvd. NW	TH 47 (St. Francis Blvd.) to CSAH 24 (Norris Lake Road)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	System Stewardship <u>Future Pavement Needs (0.2 miles)</u> <ul style="list-style-type: none"> Viking Blvd. to Old Viking Blvd. – 0.2 miles <u>Potential Jurisdictional Transfer (Long-Term 2030+)</u> <ul style="list-style-type: none"> 2.0 miles from CR 57 to TH 47 → Ramsey Mobility <u>Future Roadway Segments At or Over Capacity (0.67 miles)</u> <ul style="list-style-type: none"> 0.67 miles NW of TH 47 in Ramsey 	None

Table 39 – County Roadways System Deficiencies Audit (Cont.)

County Route	From / To	2040 Transportation Needs			Identified Deficiencies	County Programmed Improvements (2018-2022)
		System Stewardship	Safety	Mobility		
CSAH 6 Mississippi St. NE Rice Creek Rd. NE	CSAH 1 (East River Road) to Stinson Blvd. (East County Line)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (0.7 miles)</u> <ul style="list-style-type: none"> East River Rd. to 5th St. – 0.7 miles <u>Structurally Deficient Bridge</u> <ul style="list-style-type: none"> Under BNSF Railroad in Fridley (Br. No. 02524) <u>Proposed Jurisdictional Transfer (Mid-Term 2021-2030)</u> <ul style="list-style-type: none"> 0.5 miles from CSAH 35 (Old Central Ave.) to Ramsey County Line → Fridley 	<u>CSAH 6 from TH 47 to TH 65</u> <ul style="list-style-type: none"> 2021 = Consultant Services 2022 = ROW Acquisition 2023+ = Reconstruction
CSAH 7 7 th Ave./7 th Ave. NW Roanoke St. NW Rum River Blvd. NW	CSAH 14 (Main Street) to CSAH 24 (227 th Ave.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	System Stewardship <u>Future Pavement Needs (2.6 miles)</u> <ul style="list-style-type: none"> TH 10 to 530' N. of 38th Ln. – 1.4 miles 1,130' N. of 165th Ave. NW to Andover Cl. – 1.2 miles <u>Structurally Deficient Bridge</u> <ul style="list-style-type: none"> Under BNSF RR in Anoka (Br. No. 02525) Safety <u>High Frequency Intersection Crash Location (1 intersection)</u> <ul style="list-style-type: none"> CSAH 14 (Main St.) in Anoka (50 crashes) Mobility <u>Future Roadway Segments At or Over Capacity (2.35 miles)</u> <ul style="list-style-type: none"> 0.20 miles N. of CSAH 30 (Pierce St.) in Anoka 1.07 miles S. of CSAH 20 (157th Ave. NW) in Andover 1.08 miles N. of CSAH 116 in Andover 	<u>CSAH 7 at 38th Avenue</u> <ul style="list-style-type: none"> 2020 = Engineering Services 2021 = ROW Acquisition 2022 = Reconstruction <u>CSAH 7 from CSAH 116 to CSAH 20</u> <ul style="list-style-type: none"> 2023+ = Candidate Project
CSAH 8 73 rd Ave. NE Osborne Rd. NE	CSAH 1 (East River Road) to Stinson Blvd. (East County Line)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Proposed Jurisdictional Transfer (Mid-Term 2021-2030)</u> <ul style="list-style-type: none"> 0.5 miles from CSAH 35 (Old Central Ave.) to Ramsey County Line → Fridley Safety <u>High Frequency Intersection Crash Locations (2 intersections)</u> <ul style="list-style-type: none"> TH 47 (University Ave.) in Fridley (58 crashes) TH 65/CSAH 8 in Spring Lake Park (48 crashes) 	<u>CSAH 8 from TH 47 to TH 65</u> <ul style="list-style-type: none"> 2019 = ROW Acquisition 2020 = Reconstruction
CSAH 9 Lake George Blvd. NW Round Lake Blvd. NW	CSAH 14 (Main St.) to CSAH 24 (Bridge St.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (1.5 miles)</u> <ul style="list-style-type: none"> 217th Ave. to Oak Grove City Limit – 1.5 miles Safety <u>High Frequency Intersection Crash Locations (2 intersections)</u> <ul style="list-style-type: none"> Northdale Blvd. in Coon Rapids (63 crashes) CSAH 14 (Main St.) in Coon Rapids (50 crashes) 	<u>CSAH 9 from 152nd Lane to CSAH 20</u> <ul style="list-style-type: none"> 2021 = Consultant Services 2022 = ROW Acquisition 2023+ = Reconstruction <u>CSAH 9 at CR 58 Intersection</u> <ul style="list-style-type: none"> 2021 = Consultant Services 2022 = ROW Acquisition 2023+ = Reconstruction
CSAH 10 County Road 10	TH 47 (University Ave.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (0.6 miles)</u> <ul style="list-style-type: none"> 750' W. of TH 65 SB ramp to 200' E. of TH 65 NB Ramp – 0.6 miles 	None

Table 39 – County Roadways System Deficiencies Audit (Cont.)

County Route	From / To	2040 Transportation Needs			Identified Deficiencies	County Programmed Improvements (2018-2022)
		System Stewardship	Safety	Mobility		
CSAH 11 Foley Blvd. NW Hanson Blvd. NW Northdale Blvd. NW,	CSAH 18 (Crooked Lake Blvd.) to CSAH 1 (East River Rd.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	System Stewardship <u>Future Pavement Needs (1.5 miles)</u> <ul style="list-style-type: none"> 250' N. of 107th Ln. NW to Northdale Blvd./Foley Blvd. – 0.7 miles* East River Rd. to Coon Rapids Blvd. – 0.6 miles 1070' W. of Redwood St. NW – 0.2 miles <u>Potential Jurisdictional Transfer (Long-Term 2030+)</u> <ul style="list-style-type: none"> 1.1 miles from CSAH 18 to CSAH 78 → Coon Rapids Safety <u>High Frequency Intersection Crash Locations (7 intersections)</u> <ul style="list-style-type: none"> South CSAH 78 (Hanson Blvd.)/Robinson Dr. in Coon Rapids (72 crashes) CSAH 12 (Northdale Blvd.) in Coon Rapids (68 crashes) Egret Blvd. in Coon Rapids (44 crashes) Coon Rapids Blvd. in Coon Rapids (44 crashes) CSAH 18 (Crooked Lake Blvd.) in Coon Rapids (40 crashes) North CSAH 78 (Hanson Blvd.)/Gateway Dr. in Coon Rapids (37 crashes) CSAH 1 (East River Rd.)/ SB Highway 610 Ramp in Coon Rapids (36 crashes) Mobility <u>Future Roadway Segments At or Over Capacity (0.51 miles)</u> <ul style="list-style-type: none"> 0.51 miles E. of CSAH 18 (Crooked Lake Blvd.) 	<u>CSAH 11 Reconstruction Project (2016-2017)*</u> <ul style="list-style-type: none"> Egret to Northdale Blvd. <u>CSAH 11 RR Grade Separation Project</u> <ul style="list-style-type: none"> 2018 = EA 2019 = ROW Acquisition 2020 = Reconstruction
CSAH 12 109 th Ave. NE Apollo Dr. Sunset Ave. Northdale Blvd. NW	CSAH 11 (Foley Blvd.) to CSAH 23 (Lake Dr.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Safety <u>High Frequency Intersection Crash Locations (2 intersections)</u> <ul style="list-style-type: none"> CSAH 11 (Foley Blvd.) in Coon Rapids (68 crashes) TH 65 (Central Ave.) in Blaine (52 crashes) Mobility <u>Future Roadway Segments At or Over Capacity (0.51 miles)</u> <ul style="list-style-type: none"> 0.51 miles E. of CSAH 51 (University Ave.) in Blaine 	None
CSAH 13 229 th Ave. NW Cedar Dr. NW University Ave. Ext.	CSAH 22 (Viking Blvd.) to CSAH 24 (237 th Ave.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (4.4 miles)</u> <ul style="list-style-type: none"> Viking Blvd. to 229th Ave. – 4.4 miles <u>Structurally Deficient Culvert</u> <ul style="list-style-type: none"> Over Ped. Trail in St. Francis (Br. No. 02J19) <u>Potential Jurisdictional Transfer (Long-Term 2030+)</u> <ul style="list-style-type: none"> 1.5 miles from T-Extension with Viking Blvd. to New Proposed Extension of CSAH 78 – > Oak Grove 	<u>CSAH 13 Bridge Replacement & RR Crossing</u> <ul style="list-style-type: none"> 2018 = ROW Acquisition, Consultant Services Bridge Design 2019 = Reconstruction

Table 39 – County Roadways System Deficiencies Audit (Cont.)

County Route	From / To	2040 Transportation Needs			Identified Deficiencies	County Programmed Improvements (2018-2022)
		System Stewardship	Safety	Mobility		
CSAH 14 125 th Ave. NE Main St. NW	CSAH 1 (5 th Ave.) to East County Line	☒	☒	☒	System Stewardship <u>Future Pavement Needs (2.3 miles)</u> <ul style="list-style-type: none"> 8th Ave. to 900' W. of Round Lake Blvd. – 0.3 miles 900' W. of Round Lake Blvd. – 0.2 miles 330' E. of Lexington Ave. to 350' W. 4th Ave. – 1.8 miles <u>Potential Jurisdictional Transfer (Short-Term 2014 – 2020)</u> <ul style="list-style-type: none"> 0.3 miles from CSAH 31 to CSAH 7 → Anoka Safety <u>High Frequency Intersection Crash Location (5 intersections)</u> <ul style="list-style-type: none"> CSAH 7 (7th Ave) in Anoka (50 crashes) CSAH 9 (Round Lake Blvd.) in Coon Rapids (50 crashes) Northdale Blvd. in Coon Rapids (47 crashes) CSAH 78 (Hanson Blvd.) in Coon Rapids (45 crashes) CSAH 18 (Coon Creek Blvd.) in Coon Rapids (35 crashes) Mobility <u>Future Roadway Segments At or Over Capacity (3.54 miles)</u> <ul style="list-style-type: none"> 1.2 miles E. of TH 65 in Blaine 0.6 miles E. of CR 84 (22nd Ave. S.) in Lino Lakes 0.76 miles E. of W. Jct. of CSAH 21 (Centerville Rd.) 0.98 miles E. of CSAH 17 (Lexington Ave.) in Blaine 	<u>CSAH 14 White-Topping from Lexington to 4th Ave</u> <ul style="list-style-type: none"> 2018 = Reconstruction <u>CSAH 14 from Aberdeen to CSAH 52</u> <ul style="list-style-type: none"> 2019 = ROW Acquisition 2020 = Reconstruction <u>CSAH 14 Over Coon Creek Bridge Rehabilitation</u> <ul style="list-style-type: none"> 2020 = Engineering Services 2021 = ROW Acquisition 2022 = Reconstruction <u>CSAH 14 from Harpers to CSAH 17</u> <ul style="list-style-type: none"> 2020 = Engineering Services 2021 = ROW Acquisition 2022 = Reconstruction
CSAH 17 185 th Ave. 197 th Ave NE Coon Lake Dr. N Lexington Ave. NE	County J (85 th Ave.) to CSAH 22 (Viking Blvd.)	☒	☐	☒	System Stewardship <u>Future Pavement Needs (0.7 miles)</u> <ul style="list-style-type: none"> Lake Dr. to Lovell Rd. – 0.1 miles Blaine Cl. to Pheasant Ridge Dr. – 0.6 miles <u>Structurally Deficient Culvert</u> <ul style="list-style-type: none"> Over Coon Creek in Ham Lake (Br. No. 93674) Mobility <u>Future Roadway Segments At or Over Capacity (0.64 miles)</u> <ul style="list-style-type: none"> 0.64 miles N. of I-35W in Blaine 	<u>CSAH 17 (Lexington Ave.) and CSAH 18 (Broadway Ave.) North Intersection Improvement Project</u> <ul style="list-style-type: none"> 2018 = Reconstruction <u>CSAH 17 from I-35W to CSAH 14 (4-lane to 6-lane)</u> <ul style="list-style-type: none"> 2021 = Consultant Services 2022 = ROW Acquisition 2023+ = Reconstruction

Table 39 – County Roadways System Deficiencies Audit (Cont.)

County Route	From / To	2040 Transportation Needs			Identified Deficiencies	County Programmed Improvements (2018-2022)
		System Stewardship	Safety	Mobility		
CSAH 18 Broadway Ave. NE Coon Creek Blvd. NW Crooked Lake Blvd. NW Crosstown Blvd. NE/NW Lexington Ave. NE	CSAH 14 (Main St.) to East County Line	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	System Stewardship <u>Future Pavement Needs (1.7 miles)</u> <ul style="list-style-type: none"> 40' W. of Soderville Dr. to East Lake Netta Dr. – 1.7 miles <u>Structurally Deficient Bridge</u> <ul style="list-style-type: none"> Over Coon Creek in Coon Rapids (Br. No. 02549) <u>Potential Jurisdictional Transfer (Short-Term 2014 – 2020)</u> <ul style="list-style-type: none"> 0.8 miles from CSAH 1 to CSAH 11 (Northdale Blvd.) → Coon Rapids <u>Potential Jurisdictional Transfer Candidate (Long-Term 2030+)</u> <ul style="list-style-type: none"> 2.1 miles from CSAH 78 to 139th Ave. → Andover Safety <u>High Frequency Intersection Crash Locations (2 intersections)</u> <ul style="list-style-type: none"> CSAH 11 (Northdale Blvd.) in Coon Rapids (40 crashes) CSAH 14 (Main St.) in Coon Rapids (35 crashes) Mobility <u>Future Roadway Segments At or Over Capacity (2.34 miles)</u> <ul style="list-style-type: none"> 0.78 miles S. of CSAH 116 (Bunker Lake Boulevard) 0.64 miles N. of CSAH 14 (Main St.) in Coon Rapids 0.92 miles NE of Crosstown Dr. 	<u>CSAH 17 (Lexington Ave.) and CSAH 18 (Broadway Ave.) North Intersection Improvement Project</u> <ul style="list-style-type: none"> 2018 = Reconstruction <u>CSAH 18 from Potomac to Kettle River</u> <ul style="list-style-type: none"> 2018 = ROW Acquisition <u>CSAH 18 from CR 19 to CSAH 62</u> <ul style="list-style-type: none"> 2019 = Reconstruction <u>CSAH 18 Over Coon Creek Bridge Rehabilitation</u> <ul style="list-style-type: none"> 2019 = Engineering Services 2020 = ROW Acquisition 2021 = Reconstruction
CSAH 20 157 th Ave. NW 161 st Ave. NW	CSAH 7 (7 th Ave.) to CSAH 78 (Hanson Blvd.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Proposed Jurisdictional Transfer (Mid-Term 2021-2030)</u> <ul style="list-style-type: none"> 1.0 miles from CSAH 9 to CR 59 (1.0 miles) → Andover 	None
CSAH 21 Centerville Rd.	South County Line to CSAH 14 (Main St.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CSAH 22 181 st Ave. NW Baugh St. NW Viking Blvd. NE/NW	West County Line to East County Line	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (0.2 miles)</u> <ul style="list-style-type: none"> Lake George Blvd. to 425' W. of Heather St. NW – 0.2 miles <u>Potential Jurisdictional Transfer (Long-Term 2030+)</u> <ul style="list-style-type: none"> 26.8 miles from Sherburne County Line to Chisago County Line → State of Minnesota 	<u>CSAH 22 Over Rum River Bridge Rehabilitation</u> <ul style="list-style-type: none"> 2019 = ROW Acquisition, Engineering Services 2020 = Reconstruction <u>CSAH 22 from CR 64 to CR65</u> <ul style="list-style-type: none"> 2019 = Engineering Services 2020 = ROW Acquisition 2021 = Reconstruction
CSAH 23 Lake Dr./Lake Dr. NE Naples St. NE	County J (85 th Ave.) to I-35	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (0.6 miles)</u> <ul style="list-style-type: none"> 590' E. of Naples to 170' S. of Albert Ave. – 0.3 miles Dunlap Ave. to Circle Pines Cl. – 0.2 miles W. Freeway Dr. to SB Ramp I-35 – 0.1 miles 	<u>CSAH 23 West of TH 97</u> <ul style="list-style-type: none"> 2018 = Reconstruction <u>CSAH 23 from I-35W to Lexington Ave.</u> <ul style="list-style-type: none"> 2018 = Reconstruction

Table 39 – County Roadways System Deficiencies Audit (Cont.)

County Route	From / To	2040 Transportation Needs			Identified Deficiencies	County Programmed Improvements (2018-2022)
		System Stewardship	Safety	Mobility		
CSAH 24 227 th Ave NW 229 th Ave. NW 237 th Ave. NE/NW Ambassador Blvd. NW Bridge St. NW Fawn Lake Dr. NE Jarvis St. NW Norris Lake Rd. NW	CR 70 (Jarvis St./West County Line) to CR 76 (Fawn Lake Dr./North County Line)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	System Stewardship <u>Future Pavement Needs (3.4 miles)</u> <ul style="list-style-type: none"> University Ave. Ext. to TH 65 – 1.5 miles Jarvis St. to Nowthen Blvd. – 1.9 miles Mobility <u>Future Roadway Segments At or Over Capacity (0.3 miles)</u> <ul style="list-style-type: none"> 0.30 miles W. of W. Junction of CR 72 (Rum River Blvd.) 	None
CSAH 26 229 th Ave. NE Gopher Dr. NE	CSAH 24 (237 th Ave.) to CSAH 85 (Typo Creek Dr.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (6.5 miles)</u> <ul style="list-style-type: none"> 237th Ave. to Durant St. – 3.4 miles Durant St. to Typo Creek Dr. – 3.1 miles <u>Potential Jurisdictional Transfer (Long-Term 2030+)</u> <ul style="list-style-type: none"> 2.4 miles from 229th Ave. to CSAH 24 → East Bethel 	None
CSAH 28 Ambassador Blvd. NW Nacre St. NW	North County Line to CSAH 24 (Bridge St.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (2.3 miles)</u> <ul style="list-style-type: none"> Seelye Brook Dr. to Nacre St. – 1.8 miles Ambassador Blvd. to North County Line – 0.5 miles 	None
CSAH 30 Pierce St. Pleasant St.	TH 47 (Ferry St.) to CSAH 7 (7 th Ave.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Potential Jurisdictional Transfer (Short-Term 2014 – 2020)</u> <ul style="list-style-type: none"> 0.6 miles from CSAH 7 to TH 47 → Anoka Safety <u>High Frequency Intersection Crash Location (1 intersection)</u> <ul style="list-style-type: none"> TH 47 (Ferry St.) in Anoka (59 crashes) 	None
CSAH 31 4 th Ave. Grant St.	East Main St. to CSAH 7 (7 th Ave.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Potential Jurisdictional Transfer (Short-Term 2014 – 2020)</u> <ul style="list-style-type: none"> 1.2 miles from Main Street to CSAH 7 (7th Ave.) → Anoka 	None
CSAH 32 85 th Ave. NE Ash St. County Road J W Lincoln St. NE	TH 65 (Central Ave.) to CSAH 21 (Centerville Rd.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	System Stewardship <u>Future Pavement Needs (1.6 miles)</u> <ul style="list-style-type: none"> TH 65 to Center Dr. NE – 0.1 miles Lexington Ave. to Blaine Cl. – 0.6 miles South County Line to Centerville Rd. – 0.9 miles Safety <u>High Frequency Intersection Crash Location (1 intersection)</u> <ul style="list-style-type: none"> TH 65 (Central Ave.) in Blaine (50 crashes) Mobility <u>Future Roadway Segments At or Over Capacity (0.83 miles)</u> <ul style="list-style-type: none"> 0.83 miles E. of CSAH 17 & 51 (University & Cord St.) 	None
CSAH 34 Birch St.	CSAH 49 (Hodgson Rd.) to CSAH 21 (Centerville Rd.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (3.6 miles)</u> <ul style="list-style-type: none"> Hodgson Rd. to Centerville Rd. – 3.6 miles <u>Structurally Deficient Culvert</u> <ul style="list-style-type: none"> Over County Ditch #25 in Lino Lakes (Br. No. 94197) 	<u>CSAH 34 from Ware Road to W. Shadow Lake Drive</u> <ul style="list-style-type: none"> 2019 = Engineering Services 2020 = ROW Acquisition 2021 = Reconstruction

Table 39 – County Roadways System Deficiencies Audit (Cont.)

County Route	From / To	2040 Transportation Needs			Identified Deficiencies	County Programmed Improvements (2018-2022)
		System Stewardship	Safety	Mobility		
CSAH 35 Old Central Ave. NE	TH 65 (Central Ave.) to CSAH 10 (County Road 10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (0.4 miles)</u> <ul style="list-style-type: none"> Mississippi St. to Rice Creek Bridge – 0.4 miles <u>Structurally Deficient Culvert</u> <ul style="list-style-type: none"> Over Rice Creek in Fridley (Br. No. 3310) 	<u>CSAH 35 from 81st to CSAH 10</u> <ul style="list-style-type: none"> 2019 = Engineering Services 2020 = ROW Acquisition 2021 = Reconstruction
CSAH 49 Hodgson Rd.	County J to CSAH 23 (Lake Dr.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Mobility <u>Future Roadway Segments At or Over Capacity (0.92 miles)</u> <ul style="list-style-type: none"> 0.92 miles SE of CSAH 23 (Lake Dr.) in Lino Lakes 	None
CSAH 51 University Ave. NE	CSAH 10 (County Road 10) to CSAH 14 (Main St.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	System Stewardship <u>Future Pavement Needs (2 miles)</u> <ul style="list-style-type: none"> 106th Ave. to 300' N. of Northdale Blvd. – 0.4 miles 92nd Lane to 106th Ave. – 1.6 miles Mobility <u>Future Roadway Segments At or Over Capacity (0.82 miles)</u> <ul style="list-style-type: none"> 0.82 miles S. of 99th Ave. in Coon Rapids 	None
CSAH 52 101 st Ave. NE 95 th Ave. NE Lovell Rd. Radisson Rd. Radisson Rd. NE		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	System Stewardship <u>Future Pavement Needs (0.4 miles)</u> <ul style="list-style-type: none"> 95th Ave. NE to Naples St. NE – 0.4 miles Mobility <u>Future Roadway Segments At or Over Capacity (1.15 miles)</u> <ul style="list-style-type: none"> 0.75 miles NE of CSAH 12 (109th Ave.) in Blaine 0.40 miles W. of I-35W in Blaine 	None
CSAH 54 20 th Ave. N/S Freeway Dr. W	County J (South County Line) to CSAH 23 (Lake Dr.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	<u>CSAH 54 Realignment So. of CSAH 23</u> <ul style="list-style-type: none"> 2018 = Reconstruction
CSAH 56 Ramsey Blvd. NW	US 10 to CSAH 5 (Nowthen Blvd.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	<u>CSAH 56 Railroad Grade Separation</u> <ul style="list-style-type: none"> 2018 = Consultant Services
CSAH 57 Sunfish Lake Blvd. NW	US 10 to CSAH 116 (Bunker Lake Blvd.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety <u>High Frequency Intersection Crash Location (1 intersection)</u> <ul style="list-style-type: none"> US Highway 10 in Ramsey (75 crashes) 	None
CSAH 58 177 th Ave. NE 181 st Ave. NW Palm St. NW	CSAH 9 (Round Lake Blvd.) to CSAH 18 (Crosstown Blvd.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CSAH 62 Kettle River Blvd. NE	CSAH 23 (Lake Dr.) to East County Line	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Potential Jurisdictional Transfer (Long-Term 2030+)</u> <ul style="list-style-type: none"> 4.9 miles from Washington County Line to CSAH 23 (4.9 miles) → Columbus 	None
CSAH 76 Fawn Lake Dr. NE	CSAH 85 (Typo Creek Dr.) to CSAH 36 (Rutgers St.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None

Table 39 – County Roadways System Deficiencies Audit (Cont.)

County Route	From / To	2040 Transportation Needs			Identified Deficiencies	County Programmed Improvements (2018-2022)
		System Stewardship	Safety	Mobility		
CSAH 78 Hanson Blvd. NW Flamingo St. NW	CSAH 1 (Coon Rapids Blvd.) to CSAH 22 (Viking Blvd.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	System Stewardship <u>Future Pavement Needs (0.9 miles)</u> <ul style="list-style-type: none"> Coon Creek Bridge to 470' S. of 150th Ln. NW – 0.9 miles <u>Structurally Deficient Culvert</u> <ul style="list-style-type: none"> Over Ped. in Coon Rapids (Br. No. 02J31) Safety <u>High Frequency Intersection Crash Locations (6 intersections)</u> <ul style="list-style-type: none"> US Highway 10 Ramp in Coon Rapids (103 crashes) CSAH 11 (Northdale Blvd/Robinson Dr.) in Coon Rapids (72 crashes) CSAH 1 (Coon Rapids Blvd.) in Coon Rapids (62 crashes) 121st Ave. in Coon Rapids (49 crashes) CSAH 14 (Main St.)/CSAH 78 in Coon Rapids (45 crashes) CSAH 11 (Northdale Blvd./Gateway Dr.) in Coon Rapids (37 crashes) Mobility <u>Future Roadway Segments At or Over Capacity (2.51 miles)</u> <ul style="list-style-type: none"> 0.48 miles S. of CSAH 116 (Bunker Lake Blvd) 1.56 miles S. and N. of CSAH 14 (Main St.) in Coon Rapids 0.47 miles NE of CSAH 11 (Northdale Blvd.) 	<u>CSAH 78 from 139th Ave to Crosstown</u> <ul style="list-style-type: none"> 2018 = Reconstruction <u>CSAH 78 Railroad Grade Separation</u> <ul style="list-style-type: none"> 2018 = Reconstruction <u>CSAH 78 (Hanson Blvd.) from Northdale Blvd. to Main St.</u> <ul style="list-style-type: none"> 2018 = ROW Acquisition <u>CSAH 78 from CSAH 11 to CSAH 14</u> <ul style="list-style-type: none"> 2019 = Reconstruction
CSAH 83 Armstrong Blvd. NW Baugh St. NW	US 10 to CSAH 22 (181 st Ave.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Potential Jurisdictional Transfer (Long-Term 2030+)</u> <ul style="list-style-type: none"> 0.4 miles from US 10 to CSAH 116 → Ramsey 	None
CSAH 85 Typo Creek Dr. NE	CSAH 22 (Viking Blvd.) to CSAH 76 (Fawn Lake Dr.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CSAH 102 57 th Ave. NE Main St. NE	CSAH 2 (44 th Ave.) to TH 47 (University Ave.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (0.2 miles)</u> <ul style="list-style-type: none"> I-694 Bridge to 57th Ave. – 0.2 miles Safety <u>High Frequency Intersection Crash Locations (1 intersection)</u> <ul style="list-style-type: none"> TH 47 (University Ave.) in Fridley (48 crashes) 	None
CSAH 116 Bunker Lake Blvd. NE/NW	CSAH 83 (Armstrong Blvd.) to CSAH 17 (Lexington Ave.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (2.9 miles)</u> <ul style="list-style-type: none"> Wintergreen St. to 45' W. of Buchanan St. – 2.8 miles 190' E. of Industry Ave. NW to 270' E. of TH 47 – 0.1 miles Safety <u>High Frequency Intersection Crash Locations (2 intersections)</u> <ul style="list-style-type: none"> TH 47 (St. Francis Blvd.) in Ramsey (51 crashes) TH 65 (Central Ave) in Ham Lake (39 crashes) 	<u>CSAH 116 from Van Buren to TH 65</u> <ul style="list-style-type: none"> 2019 = Engineering Services 2020 = ROW Acquisition 2021 = Reconstruction
CSAH 131 4 th Ave. N	CSAH 31 (Grant St.) north	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (0.5 miles)</u> <ul style="list-style-type: none"> Grant St. to 1,550' N. of Grant St. – 0.5 miles <u>Potential Jurisdictional Transfer (Short-Term 2014 – 2020)</u> <ul style="list-style-type: none"> 0.5 miles from North Extension to CSAH 31 (Grant St.) → Anoka 	None

Table 39 – County Roadways System Deficiencies Audit (Cont.)

County Route	From / To	2040 Transportation Needs			Identified Deficiencies	County Programmed Improvements (2018-2022)
		System Stewardship	Safety	Mobility		
CR 3 Coon Rapids Blvd. NW University Ave. NE	CSAH 1 (East River Road) to TH 47	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship Future Pavement Needs (0.1 miles) • 86th Lane to TH 47 – 0.1 miles	None
CR 15 Durant St. NE East Bethel Blvd. NE	CSAH 22 (Viking Blvd.) to CSAH 26 (229 th Ave.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship Future Pavement Needs (2.8 miles) • Viking Blvd. to 213th Ave. – 2.8 miles <u>Potential Jurisdictional Transfer (Short-Term 2014 – 2020)</u> • 1.6 miles from 217 th Ave. to CSAH 26 → East Bethel	None
CR 16 Andover Blvd. NE/NW	CSAH 78 (Hanson Blvd.) to TH 65 (Central Ave.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Potential Jurisdictional Transfer (Short-Term 2014 – 2020)</u> • 3.6 miles from CSAH 78 to TH 65 (3.6 miles) → Andover, Ham Lake	<u>CR 16 "S"-Curves at Jackson Street</u> • 2020 = Engineering Services • 2021 = ROW Acquisition • 2022 = Reconstruction
CR 19 Potomac St. NE	CSAH 23 (Lake Dr.) to CSAH 18 (Broadway Ave.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 27 179 th Ln. NW	TH 47 (St. Francis Blvd.) to CSAH 7 (Rum River Blvd.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Proposed Jurisdictional Transfer (Mid-Term 2021-2030)</u> • 1.4 miles from TH 47 to CSAH 7 → Ramsey	None
CR 36 Fawn Lake Dr. NE Rutgers St.	North County Line to East County Line	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 49 Hodgson Rd. North Rd.	CSAH 17 (Lexington Ave.) to CSAH 23 (Lake Dr.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship Future Pavement Needs (0.2 miles) • Lakeview Dr. to Lake Dr. – 0.2 miles	None
CR 52 Radisson Rd. NE	CSAH 116 (Bunker Lake Blvd.) to CR 61 (153 rd Ave.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 53 Sunset Ave.	CR 49 (North Rd.) to CSAH 14 (125 th Ave./Main St.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Potential Jurisdictional Transfer (Long-Term 2030+)</u> • 0.1 miles at CSAH 23 → Lino Lakes	None
CR 57 Sunfish Lake Blvd. NW	CSAH 116 (Bunker Lake Blvd.) to CSAH 5 (Nowthen Blvd.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	None	None
CR 58 181st Ave. NW Tulip St. NW Valley Dr. NW	CSAH 7 (7 th Ave.) to CSAH 9 (Round Lake Blvd.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Proposed Jurisdictional Transfer (Mid-Term 2021-2030)</u> • 3.3 miles from CSAH 7 to CSAH 58 Extension → Andover	None
CR 59 Verdin St. NW	CSAH 20 (161 st Ave.) to CSAH 58 (181 st Ave.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 60 Constance Blvd. NE/NW	CSAH 18 (Crosstown Blvd.) to CSAH 17 (Lexington Ave.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship Future Pavement Needs (3.0 miles) • 1550' E. of Andover Cl. to TH 65 – 1.2 miles • East Lake Netta Dr. to Lexington Ave. – 1.8 miles	None
CR 61 153 rd Ave. NE Xylite St. NE	TH 65 to CR 60 (Constance Blvd.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Potential Jurisdictional Transfer (Long-Term 2030+)</u> • 2.1 miles from TH 65 to East Ham Lake Dr. → Ham Lake	None

Table 39 – County Roadways System Deficiencies Audit (Cont.)

County Route	From / To	2040 Transportation Needs			Identified Deficiencies	County Programmed Improvements (2018-2022)
		System Stewardship	Safety	Mobility		
CR 63 Green Valley Rd. NW	CSAH 5 (Nowthen Blvd.) to TH 47 (St. Francis Blvd.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Potential Jurisdictional Transfer (Long-Term 2030+)</u> • 1.1 miles from CSAH 5 to TH 47 → Ramsey	None
CR 64 181 st Ave. NW	CSAH 22 (Baugh St.) to CSAH 5 (Nowthen Blvd.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 65 201 st Ave. NW Viking Blvd. NW	West County Line to CSAH 5 (Nowthen Blvd.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (1.1 miles)</u> • Tiger St. to Nowthen Blvd. – 1.1 miles <u>Potential Jurisdictional Transfer (Long-Term 2030+)</u> • 1.8 miles from CSAH 22 to CSAH 5 → Nowthen	None
CR 66 Cleary Rd. NW	TH 47 (St. Francis Blvd.) to CSAH 24 (Norris Lake Rd.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 68 Greenbrook Dr. NE Xylite St. NE	CSAH 18 (Crosstown Blvd.) to CSAH 22 (Viking Blvd.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (1.0 miles)</u> • Crosstown Blvd. to Ham Lake Cl. – 1.0 miles	None
CR 70 223 rd Ave. NW Nacre St. NW Sugarbush Rd. NW Hill N. Dale Dr. NW Jarvis St. NW	CSAH 24 (Norris Lake Rd.) to CSAH 28 (Ambassador Blvd.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (0.5 miles)</u> • Hill and Dale Rd. to Ambassador Blvd. – 0.5 miles <u>Potential Jurisdictional Transfer (Long-Term 2030+)</u> • 4.3 miles from Sherburne County Line to CSAH 28 → Nowthen	None
CR 71 Bridgestone Rd. NW Seelye Brook Dr. NW	CSAH 24 (Norris Lake Rd.) to CSAH 28 (Ambassador Blvd.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 72 243 rd Ave. NW Verdin St. NW	CSAH 24 (Bridge St.) to North County Line	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (2.6 miles)</u> • Bridge St. to North County Line – 2.6 miles	None
CR 73 University Ave. Ext.	CSAH 24 (237 th Ave.) to North County Line	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 74 215 th Ln. NE 221 st Ave. NE/NW	CSAH 13 (Cedar Dr.) to CSAH 22 (Viking Blvd.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Potential Jurisdictional Transfer (Short-Term 2014 – 2020)</u> • 1.5 miles from Luan Dr. to 217 th Ave. → East Bethel	None
CR 75 Sunrise Rd. NE	CSAH 22 (Viking Blvd.) to CR 77 (Ryan Lake Dr.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 76 Fawn Lake Dr. NE	CSAH 24 (Fawn Lake Dr.) to CSAH 85 (Typo Creek Dr.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 77 Ryan Lake Dr. Lyons St. NE	CR 75 (Sunrise Rd.) to CSAH 36 (Fawn Lake Dr.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 79 North St. Northdale Blvd. NW Riverdale Dr. NW	CSAH 7 (7 th Ave.) to CSAH 9 (Round Lake Blvd.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs</u> • CSAH 7 to Round Lake Blvd. – 1.0 miles <u>Potential Jurisdictional Transfer (Short-Term 2014 – 2020)</u> • 1.3 miles from CSAH 7 to CSAH 9 → Anoka, Coon Rapids	None

Table 39 – County Roadways System Deficiencies Audit (Cont.)

County Route	From / To	2040 Transportation Needs			Identified Deficiencies	County Programmed Improvements (2018-2022)
		System Stewardship	Safety	Mobility		
CR 82 205 th Ave. NW Tiger St. NW	West County Line to CR 65 (201 st Ave.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Potential Jurisdictional Transfer (Long-Term 2030+)</u> <ul style="list-style-type: none"> 1.4 miles from Sherburne County Line to CR 65 → Nowthen 	None
CR 84 Otter Lake Rd.	County J to CSAH 14 (Main St.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 86 Sims Rd. NE/NW	CSAH 13 (Cedar Dr.) to TH 65 (Central Ave.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Potential Jurisdictional Transfer (Long-Term 2030+)</u> <ul style="list-style-type: none"> 2.4 miles from CSAH 13 to TH 65 → East Bethel, Oak Grove 	
CR 89 Sugar Bush Rd. NW	CSAH 24 (Norris Lake rd.) to CR 70 (Sugar Bush Rd.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (1.0 miles)</u> <ul style="list-style-type: none"> Norris Lake Rd. to 223rd Ave. – 1.0 miles <u>Potential Jurisdictional Transfer Candidate (Long-Term 2030+)</u> <ul style="list-style-type: none"> 1.0 miles from CSAH 24 to CR 70 → Nowthen 	None
CR 103 229 th Ave. NW	CSAH 24 (Nightingale St.) to CSAH 13 (Cedar Dr.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 104 49 th Ave. NE	CSAH 102 (Main St.) to TH 47 (University Ave.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 106 Mississippi St. NE	CSAH 35 (Old Central Ave.) to East County Line	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (0.5 miles)</u> <ul style="list-style-type: none"> Old Central Ave. to East County Line – 0.5 miles 	None
CR 108 Osborne Rd. NE	TH 65 (Central Ave.) to East County Line	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 132 85 th Ave. NE/NW 86 th Ave. NE	CSAH 1 (East River Rd.) to TH 47 (University Ave.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Future Pavement Needs (0.7 miles)</u> <ul style="list-style-type: none"> Fridley Cl. to 250' W. of Cottonwood St. – 0.4 miles East River Rd. to Coon Rapids Cl. – 0.3 miles Safety <u>High Frequency Intersection Crash Location (1 intersection)</u> <ul style="list-style-type: none"> TH 47 (University Ave.) in Blaine (36 crashes) 	None
CR 140 80 th St. E	CSAH 54 to East County Line	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	None
CR 158 165 th Ave. NW	CSAH 7 (7 th Ave.) to CR 58 (Valley Dr.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Proposed Jurisdictional Transfer (Mid-Term 2021-2030)</u> <ul style="list-style-type: none"> 1.5 miles from CSAH 7 to CR 58 (Valley Dr.) → Andover 	None
CR 163 Burns Pkwy. NW	CSAH 22 (Baugh St.) to CSAH 5 (Nowthen Blvd.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	System Stewardship <u>Proposed Jurisdictional Transfer (Mid-Term 2021-2030)</u> <ul style="list-style-type: none"> 2.5 miles from CSAH 22 to CSAH 5 → Nowthen 	None

ANOKA COUNTY

2040 TRANSPORTATION PLAN UPDATE



Anoka County
MINNESOTA

