ANOKA COUNTY

COMPREHENSIVE PLAN

parks • intergovernmental cooperation • highway



BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: February 11, 2020 **RESOLUTION #2020-20**

OFFERED BY COMMISSIONER: Braastad

RESOLUTION ADOPTING
ANOKA COUNTY'S COMPREHENSIVE PLAN

WHEREAS, Minnesota Statutes Section 473.864 requires each local governmental unit to review and amend its local Comprehensive Plan at least once every ten years to ensure its Comprehensive Plan conforms to metropolitan system plans and to ensure its fiscal devices and official controls do not conflict with the comprehensive plan or permit activities in conflict with metropolitan system plans; and,

WHEREAS, Minnesota Statutes Sections 473.858 and 473.864 require local governmental units to complete their "decennial" reviews by December 31, 2018; and,

WHEREAS, county staff prepared the Transportation Plan, Parks System Plan, and Intergovernmental Plan, intended to meet the requirements of the Metropolitan Land Planning Act and Metropolitan Council guidelines and procedures, and the county thereafter completed all notices and public hearings related to submission of those plans to the Metropolitan Council for approval; and,

WHEREAS, pursuant to Minnesota Statutes Section 473.858, the proposed Comprehensive Plan was timely submitted to adjacent governmental units and affected special districts and school districts for review and comment; the statutory six-month review and comment period has elapsed; and,

WHEREAS, at a regular board meeting on December 18, 2018, the Anoka County Board reviewed the proposed Comprehensive Plan, staff recommendations, public comments, and authorized submission of its proposed Comprehensive Plan to the Metropolitan Council, for review and approval; and,

WHEREAS, the relevant committees of jurisdiction for Anoka County have considered the proposed Plan updates and all public comments, and thereafter submitted their recommendations for the final Comprehensive Plan; and,

WHEREAS, on or about December 13, 2019, the DNR and the Metropolitan Council specifically approved Anoka County's Mississippi River Corridor Critical Area (MRCCA) Plan, and authorized inclusion of the MRCCA Plan as a chapter within the County's Comprehensive Plan; and,

WHEREAS, based on the county's comprehensive review, implementation of staff recommendations and comments from the Metropolitan Council, the county board is now ready to approve its Comprehensive Plan:

NOW, THEREFORE, BE IT RESOLVED that the Anoka County Board of Commissioners hereby adopts the Anoka County Comprehensive Plan dated December 23, 2019, as revised, including the addition of the MRCCA Plan, and is satisfied that its Comprehensive Plan meets the needs of the county and requirements of all applicable laws. The county administrator is directed to send a copy of the final Comprehensive Plan to the Metropolitan Council.

STATE OF MINNESOTA)
COUNTY OF ANOKA) *SS*

I, Dee Guthman, Deputy County Administrator, Anoka County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Anoka County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on February 11, 2020, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 11th day of February 2020.

DEE GUTHMAN
DEPUTY COUNTY ADMINISTRATOR

	YES	NO
DISTRICT #1 – LOOK	X	
DISTRICT #2 – BRAASTAD	X	
DISTRICT #3 – WEST	X	
DISTRICT #4 – MEISNER	X	
DISTRICT #5 – GAMACHE	X	
DISTRICT #6 –		
DISTRICT #7 – SCHULTE	X	

CONTENTS

parks 05

intergovernmental cooperation 76

highway 86



ANOKA COUNTY PARKS

PARK SYSTEM PLAN 2018



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ANOKA COUNTY PARKS

The intent of the Anoka County Park System Plan is to establish and guide the strategic direction of the park system over the next decade in conformance with the Metropolitan Council's adopted Policy Plans and Minnesota Statue 473.864. This Plan is the result of an 18-month long planning process, involving County staff, citizens, outside agency representatives and elected officials.

The Metropolitan Council requires local governments to submit comprehensive plans every ten years. Previous county comprehensive park plans include the 20/20 Vision in 1998 and the 2006 Comprehensive Park System Plan, both which have guided the County in the development of a remarkable park system that now totals 11,500 acres and serves nearly 5 million visitors annually. The new Park System Plan serves as a vision and planning document to guide future park development, operations and natural resource stewardship for the next 10 years, as the County responds to new opportunities and challenges related to parks and recreation. The Park System Plan will further the organization's goal of being a model park system that instills a sense of pride and enthusiasm among citizens, while furthering the standards of innovation and park excellence in Anoka County, the Metropolitan Region and throughout the State of Minnesota.

Anoka County's Park System Plan is consistent with the Metropolitan Council's Regional Parks Policy Plan which includes expanding, conserving and maintaining a regional parks system, promoting multimodal access, and strengthening equitable use.

PARK SYSTEM PLAN CONTENTS

MISSION, VISION AND GUIDING PRINCIPLES
Reaffirms and expands the mission of the Anoka County Park System, general system vision and the principles that guide decision-making.

PARK SYSTEM HISTORY
Discusses the park system origin and how it expanded into the park system today.

ANOKA COUNTY PARK SYSTEM AT A GLANCE
Describes overall system framework, parks and trails, recreation facilities, visitor services, department organization, funding and resources.

TAKING AN ASSESSMENT
Assesses the current status of lands, natural resources, programming, facilities and infrastructure, visitor services.

COMMUNITY ENGAGEMENT
Outlines the various ways the County engages the public and other agencies during the planning process.

INFLUENCES SHAPING OUR FUTURE
Examines various trends affecting recreation and the future of the park system.

MISSISSIPPI RIVER CORRIDOR CRITICAL AREA
Outlines areas along the Mississippi River for conservation according to the State of Minnesota.

VISIONING TOMORROW'S PARK SYSTEM
Discusses plans for land protection, reaching a broader audience, building and restoring the system, enhancing visitor experience and sustainability of the park system.

PROTECTING AND RESTORING NATURAL RESOURCES
Discusses accomplishments and planning and management strategies for development, redevelopment, water quality and vegetation management.

TRAILS AS CONNECTIONS
Examines existing regional trails and other trail types and connections between the communities and destinations.

ENHANCING THE PARK SYSTEM
Identifies enhancements to the park system to meet the expressed desires of the public, shifting recreational trends and demographic changes.

UNIQUE RECREATION FEATURES
Discusses improvements to Bunker Beach Water Park, Chomonix Golf Course, Wargo Nature Center, Banfill-Locke Center for the Arts, Bunker Stable and Archery Center.

BUILDING THE CUSTOMER EXPERIENCE
Offers direction on enhancing accessibility and equity, education and interpretation, programming services, visitor services, and marketing and social media.

SUSTAINING THE PARK SYSTEM
Lays out a strategic approach to system-wide management standards, maintenance support facilities, equipment, and resource inputs.

PARK SYSTEM INVESTMENT AND FUNDING
Concludes with a discussion of existing and potential funding sources, opportunities for partnerships and sponsorships and a capital investment plan.

APPENDIX



MISSION, VISION AND GUIDING PRINCIPLES

MISSION

Park staff reviewed the mission statement from the 20/20 Vision Plan and the 2006 Park System Plan in the process of creating this new park system plan. The mission statement remains largely unchanged:

The mission of the Anoka County Parks and Recreation Department is to positively impact the quality of life in Anoka County by providing parks, outdoor recreation and leisure services for the public. Our mission encompasses protection of the natural environment, improving the health of citizens and supporting a strong local economy.

In furtherance of this mission, the park system plan is guided by the County Board's principles of serving our citizens in a respectful, innovative and fiscally responsible manner.

VISION

The Vision reflects the desired future condition of the park system through the perception and experience of the park visitor. Expanding on the previous visions that were established, the new vision is as follows:

Provide stewardship of the land and water resources to continue to preserve, restore, and protect the natural resource-based park system. Park amenities will continue to be designed and managed with awareness of the natural resources, to provide sustainable recreation today and into the future.

Maintain the natural character of the park system to connect citizens to the outdoors by creating new and expanded opportunities for outdoor recreation and fulfillment. Recreational and interpretive programs will continue to focus on learning experiences which enhance an appreciation for unique natural, cultural and historical characteristics within the park system.

Expand recreation activities, facilities, and programs that allow for a more equitable use of the park system among all residents, across race, ethnicity, income and ability.

Continue development of a regional trail system that is interconnected to transit systems, businesses, schools, local trail networks and neighborhoods, that will allow ease of access to the county's regional parks.

Uphold the park system's unique architectural standards that are reflective of their surroundings. The Parks will continue to be designed to enhance and highlight those particular attributes, which provide attractive and well-maintained spaces.

Continue to engage the public as a key element of park development and programming processes to ensure parks and facilities are consistently developed, enhanced and redeveloped to reflect evolving needs in the county.

Continue to seek funding sources that eliminate barriers to increase use within the park system in which community members take ownership through volunteerism and donations. Continue cost-effective, innovative management processes throughout the system.

Over the next 10 years, the County will continue to monitor and refine the mission and vision statements to remain contemporaneous with social and organizational changes.

GUIDING PRINCIPLES

Visitor Focus
Actively pursue visitor needs through citizen engagement to provide effective services and facilities to the community with efficiency, accountability and a caring attitude.

Open Communication
Promote honest, open communication and easy access to information.

Fiscal Responsibility
Provide quality services, of the best value, to effectively meet the needs of park visitors.

Creativity
Strive to improve the quality and efficiency of park services through creative approaches with new, innovative and cost-effective technologies.

Cooperation
Promote a spirit of fairness, trust, respect and teamwork with elected officials, County employees, residential and business communities, neighboring jurisdictions, other organizations and agencies.

Commitment to Excellence
Strive to achieve excellence in everything we do.

Continuous Improvement
Advocate good citizenship and actively pursue suggestions, ideas and creative approaches, leading to continuous improvements in everything that we do.

Equity
Every visitor should be able to enjoy the same quality of public facilities and services regardless of income, age, race, ethnicity ability or geographic location.

Sustainability
Every action and improvement of the park system, including facilities, programs, operations and management, should contribute to the economic, social and environmental prosperity of the system.













PARKS SYSTEM HISTORY

The Anoka County Board, under the leadership and vision of Commissioner Albert A. Kordiak, began a land acquisition program to form the Anoka County Parks System in 1963. As a preface to that initiative, the County obtained statutory authority from the State Legislature for county governments to acquire, develop and operate county park systems.

In 1967, the State Legislature created the Metropolitan Council to assist local governments in the Twin Cities area with planning and funding for regional infrastructure needs. In 1974, the Metropolitan Council was given authority to establish policy objectives and coordinate planning efforts for the regional park system. In addition, the Council assisted in funding regional parks and trails. The growth and development of the Anoka County Parks System has been significantly enhanced by the planning and financial assistance from the State, Metropolitan Council, and the Anoka County Board of Commissioners.

ACQUISITION:

Most of the original acquisition for the park system was centered on lakes, rivers and streams, and the protection of natural resources. Since the first major comprehensive plan, more than 3,000 acres of land have been added to the Anoka County Parks System. Acquisition has included: 250 acres from the Three Rivers Park District to expand Coon Rapids Dam Regional Park, 30 acres purchased with County funds on the east side of Bunker Hills Regional Park, acquisition of Foster and Cloquet Islands from the Department of Natural Resources at Mississippi West Regional Park, 525 acres acquired on the Rum River to establish the Cedar Creek Conservation Area, 257 acres at the Columbus Lake Conservation Area, and more than 1,500 acres purchased from the St. Paul Water Utility Commission and private owners to expand the Rice Creek Chain of Lakes Park Reserve.

An initiative from previous Anoka County Parks and Recreation Comprehensive Plans, which will be carried forward, is the potential acquisition and creation of a new regional park in the northwest corner of Anoka County preliminarily identified as “Sugar Hills” Regional Park and previously identified by the Metropolitan Council as a regional park search area.

DEVELOPMENT:

Since the 2006 Comprehensive System Plan, the Parks and Recreation Department has placed an emphasis on restoring and enhancing park properties and infrastructure. Approximately ninety percent of the projects were funded through regional, state and federal grants. Redevelopment and enhancements were made to virtually every park and trail unit, including: Bunker Hills, Coon Rapids Dam, Lake George, Martin Island Linwood Lakes, Mississippi West, and Riverfront Regional Parks, the Rice Creek Chain of Lakes Park Reserve, and to the County Parks, such as Coon Lake, Rum River North, Rum River South and Albert A. Kordiak. Chomonix Golf Course was also enhanced with paved cart paths, greens redevelopment, and completely rebuilt sand traps.

The Department has also enhanced the park system with new facilities. Examples from the past ten years include a new disc golf course at Riverfront Park, dog parks at Bunker Hills and Locke Parks, the public access of Mississippi West Regional Park, establishment of a new day camp and nature play area at the Wargo Nature Center, expansion of Bunker Beach Water Park to include a lazy river, and a new visitor center at Rice Creek Chain of Lakes Park Reserve. In addition, the department acquired and opened Cedar Creek and Columbus Lake Conservation Areas for hunting and nature enjoyment. There were also several hallmark trail developments resulting from partnerships with municipal, regional and federal agencies.

UNIQUE RECREATION FEATURES:

Throughout the evolution of the park system, a broad variety of recreation features have been incorporated throughout Anoka County. In the 1980’s and 1990’s unique recreation features were added which included Bunker Beach Water Park, Bunker Park Stable and the Archery Complex at Bunker Hills Regional Park, Banfill-Locke Center for the Arts at Manomin Park, which is part of the Rice Creek West Regional Trail, and Chomonix Golf Course and Wargo Nature Center at Rice Creek Chain of Lakes Park Reserve.

As most parks were developed near or adjacent to water, Bunker Beach Water Park, originally known as the wave pool, was incorporated into Bunker Hills Regional Park to help provide water related recreation. The archery complex at Bunker Hills Regional Park, one of only two in the county, provides an opportunity for people of all ages to learn about and practice archery. The complex is heavily used by the public and local schools on a regular basis and more than 5,500 people participate in the activities offered through Rapids Archery Club annually. Bunker Park Stable provides a rare opportunity for trail rides and lessons in the region and adds a unique dimension to Bunker Hills Regional Park.

At Manomin Park, the Banfill-Locke Center for the Arts developed out of a partnership with the North Suburban Arts Center. The Banfill Tavern, previously a historic interpretive center, became the permanent facility for the Banfill-Locke Center for the Arts.

Chomonix Golf Course, originally a privately owned 9-hole course, was acquired by the County and expanded to the 18-hole course it is today. The Wargo Nature Center opened in 1993 and was funded in part by a generous land and monetary gift from Judge Joseph E. Wargo and Edith Wargo. The nature center provides valuable nature based educational and recreational programs for the community.

The Anoka County Park System also includes hunting in two conservation areas that are open to the public. The hunting areas are located at the Cedar Creek and Columbus Lake Conservation areas.

SERVICE EVOLUTION:

High quality customer service is one of the top priorities of the Anoka County Parks Department. Technological advances with the point of sale system, on-line reservation system, web site, and social media platforms have enhanced the customer experience and increased efficiency. The technology upgrades have created department-wide cost savings and has elevated the annual volume of business generated by the department.

MUNICIPAL ROLE:

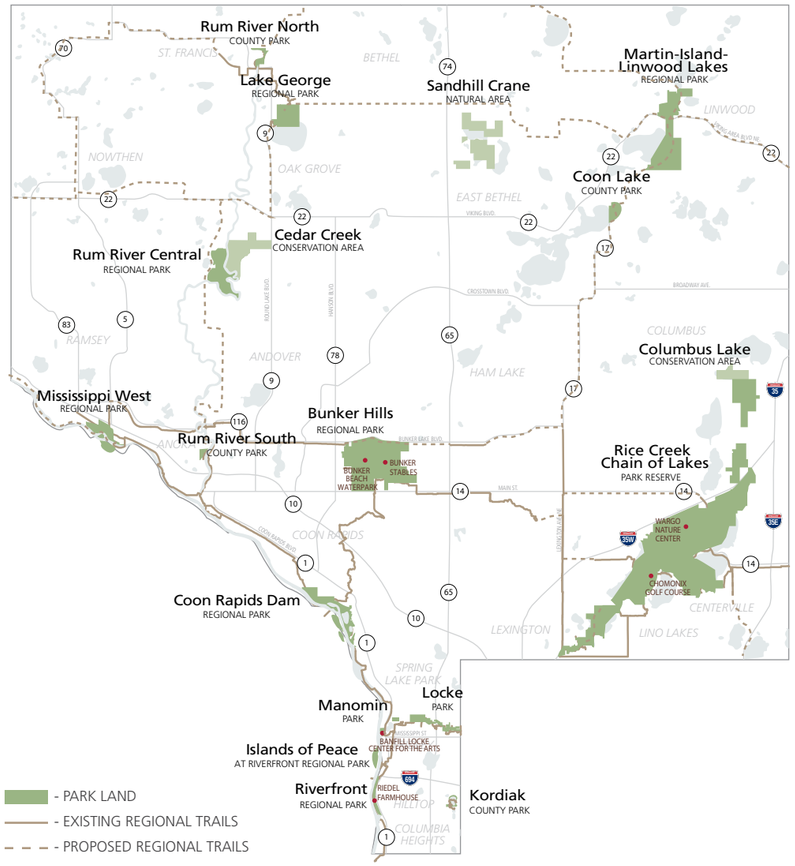
20 cities and one township make up the municipalities located within Anoka County. The County works with the local communities to preserve natural resources areas, develop local trail connections and partner on special events and recreation programming. The local municipalities play a pivotal role in working together to provide a comprehensive suite of recreational opportunities that enhance the quality of life for the residents of Anoka County and the metropolitan region through additional parks, trails, conservation offerings and programs.

SUMMARY:

The evolution of the System over the past decade has yielded success in the areas of parkland acquisition, asset preservation, new development, natural resource restoration, program enhancements and marketing innovations. Many priorities identified in the 2006 Comprehensive System Plan were completed. The 11,500-acre park system now consists of seven regional parks, one park reserve, four county parks, ten regional trails, two conservation areas, one natural area, and six unique recreation features. Moving forward, the County will continue to leverage all available funding sources through collaborative partnerships with federal, state, regional, and local agencies to implement the new Park System Plan.



ANOKA COUNTY PARK SYSTEM AT A GLANCE



10 REGIONAL TRAILS

7 REGIONAL PARKS

4 COUNTY PARKS

2 CONSERVATION AREAS

1 PARK RESERVE

1 NATURAL AREA

11,500 ACRES OF OPEN SPACE

14 MEETING SPACES

33 PICNIC PAVILIONS

150 CAMPSITES

100 MILES OF PAVED TRAIL

10 BOAT LAUNCHES

7 ACRES FOR OFF LEASH DOGS

4.2 MILLION VISITS ANNUALLY

6 UNIQUE RECREATION FACILITIES

11 FISHING PIERS

48 KM OF SKI TRAILS

14 PLAYGROUNDS

570 ACRES OF NATIVE PRAIRIE

1,400 FT OF SWIMMING BEACH

PROVIDING PARKS, OUTDOOR RECREATION AND LEISURE SERVICES FOR THE PUBLIC

Anoka County has consistently incorporated new philosophies and best management principals in establishing the park system as it is today. The vision of the park system has focused on sustaining natural resources, while providing opportunities for all to experience recreational opportunities. The Anoka County park system continues to evolve and is a mixture of 10 regional trails, 7 regional parks, 4 county parks, 2 conservation areas, one natural area, and 1 park reserve that house hundreds of recreational amenities and special recreation facilities. With more than 4 million visits annually, these facilities are heavily used and public demand for increased access, facilities, programs and education continues to grow.

"The Anoka County Parks system is large and very diverse, offering our users many opportunities to enhance their recreational enjoyment. Careful review and planning is critical to properly address the long-range needs of our system."

Jim Kordiak, Anoka County Commissioner, Parks & Recreation Committee Chair

SERVING OUR GUESTS

To best serve the large number of visitors to the park system on an annual basis, the parks department has been structured to be efficient and customer service focused.

The parks department is made up of 9 work units; maintenance, natural resources, planning, recreation services, park services, Chomonix Golf Course, Bunker Beach Water Park, marketing/community engagement and administration. These work units focus on specific areas of park operations. Through utilizing the human and operational resources, the department collaborates to provide a wide array of services such as prairie management, educational opportunities, facility maintenance and visitor services.

In addition to the in-park experience, visitor services focus heavily on educating the public on the park system and making connections within the community. Partnerships and collaboration with agencies that have a similar objective supports the parks department focus of connecting people to the outdoors and introducing recreational opportunities to new populations.



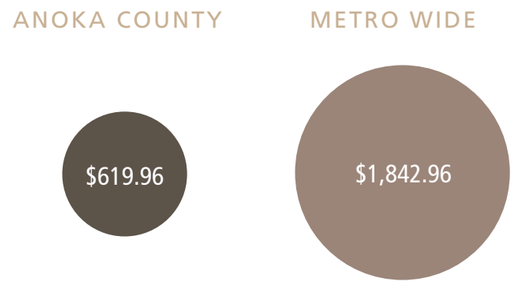


FUNDING AND RESOURCES

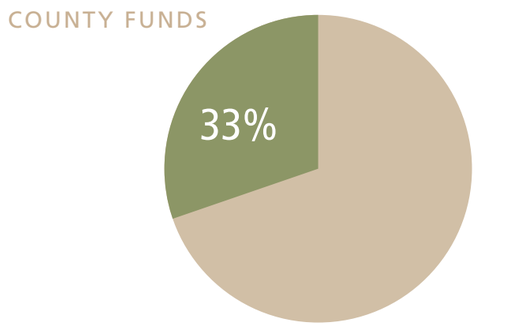
As the oldest county park system in the state with a desire to continue to attract and retain park users, investment in programs, infrastructure and equipment are needed on a continual basis. The park system operates extremely efficiently by leveraging a combination of county, state, and federal funds.

Fiscal responsibility is a core value for Anoka County. For every dollar that is invested in the County park system, a third comes from Anoka County and two thirds come from grants or state and federal allocations. The annual operational costs per acre of park land is only $620 in Anoka County compared to the metro region average of $1,843.

It is important to take an assessment of the resources that are currently within the park system to be able to plan for the future. Facility assessments and master plans are currently available or being developed for all parks, maintenance facilities and special recreation facilities to ensure that the Anoka County Park System remains the high quality, community amenity for the public to enjoy.



OPERATIONAL COSTS PER ACRE
66% LOWER





TAKING AN ASSESSMENT

LANDS

Since the birth of the Park System in 1963, the land base has grown to a robust 11,500 acres of conservation properties that are geographically distributed across the landscape of Anoka County. The varying park properties are classified as Regional Parks, Park Reserves, Regional Trails, County Parks, Conservation Areas and Natural Areas. In addition to the County's park system, there are state and municipal lands that add to the outdoor recreational land base in the County. Refer to the map in appendix for further information. The current distribution and composition of the park properties function well, however, there are few remaining gaps identified for acquisition and property transfers that are worthy of further consideration to strengthen the overall parks system.

The areas identified for future acquisition include the Northwest Anoka County Search Area or "Sugar Hills", Rice Creek Headwaters in-holdings at Rice Creek Chain of Lakes Park Reserve, and small in-holdings at Rum River Central Regional Park. Sugar Hills was identified as a search area for a new Regional Park in the original Metropolitan Regional Park System Plan in 1974 and continues to be identified as a high priority due to the geographical void of parks in the northwest corner of the county and the unique natural resources on more than 3,500 acres of the property. In addition, in-holdings located at Rice Creek Chain of Lakes Park Reserve and Rum River Central Regional Park continue to be a priority for acquisition. Another initiative that the county has been working on in the past has been transferring smaller county park properties that primarily serve local residents to municipalities. To date, the parks transferred are Golden Lake, Ham Lake, East Twin Lake County Parks, and Wickstrom County Forest. The last remaining property transfer priorities include Bass Pickerel County Forest in Nowthen, Goose Lake County Wetlands in East Bethel and Kordiak County Park in Columbia Heights. These last remaining transfers, if implemented, will incur savings to the Department's operating budget and avoidance of future capital expense.

REGIONAL PARKS AND PARK RESERVES (REFER TO APPENDIX FOR MORE INFORMATION)

1. Bunker Hills Regional Park
2. Coon Rapids Dam Regional Park
3. Lake George Regional Park
4. Martin-Island-Linwood Regional Park
5. Mississippi West Regional Park
6. Rice Creek Chain of Lakes Park Reserve
7. Riverfront Regional Park
8. Rum River Central Regional Park
9. "Sugar Hills" Northwest Regional Park Search Area

NATURAL RESOURCES

Anoka County harbors the highest concentration of ecologically unique native plant and animal habitat in the seven-county metropolitan area. There are abundant occurrences of rare native plants and animals that have evolved and persist today. The Mississippi River and Rum River are two major river systems that flow through the County and are complemented with numerous fresh water lakes, streams and wetlands. The expansive 11,500-acre park system provides a diverse web of wildlife species and natural areas with intact forest systems, deciduous woodlands, oak savannas, prairies, and wetlands.

In accordance with the previous two system plans, Anoka County has been focused on establishing and growing the Natural Resources Management Unit. This has resulted in inventorying and mapping, rare species preservation, ecological restoration, corridor protection, forest health management, invasive species control, land protection opportunities, water quality enhancement, riverbank stabilization, wildlife management and inter-agency cooperation. Building further upon these efforts, an emphasis will be placed in the following areas over the next decade:

Water Quality

Anoka County will continue to maintain and improve water quality in lakes, rivers, streams and wetlands by implementing best management practices in storm water design, riparian bank stabilization, winter salt use, vegetation management, buffer management and non-point pollutants. This will include working closely with federal, state and local agencies to partner on projects that provide water quality benefits.

Invasive Species

Both terrestrial and aquatic invasive species threaten the biological diversity, function, and sustainability of plant and animal communities and aquatic ecosystems. Accordingly, Anoka County will continue to inventory, map, treat and monitor invasive species infestations in an effort to eliminate, reduce, minimize and slow the spread of invasive species.

Forest Management

The forested landscapes in the park system strongly influences the physical and biological environment by moderating micro climate; conserving energy and water, improving air quality, controlling storm water and flooding, buffering noise, providing wildlife habitat, providing fuel wood and timber, and enhancing the overall experience for all park visitors. The primary emphasis regarding forest management will include applying scientifically valid principles and practices relating to pruning, removals, plant selection, soils analysis and amendments, wildlife habitat, inventory, timber cruising, silvicultural prescriptions and forest health management.

Ecological Restoration

For the purposes of this plan, ecological restoration will be a science-based process to ensure ecological integrity in the management of the natural resources within the park system. A focus of ecological integrity will be placed on sustaining biological diversity, ecological processes, historical context and sustainable cultural practices. Some of the key ecological concepts that will be considered when planning and implementing restoration projects are succession, disturbance and historical range of variability. A priority emphasis will be placed on restoring and conserving the native prairie and oak savanna communities across the Anoka Sandplain.

Fisheries and Wildlife

Working with the Minnesota Department of Natural Resources, concerted efforts will focus on operating and maintaining winter lake aeration systems on Centerville Lake, Coon Lake, Martin Lake and Peltier Lake which are all subject to winter kills of game fish. Accelerated priority must be placed on riverbank stabilization efforts at severely eroding sites along the Mississippi River and Rum River which are contributing excessive soil and nutrient loading that degrade water quality and fisheries habitat. Monitoring and prescribed control measures will be implemented to sustain healthy local white-tailed deer and Canada Goose populations.

"We, collectively, have the privilege and duty to be entrusted stewards of the rich natural resources and park facilities that are merely under our ephemeral safe keeping for future generations."

Jeff Perry, Parks Director



PROGRAMMING

The Program Services Unit reaches more than 40,000 annual participants through a variety of environmental education, cultural and recreational public programs as wells as special events. Programing occurs throughout the entire county but is based at the Wargo Nature Center, located in Rice Creek Chain of Lakes Park Reserve. Through evaluations, comments and program requests, program participants and staff have identified that the programming unit would benefit from the following:

Elimination of Program Barriers

- As the population of Anoka County changes, there is a need and desire to expand programming to reach underserved populations.
- Wargo Nature Center is in the far eastern portion of Anoka County. A staffed programming facility on the western side of the county would help reach more people.
- Increased equipment and/or program storage areas at more parks will make it easier to establish sustainable programming throughout the County.

Increased Funding

- Reduced budgets have resulted in fewer programs delivered, programming supplies, recreational equipment and program mileage.
- Funding shortfalls impact the care of a variety of animals necessary for educational programming.

Investment in Programming Staff

- Programming is limited at current staffing levels. An increase in programming staff will increase the number and locations of programs the County can offer. For example, the Recreation Coordinator teaches most of the recreation programs along with logistical coordination. This situation limits the amount of recreational program offerings, due to the availability of staff.
- Current part-time positions result in consistent staff turnover. This limits continuity of and long-term programming objectives and partnerships. Investment in additional full-time programming staff will help alleviate this issue.

Partnerships

- Continue to explore and increase the number of partnerships with local schools, libraries, arts centers and other park and recreation agencies.
- A "Friends of Wargo" group would be helpful to support and fundraise for the nature center.
- A stronger volunteer program would provide much needed help and community support.

Connectivity and Improvements

- Wargo should be a destination where people from around the region visit and enjoy. However, improvements to the interactive interpretive displays, trail signage, nature play area and the canoe/kayak area are needed.
- A trail connection to the west of George Watch Lake is needed to allow community members easy access to Wargo Nature Center.
- A boardwalk and observation learning platform is needed to enable access to the lake and marsh for both school programming and visitors.





FACILITIES AND INFRASTRUCTURE

The Anoka County Parks and Recreation System offers a wide variety of facilities and supporting infrastructure to meet the evolving recreational demands of the public. At various intervals over the past 20+ years, many of the original facilities and infrastructure have been replaced with new and more modern facilities. However, there are still older facilities and infrastructure that need replacement, undeveloped parks that need to undergo new improvements and the life cycles of many redeveloped facilities will need to be maintained or replaced over the next decade.

Most all park facility and infrastructure assets are inventoried and inspected on an annual basis. This information informs the various scheduled maintenance and replacement plans. The primary maintenance and replacement plans include buildings and pavilions, bituminous surfaces (roads, trails, and parking lots), well and septic systems, bridges, culverts, and playgrounds. These maintenance and replacement plans help to inform the 5-year capital improvement program, the 10-year project forecast, and on-going operations, maintenance planning and budgeting. Over the next decade, the greatest facility and infrastructure needs include the following:

- Funding to support the County Parks (non-regional) such as Rum River North and South, Coon Lake, and Kordiak. The top priority needs include bituminous repairs and replacement, well and septic systems, playground replacements, pavilion repairs, boat launch repairs, bank stabilizations and natural resources management.
- Increased funding for maintaining and replacing park facilities, infrastructure and equipment throughout the Regional Park System.
- Well and septic system repairs and replacements will be needed system-wide due to the original infrastructure installation dating back to the 1960's and 70's. Many of these systems are failing and will need to be replaced over the next 10-years. Where city services are available, the County should look at connecting into those facilities.
- Extensive culvert and bituminous repairs and replacements will be needed system-wide in response to the aging infrastructure.
- Maintenance facility development and enhancements are based on the Maintenance Facility Assessment that was conducted in 2016. The assessment examined the long-term system-wide needs for maintenance support buildings and infrastructure within the system to optimally support maintenance operations.
- Technology related infrastructure will need to be upgraded and implemented to accommodate the fast-changing technological trends in the parks system. This work would include making additional connections to the existing fiber optic lines connecting county facilities and adding technology services throughout the park system.

VISITOR SERVICES

Visitor services focus on the direct customer interactions that guests experience with the park system and parks staff. With approximately five million visits to the park system annually, these services are essential in providing guests with safe, convenient and educational opportunities. Current visitor services have been evaluated in the areas of reservations, public education, in-park assistance and ordinance enforcement. As the visits to the park system continue to increase, current staffing levels will need to be evaluated. Through customer surveys completed in 2017, two main areas of focus emerged. Those include, gaining a better understanding of expectation of park guests when they visit the park system and creating a system to provide efficient, highly responsive service delivery. Use of technology, public outreach, equity engagement and best practices assessments will continue to guide how visitor services will be provided in the next 10 years.



16 "Pop-Up" Engagement Events

More Than 5,000 People Reached

More Than 1,000 Responses

COMMUNITY ENGAGEMENT

Community engagement is a critical component in planning the future of the Anoka County Parks System and any master planning process. An approach to public participation was developed to create an inclusive and accessible means for input that helps guide the park system planning efforts.

The key goals for public participation were:

1. Provide opportunities to connect with the public and gather feedback on multiple platforms, including in-person and online, and offer user preference surveys.
2. Seek feedback from non-park users or infrequent park users.
3. Engage with underrepresented or inequitably represented communities (including communities of color, seniors, teens, veterans and people with disabilities).
4. Build and strengthen positive relationships with the community.
5. Foster community ownership and understanding of the Anoka County parks and regional trails.
6. Ensure the public is aware of and has a solid understanding of the Anoka County Park System and the recreational amenities and opportunities available to the public for their enjoyment.

With these goals as a framework, the County recognizes that several of these objectives will be more difficult to measure. For instance, it will take time to see what relationships are strengthened or built from engaging with the public and it often requires more time than allotted for the planning process. Despite this challenge, it is important to create opportunities for open and honest dialog to build trust with the public. Trust between the park system and the community will be built if the public recognizes their feedback is shaping the direction of the Park System Plan.

The community engagement process was conducted using several different approaches including 16 "pop-up" engagement or listening sessions and informal "static" user preference surveys placed in key locations. The County also created multi-lingual surveys available on several online platforms including the County's website, the Anoka County Parks website and surveys were promoted on social media. These methods have resulted in participation from communities of color that do not normally participate.

Overall, the community engagement process reached more than 5,000 people and about 1,000 people were actively engaged in the process providing input. These engagement numbers are substantially higher than in the past and therefore, the County believes the community engagement process will be a valuable tool to use over the next ten years.

Some of the results from the engagement were anticipated, while others were not. Those results have been incorporated into the Park System Plan for the future planning processes. Some of the anticipated results include:

1. How information about the Anoka County Parks is accessed. As anticipated, most respondents use online searches and/or social media to access parks information, which relates to the continued increase in digital technologies and connectivity.
2. The top four park activities for survey respondent's correlates to what has occurred in previous surveys for top activities in the parks:
   - Walking/biking
   - Rest/relaxation
   - Playgrounds
   - Swimming

A few of the notable results include:

1. Approximately half of respondents were unaware of Wargo Nature Center, which illustrates the need for better outreach and engagement for diverse communities.
2. About 60% of respondents bring their dogs when they visit the parks and trails, which relates to the trend of dog parks and facility development for people and their dogs.
3. Trail development and improving existing facilities, followed closely by natural resource restoration and conservation were the top areas respondents felt the department should focus on in the next 10 years.

The results of the engagement process were used to help guide the County for the next ten years to meet the needs of the public. Many of the proposed facilities and amenities in the system plan are a direct result of the engagement process. For example, an overwhelming amount of support and desire for playgrounds with modern equipment was the impetus for the County proposing a destination playground for the system, discuss elsewhere in this plan.

The County sought further public input from municipal agencies, regulatory agencies and other regional agencies to ensure support for the plan prior to seeking official plan approval. Anoka County will continue its community engagement efforts in collaboration with other local, regional and state agencies.



INFLUENCES SHAPING OUR FUTURE

There are many factors that influence and shape the future of Anoka County. The biggest influences on the Parks and Recreation System are population growth, demographic and socio-economic trends, longevity, outdoor recreation trends, technology and social media, and partnerships with other agencies.

DEMOGRAPHIC & SOCIOECONOMIC EQUITY TRENDS

The Metropolitan Council's Thrive 2040 regional forecast estimates that the Twin Cities metropolitan area will become more racially and ethnically diverse over the next 30 years and that by 2040 the region's population of color will double to about 40% of the total population.

The Thrive forecast also estimates that by 2040, one in five people in the metropolitan region will be age 65 or older and there will be more people in that cohort than in the K-12 population for the first time in history. This trend shows that people are living healthier longer lives and that parks and trails play an important role in practicing a healthy lifestyle.

According to the American Fact Finder, approximately 20% of the population under age 65 has a disability. That percentage increases to 50% for those over the age of 65 and a majority of the disabilities are non-visible. After age 65, the number of people with more than one disability also increases. This trend influences how the County plans, develops and provides easily accessible services for parks, trails and amenities.

Income and poverty play a role in who uses parks on a regular basis. According to a study done for the Metropolitan Council by ISG in 2016, the majority of park users make $60,000 or more in household income. That means there is a significant amount of the population that do not participate in outdoor recreation. Poverty levels for minority populations in the State are anywhere from two to four times higher than the poverty levels for whites alone. In Anoka County, the rates for minorities are three to four times higher than those of the poverty levels for whites alone. As the County moves forward, it will need to focus increasingly on engaging the part of the population that is in the lower income and poverty level brackets.

In Anoka County, 7.2% of the population is foreign born and 10.4% speak a language other than English. With an influx of immigrants and a variety of languages spoken, the County must increase engagement efforts to reach that portion of the population that does not speak English.

These trends require changes to the way the County plans, operates and manages the park system and its amenities to ensure outdoor recreation participation from a complete cross-section of the population.

POPULATION GROWTH

According to the Metropolitan Council's 2040 Regional Forecasts, the population for the Twin Cities region exceeded three million in 2015 and is forecast to be 3.7 million by 2040. Anoka County is anticipated to grow by 33% between 2010 and 2040 to a population of 440,000. Following those trends and the past 10 years of park visitor use estimates conducted by Anoka County in partnership with the Metropolitan Council, it is anticipated that the number of park visitors to the Anoka County Park system will continue to increase to more than 6.0 million annually in the next ten years.

ANOKA COUNTY POPULATION ANTICIPATED TO GROW

33%

MAJORITY OF PARK USERS MAKE MORE THAN

60K

AVERAGE POPULATION OVER 65 WITH A DISABILITY

50%

OUTDOOR RECREATION

The biggest trend related to outdoor recreation is social equity and how that influences what the park system offers and how it is offered. The changing population demographics significantly transforms trends in outdoor recreation. For example, the Metropolitan Council's "Regional Park Use Among Select Communities of Color" study found that participants prefer larger group gatherings, so additional large group pavilions should be added to the park system as development and redevelopment occurs.

Other trends illuminated through the community engagement process include:

- Increase and diversify programming; more family-oriented programming; more event programs.
- More free programming.
- More variety in camping accommodations.
- Safe walkable destinations/parks, which relates back to the changing demographics and generational differences
- Mobile recreation or recreation on the go; mobile programs conducted at various locations through-out the County; programs brought to where the people are instead of people having to go to the program.
- Interactive Water Play
- Mountain biking/fat tire biking
- Dog Parks
- Geocaching

PARTNERSHIPS

The County continues to partner with a variety of agencies on projects, amenities and funding. Project related partnerships include working with the Conservation Corps of Minnesota on natural resource restoration throughout the regional system. Facility related partnerships include the Rapids Archery Club, as well as Banfill-Locke Center for the Arts. Funding related partnerships will continue as agencies compete for various funding sources. These partnerships have been with a variety of local, regional, state and federal partnerships, such as the following:

- Minnesota Department of Natural Resource
- Minnesota Department of Transportation
- State of Minnesota
- Metropolitan Council
- Watershed Districts and Watershed Management Organizations
- Conservation Districts
- Local Cities
- National Park Service
- Federal Highway Administration
- University of Minnesota
- Other County departments, such as Recycling and Resource Solutions and the County Highway and/or Community Health Department.

In competition for other needed public services such as education, human services and public safety, these partnerships will continue to become more important as outdoor recreation providers face continued budget challenges.

"Our households are changing. We would love to see more programs for working parents and for active adults throughout the county."

Survey Response



MISSISSIPPI RIVER CORRIDOR CRITICAL AREA

OVERVIEW

The Mississippi River Corridor Critical Area (MRCCA) is a land corridor along the Mississippi River in the Twin Cities Metropolitan Area governed by special land development regulations that protect and preserve the unique natural, recreational, cultural, and transportation features of this section of the Mississippi River. It comprises 72 miles of river and 54,000 acres of surrounding land in 30 local jurisdictions.

The MRCCA was designated in 1976 by Executive Order following passage of the Minnesota Critical Areas Act of 1973. The Critical Areas Act (Minn. Stat., §116G) provides a general regulatory framework for protecting specific areas of the state that possess important historic, cultural, or aesthetic values or natural systems through a defined local-regional planning and regulation process. The MRCCA was the first and remains the only critical area in the state. The MRCCA protects these resources through local governments land use plans and zoning ordinances that regulate structure placement, height, vegetation clearing, land alteration and subdivision of land.

The MRCCA contains many significant natural and cultural resources, including: water, navigational capabilities, scenic views, geology and soils, vegetation, minerals, flora and fauna, cultural and historic resources and land and water-based recreational resources. The MRCCA is home to a full range of residential neighborhoods and parks, as well as river-related commerce, industry and transportation. Though the river corridor has been extensively developed, many intact and remnant natural areas remain, including bluffs, islands, floodplains, wetlands, riparian zones and native aquatic and terrestrial flora and fauna. The MRCCA also shares the same border as the Mississippi National River & Recreation Area (MNRRA), a unit of the National Park Service.

In 1988, the U.S. Congress established the Mississippi National River and Recreation Area (MNRRA), a unit of the National Park System. The MNRRA shares the same boundary as the MRCCA, and the park's Comprehensive Management Plan (CMP), signed by the Governor and Secretary of the Interior, incorporates by reference the MRCCA program for land use management. Rather than institute a separate layer of federal regulations, the MNRRA largely relies on the MRCCA to manage land use within the park. This reliance establishes a unique partnership and framework for land use management amongst the local, state and federal governments to protect the intrinsic resources of the Mississippi River Corridor.

The purpose of the rules, adopted by the State in January 2017, is to establish districts and minimum standards and criteria to guide land use and development within the MRCCA, consistent with the purpose of Minn. Stat. § 116G.15 (2015), which are:

(1) protect and preserve the Mississippi River and adjacent lands that the legislature finds to be unique and valuable state and regional resources for the benefit of the health, safety, and welfare of the citizens of the state, region, and nation;

(2) prevent and mitigate irreversible damages to these state, regional, and natural resources;

(3) preserve and enhance the natural, aesthetic, cultural, and historical values of the Mississippi River and adjacent lands for public use and benefit;

(4) protect and preserve the Mississippi River as an essential element in the national, state, and regional transportation, sewer and water, and recreational systems; and

(5) protect and preserve the biological and ecological functions of the Mississippi River corridor.

The rules are the result of extensive collaboration with local governments, business and environmental groups, and property owners to hear concerns, gather ideas and balance interests for rules that:

- Improve protections for water quality, habitat and scenic views;
- Protect existing development and allow redevelopment while protecting key resources; and
- Provide clear standards for landowners and simplify local government administration.

The major items addressed in the new rules include:

- Responsibilities and duties of state, regional and local government
- Preparation, review, approval and adoption of local plans and ordinances
- How nonconformities, conditional/ interim uses and variances are addressed
- Establishment of six districts, each with dimensional standards for water and bluff setbacks, and building height
- General development standards for roads and other transportation facilities, recreational facilities, stairways and signs
- Standards for protecting bluffs and steep slopes
- Standards for vegetation management and land alteration in sensitive areas
- Standards for protecting key resources as part of new development and redevelopment

Since the previous Comprehensive System Plan for Anoka County Parks, the County has redeveloped Coon Rapids Dam Regional Park and Riverfront Regional Park within the MRCCA corridor.

These projects provided a balanced approach to the redevelopment that allowed the County to provide the necessary improvements without impacting the corridor. In addition, several new areas have been identified along the river for restoration and repair.

MRCCA DISTRICTS

The rules identify parts of the MRCCA that have similar characteristics and group them into six common districts. The districts are based on the natural and built character of different areas of the river corridor, and reflect existing conditions, as well as current development trends and land uses. Each district has specific dimensional standards and structure setbacks from the OHWL and bluffs, building height limits, and the amount of open space required for subdivisions/ redevelopment vary by district. These are the only standards in the MRCCA rules that vary by district. All other standards apply uniformly throughout the corridor. The four districts within Anoka County's jurisdiction are:

- Rural & Open Space District (CA-ROS) Rural undeveloped and developed low density residential land that is riparian or visible from the river, often contains tracts of high quality ecological resources. This has the lowest level of development of all the districts. Height restriction and setbacks are intended to keep structures from being seen above the tree line.
- River Neighborhood District (CA-RN) Developed residential lands and existing/planned parkland that are visible from the river, or that abut riparian parkland. The height limit and setbacks are to maintain a river neighborhood feel.
- Separated from River District (CA-SR) Land that is separated from and not visible from the river. The intent is to ensure that structure height and setbacks are compatible with the existing tree line and surrounding development.
- Urban Mixed District (CA-UM) Commercial, institutional, and industrial mixed-use areas as well as existing/planned parklands. Height restrictions and setbacks are used to minimize the effects of future growth and protect views, bluffs and floodplains.

These districts are important in guiding land use along the river that allows for development and redevelopment while protecting and preserving the unique characteristics of the river and are administered through the cities of Anoka, Coon Rapids, Fridley and Ramsey's local zoning ordinances and/ or regulations. These parks within the corridor have a variety of restrictions and covenants that prohibit the parks from changing uses and require the parks to remain as parks and open space for recreational purposes. Plans for these parks does include development and redevelopment, but the dimensional standards of the different MRCCA districts will impact how the County goes about planning, developing and redeveloping these parks. Maps depicting the MRCCA Districts within each Anoka County Park are shown in the appendix.

Below is an example of the differing dimensional standards for each district.

Table 1: Dimensional Standards for Districts

DISTRICT	CA-ROS Rural and Open Space	CA-RN River Neighborhood	CA-RTC River Towns & Crossings	CA-SR Separated from River	CA-UM Urban Mixed	CA-UC Urban Core
Height	35'	35'	48'*	Underlying zoning	65'*	Underlying zoning
River Setback	200'	100'	75'	NA	50'	Underlying zoning
Bluff Setback	100'	40'	40'	40'	40'	40'

*Greater height may be allowed with a local conditional use permit.



PRIMARY CONSERVATION AREAS

Primary Conservation Areas (PCAs) are defined as key resources and features that are to be protected through the MRCCA plans and ordinance requirements. These resources and features include shore impact zones (SIZ), bluff impact zones (BIZ), floodplains, wetlands, gorges, areas of confluence with tributaries, natural drainage routes, unstable soils and bedrock, native plant communities, cultural and historic properties, significant existing vegetative stands, tree canopies and "other resources" identified in local government MRCCA plans. PCAs are important to ensure that important resources and features in the MRCCA are given priority consideration for protection by every level or government. Maps for PCAs can be found in the Appendix.

Shore Impact Zones (SIZs)

The shore impact zone is defined as the land located between the ordinary high-water level of public waters and a line parallel to it at a setback of 50 percent of the required structure setback, i.e., it is a buffer area between the water's edge and the area where development is permitted, based on the structure setback for the MRCCA district. As illustrated in the Shore Impact Zone map in the appendix, the shore impact zone varies by park and MRCCA district but can be up to 100 feet.

Wetland, Floodplains and Areas of Confluence with Tributaries

Most of the parks under Anoka County jurisdiction that are within the MRCCA corridor contain a variety of wetlands and floodplain areas. These areas include islands in the Mississippi River or lowland areas immediately adjacent to the river. Mississippi West Regional Parks contains two islands, Foster and Cloquet, which contain wetland habitat and fall within the floodplain as do some of the lower-lying areas at the bottom of the bluff. The southern half of Coon Rapids Dam Regional Park contains wetlands and is located within the floodplain, as are the river islands. Approximately a third of Manomin Park is within an identified wetland area and only a small portion of the park is within the floodplain. The islands that make up Islands of Peace, Chases, Durnum and Gil Hodges islands all contain wetland habitat and are located in the floodplain as is a small portion of the low-lying areas within the main use area. The majority of Riverfront Regional Park, which sits atop the river bluff does not contain wetlands and is not within the floodplain. Only the low-lying areas along the toe of the bluff are within the floodplain. These areas are important in that they provide storage for storm and flood waters as well as function as a filter to help improve water quality.

Natural Drainage Routes

Within the MRCCA corridor, there are four main drainage routes within the Park System; the Mississippi River, which flows through the cities of Ramsey, Anoka, Coon Rapids and Fridley; Coon Creek and Pleasure Creek within Coon Rapids Dam Regional Park in the City of Coon Rapids and Rice Creek within Manomin Park in the City of Fridley.

Bluff Impact Zones (BIZs)

The bluff impact zones were established to protect bluffs within MRCCA to reduce erosion and prevent slope failure. Depending on the MRCCA district, the setback distance could be 40 to 100 feet. The Bluff Impact Zone map illustrates the bluff impact zones within Anoka County's jurisdiction. The bluffs located within Mississippi West Regional Park are a known risk area. Due to sandy soils and varying river flows, some areas have eroded and the bank/bluff continues to slough. Coon Rapids Dam Regional Park contains bluff impact zones immediately adjacent to the river north of the dam, while south of the dam the bluff is set back away from the river and provides the transition between parkland and residential homes within the Separated from the River District. Manomin and Islands of Peace both have small areas of bluff impact zones, while the majority of Riverfront Regional Park's bluff line is included within the Bluff Impact Zone but is relatively stable.

Native Plant Communities and Significant Existing Vegetative Stands

Due to the large amount of residential homes along the river, land outside of Anoka County jurisdiction within the MRCCA corridor consists mostly of managed turf and woody vegetation. Within the county's jurisdiction of the corridor, there are many different vegetation stands within the parks, but only one identified significant native plant community, which is the "Silver Maple (Virginia Creeper) Floodplain Forest". This community is located on Foster Island within Mississippi West Regional Park and Durnam Island within Islands of Peace Park. Anoka County has restored a variety of native plant communities within the corridor including prairie and oak savannas.

Cultural and Historic Properties

The Mississippi River and the Coon Rapids Dam are both culturally and historically significant. The river, originally called "Father of Waters" by Native Americans, was used for trade by Native Americans, frontier explorers, fur traders, and loggers. With the development of the railroad and transportation network, the river was seen less and less as a means of transportation and as farm and crop lands along the river were converted to residential housing and urban development occurred, the river was seen more and more as an amenity. Today, the river provides a great source of enjoyment and MRCCA rules will help conserve the scenic, environmental, recreational, cultural and historic character and functions of the river corridor.

During 1913, the Coon Rapids hydro-electric dam was completed. Once completed, the dam raised the level of the river 15 feet behind the dam, creating a recreational pool. The dam produced electricity until the late 1960s and became a part of the regional park in 1969. A walkway was constructed atop of the dam for pedestrian and bicycle use which connected Anoka and Hennepin County's. Currently, Three River's Park District owns and operates the dam, but the MN Department of Natural Resources is responsible for management of the dam as a fish barrier and for setting the pool operation parameters.

The other culturally significant and historic property within Anoka County's jurisdiction of the MRCCA boundary is the Banfill Locke Center for the Arts Building. Historically known as the Banfill Tavern, this building is a two-story Greek Revival house built in 1847. The building served as a primary stopping point on the Red River Trails for fur traders and travelers[1]. Since then, the house has functioned as a post office, general store, summer home, dairy farm, day camp for children, museum, and today as a community art center referred to as Banfill-Locke Center for the Arts (BLCA). Property of Anoka County, the house serves the community with a mission to inspire, enrich, and educate through the lenses of both writing and visual arts. The house is located within Manomin Park in the City of Fridley.

1. McGaffey, W. (1937, June) Historic Sites Survey. Minnesota Historical Society.

Gorges

There are no identified gorges within the Anoka County jurisdiction of the MRCCA corridor.

Unstable Soils & Bedrock

The majority of soils within Anoka County's jurisdiction of the MRCCA boundary are relatively stable. Areas where there is high soil erosion susceptibility are along the steeper bluff lines of the river and its tributaries, as well as man-made embankments, such as along Highway 610 at Coon Rapids Dam Regional Park.

Primary Conservation Areas should be protected and the County will follow the local municipality ordinances to ensure their protection. Native vegetation within the MRCCA corridor will be managed to ensure health and vitality and encourage native wildlife habitat.



PUBLIC RIVER CORRIDOR VIEWS (PRCVS)

Public River Corridor Views are those view-sheds determined to be of high value within the MRCCA boundary. Identifying and documenting these views will guide future development in a way so that the scenic resources along the river are protected. Since most of the river corridor through Anoka County is privately owned with single family homes backing up to the river, these views are important to protect to ensure the existing unique character and aesthetic of the districts are maintained. Maps and images for the PRCVs can be found in the Appendix.

Views Toward River from Public Places

Mississippi West Regional Park
View looking south from the Mississippi West Regional Park observation point just south of the boat launch to Foster Island and the eastern oxbow of the river.

View looking north from the Mississippi River Trail's observation point in the southern portion of the park to river, and Cloquet Island, which also has an active eagle's nest.

View from Cloquet Overlook Park south across river to Foster Island.

Coon Rapids Dam Regional Park
View from observation deck to the large island in the river.

View from the Dam walkway looking north.

Manomin Park
View from the "island" bluff looking south to the Rice Creek and Mississippi River confluence.

Islands of Peace
At the informal canoe launch area on Chases Island, views include the river and Durnam Island.

Riverfront
From the Mississippi River Trail near Riedel Farm House south across the river.

Views toward identified bluffs in Anoka County from the opposite shore are minimal. Due to the sandy soils of the Anoka Sandplain, bluff areas are heavily vegetated and do not provide highly desirable views.

The County acknowledges that surrounding cities and counties have also identified PRCV's within Anoka County park property in their comprehensive plans and acknowledges that all identified views should be protected from impact.

PUBLIC ACCESS TO THESE VIEWS IN THE PARKS IS AN IMPORTANT WAY TO KEEP PEOPLE CONNECTED TO THE RIVER.

PRIORITIES FOR RESTORATION

Restoration measures are needed to maintain the character and integrity of the corridor, as well as maintain and/or improve water quality. Priorities were established using a GIS-based process that identified the wetlands, bluff impact zones, shore impact zones, floodplains and unstable soils/bedrock primary conservation areas and native plant communities and significant vegetation stands.

While the bluff and shore impact zones are priorities for vegetation restoration, a few segments within Mississippi West, Coon Rapids Dam and Manomin parks have been identified as additional high priority areas. Although most of the formerly fallow agriculture fields at Mississippi West have been restored to a native prairie grassland habitat, the shoreline/bluff just south of the boat launch to just north of the Rivenwick development area has been identified as a priority because of the steep bank which is continuing to erode. Another priority restoration area is north of the dam at Coon Rapids Dam Regional Park where the bank is rather steep and at Manomin Park on the south bank of the confluence of Rice Creek with the Mississippi River. Even though, the bank at Riverfront is rather steep, the current vegetation is keeping the bank in place and reducing erosion. This section is not necessarily a restoration priority because it is relatively stable; it is a restoration priority for the invasive species (Buckthorn) that makes up the vegetation stabilizing the bank. The County will be actively managing the buckthorn and anticipates the native vegetation to eventually start to flourish and out-compete the buckthorn.

The County has a Natural Resource Unit that actively manages the vegetation within Anoka County's parks within the MRCCA corridor.

A map of the restoration priorities is provided in the Appendix.

OPEN SPACE & RECREATIONAL FACILITIES

Open space and recreational facilities add to the quality of the community and provide access to the river. The parks within Anoka County's jurisdiction within the corridor were acquired with the river as the central feature and include facilities, such as trails, overlooks, fishing piers and boat launches.

The Coon Rapids Dam and Riverfront Regional Parks have each seen redevelopment recently, so no new recreation facilities are planned, but there are additional maintenance facilities planned for these parks in the future. These maintenance facilities will serve as a point of central maintenance and operations for the parks.

At this time, the only recreational facilities at Mississippi West Regional Park are some trails and a public boat launch, with a few canoe campsites located on the islands. Since the park falls into the Rural and Open Space District, the dimensional setbacks for the district will inform the future development plans, which include a visitor center, maintenance facility, picnic pavilions, restrooms, playgrounds, trails, river overlooks, roads and parking lots.

Repaving of existing parking lots and trails are anticipated to occur at Manomin and Island of Peace parks in the near future.

The County currently coordinates with the local agencies on trail connections throughout the County, whether it pertains to the MRCCA corridor or not.

SURFACE WATER/WATER-ORIENTED USES

Surface water uses on the Mississippi River are primarily boating, canoeing and kayaking in the Anoka County stretch and barges and riverboat tours south of Minneapolis. Water-oriented uses occur on the land adjacent to the river and include boat launches, docks, barge terminals and marinas.

Since the MRCCA corridor within Anoka County consists mainly of residential homes and public parkland, there are no water-oriented uses or surface water uses other than recreational motorized and non-motorized boating. Motorized boating is provided for at the public accesses within Mississippi West, Coon Rapids Dam and Riverfront Regional Parks, at a few local municipal launches, as well as the private docks at the riverfront homes in the corridor. Non-motorized boating is provided for at any of the public parklands along the river and at the private docks at riverfront homes.

Anoka County Parks has plans to add additional docks at the public access at Coon Rapids Dam Regional Park, but does not anticipate this to impact or cause a disruption to the river. These docks, when built properly, can allow more opportunities for public access to the corridor while minimizing its impact to the river.

The relation of transportation and utilities to natural resources has always been a double-edged sword. Transportation facilities can have a negative impact on scenic views, habitat and native vegetation, but they also provide access to those natural resources. Future development of these facilities should be designed to minimize impacts and disruption to the MRCCA corridor and its resources.

Transportation facilities within the MRCCA corridor outside Anoka County jurisdiction include Interstate 694, Highway 610 and city streets. Transportation facilities under Anoka County jurisdiction are limited to County State Aid Highway (CSAH) 1 (East River Road) in Fridley, which serves as the eastern boundary of the corridor; two sections of CSAH 1 in (Coon Rapids Blvd.) in Coon Rapids, which provide the eastern corridor boundary and a small portion of CSAH 57 at Highway 10 in Ramsey. Most of these roadway segments serve as the easternmost boundary of the corridor and have relatively little impact on the river and corridor as there are mostly residential areas between the traffic and river that serve as a buffer for the corridor. Other transportation facilities within corridor that are under Anoka County jurisdiction include paved trails, parks roads and parking lots at each of the parks. The Mississippi River Trail, (MRT) a state and nationally designated bike route, also runs through the length of the MRCCA corridor, while Rice Creek West, Coon Creek and Central Anoka County Regional Trails connect to the corridor.

CSAH 1 (East River Road) is a minor arterial road that carries traffic in a north-south direction along the river. Anoka County developed a master plan for the CSAH 1 corridor in conjunction with the Cities of Coon Rapids and Fridley in 2012. Recommendations for the corridor include the addition of trails and transitioning certain connector streets to cul-de-sacs, which would help minimize traffic impacts on the corridor. There are no current planned construction projects at this time.

While there are no current plans for improvements to the Highway 10 and CSAH 57 intersection, the MnDOT's Highway 10 Management Plan proposes a grade separated interchange at some point in the future which will improve access to the corridor.

Transportation related facilities, such as roadways, parking lots and trails will be included as part of the Mississippi West Regional Park development which is expected to occur 2023. These facilities will be located and constructed in such a manner to minimize the impacts to the corridor, while still providing access. There are no plans for additional transportation facilities at Coon Rapids Dam Regional Park and recent redevelopment at Riverfront Regional Park provided additional bicycle/pedestrian facilities (trails) from CSAH 1 into the park and to the MRT. Therefore, no new transportation facilities are proposed for that park. Manomin and Islands of Peace parks are both anticipated to have existing parking lots reconstructed in the next 5-10 years.

Public utilities can impact PCAs and PRCVs along the corridor. There are approximately five electrical transmission lines within the MRCCA corridor in Anoka County jurisdiction. Four are located within Coon Rapids Dam Regional Park and one is near Pavilion #2 at Riverfront Regional Park. There are several storm-water outlets within the corridor under Anoka County jurisdiction located at Mississippi West, Coon Rapids Dam and Riverfront Regional Parks. Most of these facilities are owned by the city of jurisdiction. At this time, there are no known plans for additional future public utilities.

POLICIES

Since the County does not have land use authority, land use zoning and enforcement is implemented through the local municipalities. The County will work with the local municipalities to help ensure any changes in land use and development within the corridor are consistent with the management purpose of the corresponding MRCCA District. Policies to ensure development compatibility with PCA's, PCRV's, restoration priorities, open space and recreation facilities, water-oriented uses and transportation and public utilities were developed and are listed in the Appendix. These policies will be implemented through on-going capital improvement plans and updated master planning for the parks within the corridor.

IMPLEMENTATION ACTIONS

It is the intention of Anoka County to implement actions within the corridor that are in compliance with the new MRCCA rules. Anoka County played an active role throughout the rule-writing process (hearings, meetings and written reviews) and is committed to carrying out management and planning activities in a manner consistent with the spirit, intention and restrictions contained in the new MRCCA rules.

To that end, Anoka County will:

- Conduct future development and redevelopment within the parks in accordance with the rules and regulations of the MRCCA.
- Continue to work with local agencies and local communities, if there is an interest in establishing surface water regulations north of the Coon Rapids Dam.
- Conduct feasibility study/research to address bluff erosion issues at Mississippi West Regional Park and Coon Rapids Dam Regional Parks
- Coordinate with regional, state and national planning efforts within the MRCCA.
- Manage natural resources and conduct land alterations activities consistent with MRCCA regulations.



VISIONING TOMORROW'S PARK SYSTEM

PROTECTING LANDS AND RESOURCES

As a natural resource based park system, conservation and stewardship of the natural environment, as well as, the cultural heritage is essential for the County's thriving park system. Public ownership ensures these resources and habitats are protected and provides access for all. As shown through the community engagement process, natural resource restoration and conservation is one of the top three areas the County should focus on for the next 10 years. The County has protected approximately 11,500 acres in regional park and trail lands, natural areas, county park lands and conservation areas. Public ownership of this acreage helps preserve the open space and the natural environment while the County continues to grow and develop.

As the County population continues to grow, parks and open space becomes even more important. The County currently contains extensive wetland habitats, native prairies and woodland habitats, as well as lakes, rivers and stream habitats. To provide additional open space as the County continues to grow, the County has identified an area in the northwest corner of the county, as previously mentioned, for regional parkland and open space protection. The area contains up to 3,500 acres of varying habitat and topography, which would provide an excellent foundation for a new regional park or park reserve.

Stewardship, using sustainable conservation practices, will provide the key to balancing the preservation, restoration and enhancement of the park system along with the development and redevelopment needs required for a functional and enjoyable park system.

The system would not be as robust as it is today without the generous funding provided through the Metropolitan Council, the Parks Acquisition Opportunity Fund, which is comprised of funding from the LCCMR and Parks and Trail Legacy program, and the Minnesota Department of Natural Resources Conservation Partnership Grants. Active pursuit of new and existing funding sources will be imperative over the next decade.

REACHING A BROADER AUDIENCE

Reaching a broader audience will require the County to address the issue of equity within the park system. Current demographics show that approximately 85% of the County population is Caucasian and park studies indicate that the overwhelming majority of park users are Caucasian. That leaves a significant portion of the population that does not use the park system at all. The County proposes to focus engagement on a full cross section of the population, while specifically targeting those populations not currently using the park system during its planning processes. This will include not only master planning of the parks and trails system, but engagement in the educational and recreational programming planning processes as well.

By concentrating on engaging non-park users, the County can work to determine what barriers they face to use the parks, what would make them feel more welcome within the park system and what amenities they would want to see installed in their park system.

In addition to engaging the public, the County will work to provide a more welcoming atmosphere for the park system. This will include examining how people access information on the park system, ensuring information is easy to find and easy to understand. Simple changes can be made, such as including multiple languages on the signs visitors see when they are first entering the parks and multi-lingual options on the County's website.



"The pressure of urbanization and development threatens the most valuable remaining large recreational open spaces in the metropolitan area at the same time as the need for such areas is increased. Immediate action is therefore necessary to provide funds to acquire, preserve, protect and develop regional recreational open space for public use."

Minnesota Statue 473.302

BUILDING AND RESTORING THE SYSTEM

As a park system with more than 11,500 acres, providing investments to the existing infrastructure and amenities within the parks and trails system is key to ensuring a continually viable and adaptive park system in the future. The County has made significant investments to restore the system over the last several years. In the last five years, about $14.0 million has been spent on redevelopment and improvements in the system. Such investments can be as small as replacing a light fixture or as large as a park redevelopment project, which includes picnic pavilions, road, trail and parking lot reconstruction, as well as, natural resource restoration. While most of the parks have been redeveloped, there will always be a need for reinvestment in the system.

Since most existing regional parks have been redeveloped, the County is looking forward to the development of Mississippi West Regional Park, one of the few parks that is not fully developed. While a boat launch and trail has already been constructed at the park, other proposed plans call for a visitor/interpretive center, picnic pavilions, trails, playgrounds, restrooms, roads and parking lots. The County will engage with the public to ensure that the local and regional communities needs will be met with this project.

Building and restoring the system also entails being adaptive to changing needs and demographics of the community. To do this, the County will engage with the community on a regular basis to ensure community needs are being met with future development and redevelopment projects.

Building and restoring the system will remain dependent on the continued financial support of Anoka County, through the County's annual operating budget and the Metropolitan Council through their operations & maintenance grants as well as the lottery-in-lieu of grant program, which helps to support the regional system.

ENHANCING THE VISITOR EXPERIENCE

Enhancing the visitor experience not only includes enhancing the tangible parts of the system, but it also includes the intangible items. Tangible parts of the system include not only bricks and mortar items, such as making sure the existing facilities are functional and in good repair, but it also includes smaller items such as providing labeled photographs of prairie plants on an interpretive sign along a prairie's edge, so users can see the plants out in the field and then identify what they are on the sign.

To enhance intangible item of visitor experience, the County should perform an ongoing review of services and facilities to meet or exceed visitor expectations, i.e. friendly staff, clean restrooms, safe facilities, nature-based experiences, convenient access, and affordable opportunities. The objective is to create a memorable and meaningful experience through a program, class, activity, campsite, or location that will remain with the visitor for decades. What can the County change to meet or exceed those expectations and create memorable experiences? Tools to measure expectations and experiences include after visit surveys, general surveys, social media, and general observations.

To further enhance the visitor experience, the County should review annually what the system offers and develop new ideas on what the County can do to attract new visitors and keep current visitors coming back. For example, are there programs the County can offer outside the park system by partnering with the local municipalities in their park system?

To build trust and lasting relationships with our customers, the County must authentically engage the public and create a dialogue of how Anoka County can meet customer needs, requests, and expectations as well as how we can show our customers loyalty and appreciation. The County must also seek to reach people that are unaware of the County's offerings and seek to understand why some of the public may not use our parks, i.e., what barriers do they face, lack of recreational opportunity know-how or cost of programs.

SUSTAINING CAPACITY AND SERVICES

By 2040, the metropolitan region is projected to be home to almost 3.7 million people. Accommodating population growth poses challenges for sustaining capacity and services in the parks system. While the County has open space and parks throughout the county, the anticipated population growth will make expanding and/or preserving space for parks and trails more challenging. Sustainability seeks to protect our system's vitality for generations to come by preserving our capacity to maintain and support our system's well-being and productivity over the long term. The County's investments in our parks and trails system will fall short over the long term if we exhaust our resources without investing in the future.

Therefore, to sustain and expand the capacity of the system and services, not only does the County need to continue to invest in the parks and trails system, but the Metropolitan Council must as well. Since the regional parks system falls under the jurisdiction of Metropolitan Council, the Met Council should continue to provide funds to the regional park agencies as well as expand the amount of funds available.









PROTECTING AND RESTORING NATURAL RESOURCES

Since 1963, Anoka County has created and fostered a strong commitment to establishing, protecting, preserving, and restoring natural resources throughout the evolving Parks System. Today, the County's natural resource based park system contains a diverse and inter-connected network of natural areas including upland forests, deciduous woodlands, upland prairies, oak savannas, forested wetlands, shrub wetlands, open wetlands, and an abundance of wildlife.

In 1996, a Natural Resources Management Unit was established and charged with the continued stewardship and management of the natural resources. Through the previous two parks system planning processes, an emphasis was placed on inventorying and describing the resources, defining a restoration and management framework, identifying issues, strategies and goals to begin actively managing those resources. As the Natural Resources Unit has evolved over the past 22 years, many of the previous plan's goals have been achieved.

NATURAL RESOURCES ACCOMPLISHMENTS

- Completed an open space study, in partnership with the University of Minnesota, of the last remaining high quality natural areas and established priorities for future protection. This led to the acquisition and protection of approximately 2,000 additional acres in the Rice Creek Headwaters Area and the Columbus Lake Conservation Area.
- Implemented a two-phase Cedar Creek Greenway study that led to the acquisition and protection of the 525-acre Cedar Creek Conservation Area.
- Created a unique four-agency collaboration at the Sandhill Crane Natural area to collectively protect and manage 500 acres of some of the region's last remaining rare habitat. This has led to on-the-ground resource management projects and conservation easements on private lands that will protect the natural resources in perpetuity. The Anoka County Parks Department will continue to work cooperatively the Minnesota Department of Natural Resources, Minnesota Pollution Control Agency, the City of East Bethel, and surrounding residents to protect and conserve the high quality natural communities within and surrounding the Sandhill Crane Natural Area. In addition, joint efforts will continue to pursue public access enhancements, low-impact natural surfaced trails, and natural feature interpretive nodes in accordance with the master plan.
- Began active restoration of more than 3,500 acres of prairie, wetland, and forest habitat through prescribed burning, mechanical disturbance, grazing, invasive species removals, seeding and planting native species.
- Established a county-wide Aquatic Invasive Species Program that targets every public boat launch throughout the county to prevent and reduce the spread of aquatic invasive species.
- Established an Emerald Ash Borer Response Plan to combat the invasive insect and increase the biodiversity of tree species within the park system.
- Stabilized more than 4,000 linear feet of riverbank along the Rum and Mississippi Rivers to improve water quality and fisheries habitat.
- Established safe and effective deer and goose management programs that have led to sustainable wildlife populations throughout the parks system.
- Successfully secured more than $10,000,000 in grant funds to protect and restore natural resources throughout the parks system.

PLANNING AND MANAGEMENT STRATEGIES

General natural resources management strategies include identifying and assessing remnant plant and animal communities, monitoring rare species, controlling invasive species, ecologically restoring native plant and animal habitat, controlling detrimental insects and disease, wildlife management, enhancing water quality, erosion control and cooperative land stewardship.

A sustainable development framework is utilized in all new park and trail development and redevelopment to ensure ecologically sound land stewardship.

The following natural resource management components are an integral part of Anoka County's planning and management efforts:

- Anoka County's Natural Resources Unit will be directly involved with the design, construction and monitoring of the proposed development. A concerted emphasis will be placed on avoiding and minimizing any adverse impacts to the plant and animal habitat, as well as lake and river habitat. In addition, Anoka County will incorporate local native seed and plant materials that will complement the ecology and function of the surrounding native plant communities.
- Protection of surface and ground water resources will be a top priority. Anoka County will work very closely with the Anoka Conservation District, watershed districts, Minnesota Department of Natural Resources and the Metropolitan Council to ensure the standards and requirements for resource protection and erosion control are consistent with the Council's model ordinance for storm water management.
- The overall vegetation management goal for Anoka County is to identify restoration needs and to define and implement adaptive management strategies that will sustain the biological diversity, production, and function of native plant communities. Vegetation management within the park system will focus on preserving native plants, introducing local native plants, eradicating invasive species, maintaining water quality and providing for plant and wildlife corridor connections. The Minnesota Department of Natural Resources reference "Guidelines for Managing and Restoring Natural Plant Communities Along Trails and Waterways" will be used as part of the park system's long-term management plan.

Considering that ecosystems are dynamic and continually changing over time and location; an adaptive management approach and framework fits very well with the County's practice of ecological restoration and stewardship.

In summary, the overarching strategic direction for protecting and restoring the natural resources across Anoka County's Park System will be achieved through maintaining, restoring, and rehabilitating biological diversity, function and production of interconnected ecological systems and processes across the landscape. An emphasis will be placed on valid scientific principles and practices designed to achieve future desired conditions that will enhance ecological health and that will provide quality outdoor recreational experiences for all park visitors.

In addition, integrating conservation education and awareness, as well as, providing interpretive information about natural resource issues to the public will provide an opportunity for the public to practice conservation at home.



TRAILS & CONNECTIONS

During the last 30 years, Anoka County has worked closely with the federal, state, and local agencies to ensure that the County plans for and constructs a cohesive and functional trail system that links the regional parks and provides recreational opportunities for all ages and abilities. These trails also provide connections to other community facilities and amenities and serve as alternative transportation routes to those destinations.

The County has previously identified ten regional trail routes that traverse along rivers, creeks, wetlands, residential areas, farm lands and roads throughout the county. Approximately 100 miles of the proposed 246 miles of regional trail are complete. The County continually works with the surrounding counties and cities to ensure proper alignment for trail connections between agencies.

EXISTING REGIONAL TRAILS

1. Bunker-Chain of Lakes
2. Central Anoka County
3. Chain of Lakes – Otter Lake
4. Coon Creek
5. East Anoka County
6. Mississippi River
7. North Anoka County (search corridor)
8. Rice Creek North
9. Rice Creek West
10. Rum River
11. Sugar Hills

100 MILES | **246 PROPOSED**

OVER 100 MILES OF TRAIL COMPLETED OF THE PROPOSED 246 MILES

10

REGIONAL TRAILS IN ANOKA COUNTY

LINKS REGIONAL FACILITIES & DESTINATIONS

PROVIDE MULTIMODAL TRANSPORTATION OPPORTUNITIES

TRAIL TYPES IN ANOKA COUNTY

There are a variety of trail types within the Anoka County Trail system. The majority are eight to ten feet wide paved trails that allow multiple uses, e.g. walking, biking, in-line skating. But the system also contains other trails, such as horse trails, water trails, and winter activity trails, including cross-country ski trails and snowmobile trails.

TRAILS ARE 8-10 FEET WIDE

2 HORSE TRAILS AT BUNKER HILLS & RUM RIVER CENTRAL

3 WATER TRAILS ON MISSISSIPPI RIVER, RUM RIVER, & RICE CREEK

CANOE CAMPSITESON RUM RIVER NORTH, RUM RIVER CENTRAL & MISSISSIPPI WEST ISLANDS

HORSE TRAILS

The County has two developed horse trails within the system. One at Bunker Hills Regional Park as part of the Bunker Park Stable operation and one at Rum River Central Regional Park. At Bunker Park Stable, users can ride the trails, take lessons, or relax on a wagon or sleigh ride depending on the time of year. At Rum River Central, users trailer their horses into the park to enjoy the trails.

During the community engagement process, the County received a few comments requesting additional horse trails and while this has been explored in the past, the County will reexamine this issue and assess new horse trails where feasible when master plans are updated.

WATER TRAILS

Water trails have increased in popularity and the County has provided access to three established water trails within the County; the Mississippi River, the Rum River and the Rice Creek. All three provide varying degrees of difficulty and very different experiences. The Mississippi River provides a much more open experience as it traverses the County mainly through residential areas. As users approach the southern end of the county, they will notice a change from residential to industrial. Canoe campsites are located on Foster and Cloquet Island's near Mississippi West Regional Park. The Rum River is a smaller river and offers a slightly more idyllic float. For longer trips, there are canoe campsites available at Rum River North County Park and Rum River Central Regional Park. The Rice Creek water trail is comprised of two very different sections. The first section, between George Watch Lake and Baldwin Lake is better suited to the novice paddler, where it travels through mostly open water of the Rice Creek Chain of Lakes. The remaining section, between Baldwin Lake and Long Lake is narrower and heavily vegetated. The trail ends at Ramsey County's Long Lake Regional Park. There are no canoe campsites along this water trail, however, the trail provides a unique paddling experience for the public.

"People care a lot more about the great outdoors when they get out into them. Trails let us reach the interiors of large public land holdings we'd otherwise never see or appreciate."

Steve W., Trail User



WINTER WALKING, CROSS COUNTRY SKIING, SKIJORING, SNOWMOBILING

24 MILES OF PLOWED WINTER WALKING TRAILS

48 KILOMETERS OF CROSS COUNTRY SKI TRAILS

3 PARTNERSHIPS FOR SNOWMOBILE TRAILS

WINTER TRAILS

Winter trails, such as plowed walking trails and cross-country ski trails are located in several different parks throughout the system. There is a total of 24 miles of plowed walking trails within the Anoka County Park System during the winter. Through the community engagement process for this plan, comments were received about plowed walking trail loops and more winter walking trails, hence the County will examine the existing trails and make modifications for loops and expand the system as feasible. There are approximately 48 kilometers of cross country ski trails within the system. Rice Creek Chain of Lakes Park Reserve at Chomonix Golf Course and Coon Rapids Dam Regional Park have ten km, while Rum River Central Regional Park has approximately eight km. Bunker Hills Regional Park has 20 km and approximately eight km of skijoring trails. In addition, snowshoeing is available at all the parks, although snowshoe rental only occurs at Rice Creek Chain of Lakes Park Reserve through Wargo Nature Center, Coon Rapids Dam Visitor Center and Bunker Hills Campground Visitor Center.

SNOWMOBILE TRAILS

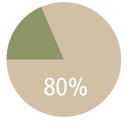
The County works with several different snowmobile clubs across the County and serves as a fiscal agent for these clubs to receive Grant-in-Aid funds from the State to maintain safe and functional snowmobile trails. While the trails traverse the county, only small portions of the trails fall within the park system.

The locations of all these trails can be found on the DNR Snowmobile Trail Map in the appendix.

During the public engagement process, the County received a request for motorized off-road trails, but the responsibility for siting and funding those trails lies with the Minnesota Department of Natural Resources and is not a use eligible for funding in the regional system, according to the Metropolitan Council's Regional Parks Policy Plan.

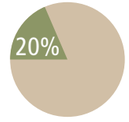
COOPERATIVE TRAIL DEVELOPMENT & MAINTENANCE

The County would not have the regional trails system it has without the cooperation of the local cities and the County Highway Department. Through close collaboration and cooperation, the County has found creative ways to finance and construct 100 miles of the proposed 246 miles of regional trails. For example, a portion of the East Anoka County Regional Trail was constructed recently in conjunction with the County Highway Department's Lexington Avenue Road Reconstruction project. Federal funds were used for the road project, which required alternative modes of transportation, therefore the regional trail was built with 80% of its cost coming through federal funds. The remaining 20% was split between the City of Blaine and the County Parks Department. When trails are funded in this manner, a Joint Powers Agreement or a Memorandum of Understanding is executed prior to construction of the trail, which outlines operations and maintenance responsibilities for each of the agencies. Cities are generally responsible for the daily maintenance and operations of regional trail in their jurisdictions, while the County is responsible for capital improvements of the trail.



80% FEDERAL FUNDS

HIGHWAY DEPARTMENT COLLABORATION



20% COUNTY / CITY FUNDS



ENHANCING THE PARK SYSTEM

While the Anoka County Parks and Recreation System consists of approximately 11,500 acres, there are still gaps in the system. One such gap identified previously in this plan is located in the northwest corner of the county in the Cities of St. Francis and Nowthen. This area is one of the last few remaining large acreage single owner sites in the County. An addition to the regional park system in this area would serve the northwest corner of the county as well as the surrounding counties of Sherburne and Isanti and thus provide a regional draw. The proposed site would provide up to 3,300 acres of interesting topography, maple basswood forests and plenty of open space. Besides natural resource management, initial concepts for the park include picnicking areas, biking/walking trails, a camping facility, a nature center, dog park, horse trails and arena, mountain bike trails, winter recreation area and cross-country ski trails, archery facility and range, playgrounds, restroom buildings and a disc golf course.

Since regional parks are part of the Metropolitan Regional Park System, a Metropolitan Council approved master plan is required to be eligible for funding. These master plans examine park/trail boundaries, acquisition costs, stewardship, demand forecasts, development concepts, conflicts, public services, operations, public engagement and participation, public awareness, accessibility, and natural resources. Most of the regional parks do have existing master plans and these should be updated every 10-20 years to ensure the needs of the public are being met. As the County updates master plans, these plans will be made available on the County's website for easy access. Until then, the master plans are available to the public upon request.

While the County continues to focus on reconstruction and redevelopment of existing facilities within the regional and county parks over the next decade, it will also concentrate on developing new facilities within the system. For example, Mississippi West Regional Park is relatively a blank slate. The only development that has occurred is a public boat launch and by the end of 2018 a portion of the Mississippi River Trail will be complete through the park. Most of the fallow farm fields have been restored to native prairie grasslands, so any new development will have to take into consideration minimizing impacts to the natural resources. Proposed development includes roads, parking lots and additional trails as well as picnic pavilions and restroom buildings. In addition, a maintenance support facility is proposed.

Another focus for the County will be developing maintenance support facilities throughout the system. In 2016, Anoka County conducted a Maintenance Facility Assessment. That assessment illustrated where there were gaps in the system and how additional maintenance support facilities will help increase efficiencies in maintenance and operations. New facilities are proposed for Coon Rapids Dam, Riverfront and Mississippi West Regional Parks. Additional support facilities are proposed for just about every park and existing facilities are to be redeveloped to accommodate current and future needs.

In addition, camping is a relatively inexpensive way for families and individuals to connect and engage with the outdoors and for that reason, the County is considering an expansion to its camping program. Currently there are 142 sites within Bunker Hills and Rice Creek Chain of Lakes campgrounds and eight primitive sites along the Rum and Mississippi River's for overnight camping while canoeing or kayaking the rivers. To be more inclusive, the County is proposing to expand its camping facilities, not only to add more campsites to the system, but to also add alternate camping accommodations, such as yurts and tent platforms, as well as additional camper cabins. These alternate accommodations will provide an opportunity for everyone to participate, whether they are seasoned campers or not. Another proposed redevelopment project includes redeveloping Camp Salie at Martin Island Linwood Lakes Regional Park to create a more user-friendly group camp facility with additional amenities. Recent public engagement efforts clearly support the need to expand the Anoka County's camping program.

Based on the community engagement results, the County would like to provide other additional unique recreational destination opportunities that are free to the public. One type is interactive water features which provide a tactile way to engage the senses for learning and enjoyment. Everyone is drawn to water, especially children and it is a relatively clean and appealing play material. Children and adults can learn about cause and effect and provides them a chance to create their own fun and explore.

Another example of a unique recreation feature is a destination playground. This type of playground is more of a playground complex than a simple playground. It offers unique and accessible play equipment that will appeal to a broad range of users and include equipment for children and toddlers, older children and teenagers, adults and seniors and include elements and features for children and people with visible and non-visible disabilities.

Another feature the County is considering is an aerial adventure park. This includes climbing apparatus combined with zip lines and ropes courses to provide an aerial adventure playground. Some features are ground level, but most are elevated to challenge users physically and mentally. There are typically a variety of circuits that vary in difficulty, so everyone can enjoy a unique outdoor adventure.

Over the last several years, the County has been developing design standards for park facilities and amenities within the park system to provide a cohesive aesthetic context across the County. Design standards were initiated to create an aesthetically pleasing, safe, functional, efficient, sustainable and cost-effective standard for park facilities. The design standards cover materials, aesthetics, construction and maintenance. Elements with design standards can be as small as a street sign to as large as a new building. Some of these standards include using the same style of picnic shelter with varying sizes depending on demand or the construction standards for park roads and trails.



UNIQUE RECREATION FEATURES

Several unique recreation features have been established in the Anoka County Parks System: Bunker Beach Water Park, Chomonix Golf Course, Wargo Nature Center, Banfill-Locke Center for the Arts, the Bunker Hills Archery Complex, and Bunker Park Stable. Each of the facilities are heavily used and benefit from on-going service enhancements to build customer expectations and use.

BUNKER BEACH WATER PARK

Bunker Beach Water Park is Minnesota's largest outdoor aquatic facility. Attractions include: the first wave pool built in the state, six towering waterslides, a 900-foot lazy river, a leisure pool with climbing wall, a zero-depth entry pool with play structures, a creative sand play area, and private cabanas for rent. Bunker Beach gives the residents in the region a low cost positive opportunity to experience a premier water park without the expense of long distance travel.

The water park is located in Bunker Hills Regional Park and draws an average annual attendance of 113,000 guests. Bunker Beach was originally constructed in 1988 as a wave pool facility. Since then, the water park has expanded and added numerous features and attractions. to make the current facility as it is today.

Annual assessments of current national trends and technologies are incorporated into the facility planning process. Recently, the Parks Committee approved the department's 10-year capital replacement plan, which will help fund continued water park enhancements. Upgrades identified in the replacement plan include the rehabilitation of the parking lot, wave pool upgrades, and refurbishment of water slides and play structure. A comprehensive feasibility analysis will be completed by 2019 to address asset preservation and budget numbers to maintain the aging water park infrastructure amenities. The analysis will prioritize projects, develop a capital improvement project timeline, and identify costs. The identified projects will provide new and enhanced amenities at Bunker Beach Water Park, while the County reviews recreational trends and demographic changes that will determine the development and enhancement needs to provide a safe modern and appealing water park.

JOSEPH E. WARGO NATURE CENTER

The Joseph E. Wargo Nature Center is located in the Rice Creek Chain of Lakes Park Reserve and hosts an interpretive education center nestled on a beautiful peninsula on George Watch Lake. The nature center currently serves as the hub for environmental education, outdoor recreation programming, cultural historical learning at "Heritage Lab," and off-site programming through the Wildlife Outreach program. In 2017, Anoka County Program Services served over 40,000 people through its organized programs, events, and drop-in visitors.

In 2015, a master plan for Wargo Nature Center was developed. The master plan identified the vision for the nature center and includes goals, strategies, and physical improvements needed to support a phased implementation approach. This approach is intended to be flexible, so goals can be implemented as partnerships or funding opportunities arise.

Since the development of the master plan in 2015, a few identified projects have been implemented. One such project partnered Anoka County, Connexus Energy, the YMCA of the Greater Twin Cities, and the University of Minnesota - School of Architecture to create eight new learning stations at Heritage Lab. Another project created a new pedestrian entrance walk to the nature center. As part of this project, repurposed and recycled materials were used and funded through the County's Recycling and Resource Solutions Department.

Future capital improvement projects include the rehabilitation of the entrance road and parking lot, the addition of a bike lane along the entrance road for easier access to the nature center, an extension of the boardwalk into George Watch Lake, the construction of an observation learning platform, and updates to the interpretive and informational displays.

Future programming goals include better serving core program audiences and expanding to new diverse program audiences by expanding outreach programs, enhancing collaborations with local schools, and improving the visitor and program participant feedback program; increasing awareness of Wargo Nature Center and its programs by improving Wargo's digital presence on social media, improved marketing, and expanding cross marketing with like organizations; and improving the drop-in visitor experience.



BUNKER PARK STABLE

Bunker Park Stable, located at Bunker Hills Regional Park, offers a variety of unique horse riding experiences that are second to none in the Twin Cities Metropolitan Area. Since the 1970's, Bunker Park Stable has provided a full-range of riding programs and activities to the public no matter the ability or skill level. The Bunker Park Stable facility is provided through a partnership between the county and the concessionaire.

Bunker Park Stable was redeveloped in 2001 and includes a new horse barn, indoor riding arena, picnic area and site amenities. On-going maintenance and redevelopment will be continually assessed as part of the overall park planning and operations process.

The community response to the redevelopment has been excellent. There has been an increase in demand for educational programming in the areas of group and private lessons. The concessionaire offers a variety of services and unique programs such as Special Olympics programs, therapeutic programs, trail and pony rides, hay and sleigh rides, education programs, scouting badges, facility and rental programs, riding lessons, and camps.

These horse related services and programs add a unique dimension to Bunker Hills Regional Park that truly make the park a destination experience.





CHOMONIX GOLF COURSE

Chomonix Golf Course is an 18-hole, Par 72, 6,221-yard public course located in the Rice Creek Chain of Lakes Park Reserve. As one of the most scenic courses in the Twin Cities, Chomonix averages 25,000 golf rounds annually. The golf course was originally a private, nine-hole course and was intended to have single family housing surrounding the course, but in 1987, Anoka County purchased the land from the developer and expanded it to an 18-hole public course.

Since purchasing the course, Anoka County has made many additions and upgrades to improve the safety, playability, and overall aesthetics of the course. Some of the most significant improvements the County has completed includes: reconstructing four fairways, adding seven new ponds, adding nine forward tee boxes, upgrading eight tee boxes, installing a new irrigation system, adding a banquet room and offices to the clubhouse, creating a new driving range building and amenities, adding rain shelters, paving numerous cart paths, rebuilding all sand traps, landscaping several areas throughout the course, and repaving the entrance road and parking lot. The most recent capital improvement included the renovation of the #6 and #17 greens in 2016 to meet USGA standards.

In 2012, the Parks Department updated the Chomonix Golf Course Master Plan. The master plan was designed to provide a framework for course improvements to provide the highest level of service and amenities to golfers. Future improvements include clubhouse enhancements, correcting drainage issues on the course, increasing tee box size to USGA standards, paving additional cart paths, aerators for the ponds, hazardous tree removal and installation of ornamental trees and planting areas to highlight certain areas on the course. The master plan also discusses the overall course objectives and individual tee, fairway and green objectives, clubhouse enhancements that include siding replacement and restroom upgrades. Maintaining capital assets and increasing the number of rounds played annually will be the primary focus for the next 10 years.

BANFILL-LOCKE TAVERN

The historical Banfill-Locke Tavern is located in Manomin Park (part of the Rice Creek West Regional Trail), at the scenic confluence of the Mississippi River and Rice Creek, in the city of Fridley. The 1847 structure was known as the Banfill "Tavern" and served as a trading post and stop along the Red River Ox Cart Trail. Anoka County purchased the building in 1967 and it became the first structure in Anoka County to be listed on the U.S. National Register of Historical Places, winning designation in 1976.

In 1988, the building became the Banfill-Locke Center for the Arts (BLCA), a 501(c)(3) nonprofit. While the BLCA occupies the building and cares for the gardens, the building and surrounding park land remains in the care of Anoka County. For 30 years, this public/private partnership has been a wellspring for the community, providing enrichment, enjoyment, opportunity, and education through the arts.

The BLCA is guided by a 14-member volunteer board of directors who retain an Executive Director to plan and implement all of the art programming and services. The BLCA depends on a wide-variety of volunteers to help with registrations, membership, greeting visitors, operating the gift shop, and maintaining the gardens. Programming includes: art exhibitions, monthly reading series, Family Art Sundays, Artist and Writer-in- Residence, weekly art and writing practice groups, an arts library, gift shop, Art at Rice Creek Festival, and Holiday Gift mART. Annually the BLCA has 8,000 visitors, eleven exhibits, and more than 50 class offerings.

Donations and memberships support a variety of exhibitions, literary programs, free family programs, and special events. Future infrastructure improvements will be identified in a future Facility Assessment Report. State and regional historical renovations grants will be pursued to make the needed infrastructure enhancements, in accordance with the U.S. National Register of Historic Places guidelines.



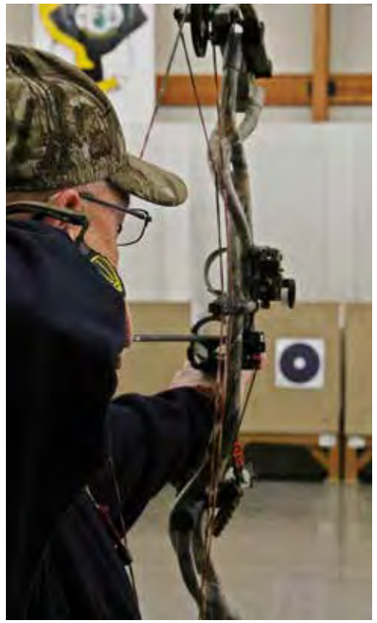
BUNKER HILLS ARCHERY COMPLEX

Anoka County has partnered with Rapids Archery Club for over 30 years. The range as it stands today was opened in 2001. Anoka County and Rapids Archery Club jointly promote the sport of archery through providing state-of-the-art facilities and programs for the public. The partnership shares common interests of providing family oriented experiences that promotes archery as a sport the entire family can enjoy together.

Members of the public can enjoy a variety of archery interests including bowhunting, 3-D, field, and target archery, both Olympic and National Field Archery Association style. Rapids Archery Club hosts many archery tournaments each year and offer a variety of archery instruction classes and programs that cater to all levels of skill and interest.

The facilities include an 8,400 square foot clubhouse with a large 20-yard indoor range, full service kitchen area, restrooms, and a large training room. In addition, the outdoor facilities include five outdoor ranges comprised of three walk-through loops (totaling 56 diverse shooting stations), a large field tip range, and a unique broad-head range. Redevelopment will be continually examined as part of the overall park planning process.

The archery center is heavily used by the public and local schools on a regular basis and over 5,500 people participate in activities offered through Rapids Archery Club each year. The location of the facility also has been well received as it limits any conflicts with other park uses. The County is anticipating completing a master plan for the complex within the next few years. This will outline improvements and redevelopment required to keep the facility in top condition.





BUILDING THE CUSTOMER EXPERIENCE

Parks and recreation trends are consistently evolving and changing. Many core principles of land stewardship and conservation remain the same, however, the customer experience continues to shift with changing demographics and societal influences. To provide the best experience to park guests, key areas of focus will be on accessibility and equity, education and interpretation, recreation services, marketing, and awareness and in-park visitor services.

ACCESSIBILITY AND EQUITY

The parks continue to be well attended, however, studies have shown that demographics of park visitors are not truly representative of the overall community. Studies conducted by the Metropolitan Council have shown, demographic groups based on age, ethnicity and disabilities do not use the park system consistently. Barriers to participation have been identified. According to a 2014 study, "Overwhelmingly, participants identified proximity and transportation as the greatest contributors to regional park visitation. Unexpectedly, the lack of awareness was noted as a barrier 2.5 times more frequently than transportation constraints."

Additional barriers that were identified, in order, are:

1. Lack of Awareness
2. Time
3. Fear/Safety Concerns
4. Lack of Transportation Options
5. Language Barrier
6. Weather
7. Cost
8. Map Challenges
9. No Companions
10. Cultural or Religious Insensitivity/ Discrimination

The Anoka County Parks Department will continue to work with community groups and partners to reduce barriers to connecting people with the outdoors. Outreach is being conducted to work with diverse groups and further identify where barriers exist in the park system along with solutions. The Communication and Outreach Specialist position will continue to play a strong role in keeping these issues in the forefront for future planning and implementation of park services and facilities.

"Being able to enjoy the parks and trails through an interconnected, bike and pedestrian friendly system should be a key area to focus on in the future."

Survey Response

EDUCATION AND INTERPRETATION

Parks are filled with unique historical and natural features that provide educational and interpretive opportunities. Historically, the Anoka County parks have not focused heavily on in-park interpretive displays. Public feedback surveys have shown an increased desire to expand educational opportunities within the parks. Park staff has begun developing a consistent interpretative program for each of the parks. This program will focus on using traditional signage and educational locations, but also technology-based applications that can identify natural and historic features using GPS or other convenient technology that park users have access to.

Another area to enhance customer experience and education is through partnerships with agencies to promote the benefits of parks and recreation. Health agencies are continuing to identify the importance of recreation and time spent in nature to reduce stress, improve physical health, and combat mental illness. Collaborating with health agencies, such as local hospitals, provides a new audience to enhance quality of life within the county. Another key collaboration is educating on the economic impacts that parks have within the community. Adding information regarding economic benefits throughout the park system and publications will help enhance the user experience but also serve as an advocacy program for the parks and county operations. The benefits can be highlighted and attract visitors using additional partnerships with convention and visitor bureaus and chamber of commerce groups.

PROGRAMMING SERVICES

Programming services are a key reason why people choose to visit a specific park destination. Currently, Wargo Nature Center provides the majority of recreation programs within the county. The ability to offer more programs and to equitably distribute the programs throughout the county will require additional facilities to house staff, equipment, and program resources. As the public continues to request more programs and events, an increase in the number of full-time staff dedicated to this will be necessary. With additional staff able to plan, supervise, train and coordinate programs in various locations throughout the county, more guests will be able to experience the unique amenities that are found within the park system. Additional resources that can be added will also assist in enhancing the quality as well as the quantity of programs throughout the county. Park use trends continue to show guests are looking to try new experiences without owning all the equipment that may be necessary to introduce them. Program services that can offer these opportunities will need to be explored as well as identifying ways to fund the personnel and equipment needed.

While recreation and educational programs are highly desired, the request for trails and playgrounds are the highest rated amenities for enhancing customer experiences. Access to these two amenities will be needed as the park system continues to evolve. Various types of trail opportunities in the appropriate parks will need to be assessed to offer the widest variety of services. Requests for destination playgrounds have ranked highly in visitor surveys. These playgrounds are typically larger with unique play elements and accessible surfacing. As playgrounds are needing to be replaced it will be important to evaluate if these destination playgrounds would better serve guests for that specific location.

IN-PARK VISITOR SERVICES

The Park Services Unit has a specific focus to provide an enjoyable experience for all guests through education and enforcement. Park service staff are available throughout the park system to answer questions from park users about recreation facilities, programs, resources, and park ordinances. As visitation numbers increase, additional park service staff, as well as maintenance personnel, will be necessary to provide the service level customers are requesting. Staffing levels by location and hours of operation will be continually evaluated to ensure a clean and safe visit. Culturally diverse focus groups listed fear and safety as a concern for not visiting the regional park system. To further increase the visitation of culturally diverse groups, in-park services will focus on access to staff, visual presence, and continuing to provide a safe environment.

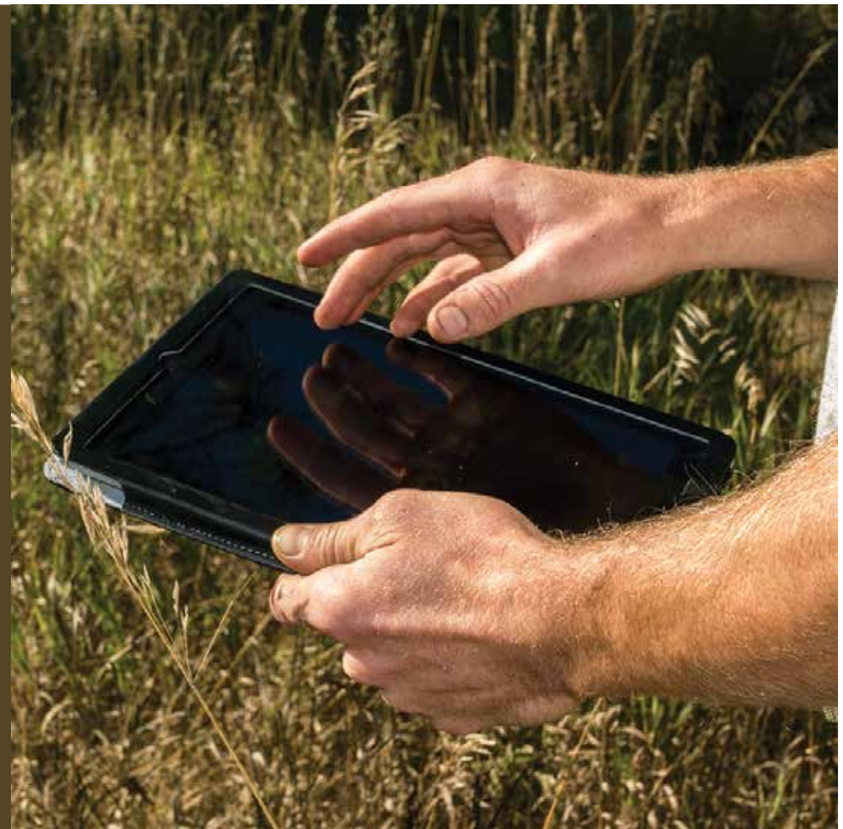
Perceived Barriers to Regional Park Use Among Select Communities of Color - 2014

African American Focus Groups	African Immigrant Focus Groups	Asian Immigrant/ Asian American Focus Groups	Hispanic/ Latino/ Latina Focus Groups	Diverse Composition Focus Groups
• Violent crime: get jumped, shot • Run over • Accidents • Behavior of Others	• Violent crime: rape, killing, stabbing • Kids get lost • Drowning • Being alone • Too big=lost	• Snakes • Bees • Water-viruses • Too big= get lost • Hunters • Being Alone • Behavior of others (drinking)	• Water-viruses • Getting lost • Crime • Animals • People • Getting hurt	• Violent crime: kidnapping • Too big= get lost • Kids unsafe • Strangers • Crazy people • Behavior of others (drinking, loitering) • Animals

Metropolitian Council, March 2014

MARKETING AND AWARENESS

Even with the high use numbers for the park system, the number one barrier identified for visiting a regional park was lack of awareness of the regional parks and trails. Marketing and engagement efforts will need to play a large role in communicating the experience that is available within the park system. Ideally, guests will be able to have immersive experiences using technology and virtual tours to learn about the various amenities and park uses available prior to their visit. Expanding marketing efforts through all forms of digital and print media, as well as, interpersonal interaction will help to increase awareness of the park system. Trends in communicating with guests on a frequent and consistent basis will be constantly evaluated and staff will ensure that the county remains committed to sharing the benefits of visiting the parks, trails, and recreational amenities.





SUSTAINING THE PARKS SYSTEM

An integrated approach to sustaining the Anoka County Parks and Recreation System while providing for the park and trail needs of the county and surrounding region is essential to allow Anoka County's park legacy to thrive and benefit future generations. This achievement is a product of planning and using available resources to provide quality and sustainable facilities and services that support and continually improve the park system. The guiding principles as identified in Chapter Two of this plan are the basis for decisions and actions that sustain the parks system.

EFFECTIVE USE OF RESOURCES

Anoka County is currently enhancing its asset management practices to promote effective use of financial and physical resources and to develop a proactive approach to managing its infrastructure assets. As part of this effort, the Parks and Recreation Department, along with the County's Fleet Management, Facilities Management and Construction departments, and Risk Management is developing a system-wide asset management program that includes the following primary systems:

- Buildings (includes restrooms, picnic shelters, gate houses, shade shelters)
- Bituminous Surfaces (includes roads, parking lots, and trails)
- Fleet and Equipment
- Park Amenities
- Special Features (Bunker Beach and Chomonix Golf Course)
- Storm Water Treatment Systems
- Wells and Septic Systems
- Utilities and Irrigation
- Bridges and Culverts
- Urban Forestry and Horticulture

The goal of the County's Asset Management Program is to shift from reactive to proactive planning and management of its infrastructure assets. The strategic priorities include the following:

- Gain a better understanding of the current state of the infrastructure and its future needs
- Proactively identify the asset replacement and rehabilitation needs and plan the budget and resources accordingly
- Understand the probability and consequence of failure of each asset so that the County can manage high risk assets before failure and to minimize the County's risk profile
- Minimize the life cycle cost by incorporating the latest technological advances in infrastructure to develop efficient and effective preservation and restoration strategies
- Develop a consistent and defendable methodology for prioritizing work and budget expenditure
- Focus on high benefit-to-cost ratio to ensure the budget is spent most effectively
- Be transparent by involving the County Board and the public in the development of the asset management program and the associated decisions

The asset management program methodology includes working closely with other County departments to accomplish the following:

- Inventory and assess condition of individual assets
- Estimate replacement cost of each asset
- Define preservation and restoration costs and schedules
- Determine the desired service levels
- Understand the financial needs and other resources required to sustain the delivery of services
- Optimize and prioritize the needs based on risk

SYSTEM-WIDE MANAGEMENT STANDARDS:

The establishment of qualitative and quantitative maintenance standards is necessary to clearly and accurately describe how an area, resource or facility should function, appear, and be sustained after a maintenance task, or series of tasks has been performed. The standards reflect an exceptional level of maintenance for various tasks that are carried out daily, weekly, monthly, and annually. The maintenance standards established for the Anoka County Parks and Recreation System are based upon several interrelated factors and variables that include the following:

- Public health, safety and security
- Type and function of facility
- Structural and mechanical integrity
- Visibility to public and aesthetic considerations
- Ecological considerations
- Level of use by the public
- Park visitor perceptions
- Available maintenance resources

The maintenance standards are also aligned with the availability of financial, human, and capital resources, as allocated through the budgeting process, and as a matter of public policy formulation of the County Board.



$1.3 Million Invested in Large Equipment



Centralized Fleet Management System



Staffing to Meet Demands and Service Levels

EFFICIENT EQUIPMENT AND SHARED RESOURCES:

Since 2009, Anoka County has invested approximately $1.3 million into a well-needed large equipment replacement program to upgrade and replace an aging fleet. The last remaining piece that needs to be replaced is the Piston Bully ski trail groomer. Over the next ten-years, a large equipment replacement schedule will again need to be implemented, starting with the equipment that approaches the 10-year replacement threshold. It is anticipated that this will be financed through the County Capital Improvement Program and through future grants.

Part of asset management within the County includes a centralized, county-wide, Fleet Management Program. The Fleet Management Program is being led by the Anoka County Highway Department and is intended to efficiently inspect, maintain and recommend replacement schedules for all vehicles, capital equipment, and small engines. This program will cover all on-going preventative maintenance checks and services on all pieces of equipment in the Parks Department and it will also directly correlate with replacement schedules that will inform the capital improvement program budget process.

Lastly, maintenance staffing resources are currently being stretched to the limit to meet the public demand and delivery of quality services. Future growth will continue to increase the demand for personnel and equipment to sustain the quality of services that are currently provided. Therefore, it is necessary to continue to explore and develop innovative strategies, through the county budget process, to facilitate successful service delivery into the future by gradually considering increases to full time equivalent and seasonal staffing levels.

"Park patrons and county residents alike benefit from the interdepartmental sharing of vehicles and equipment, which reduces cost and allows timely delivery of urgent services and repairs throughout Anoka County. Additionally, the professional team at Anoka County Fleet Services tracks, maintains, and repairs everything from small lawnmowers to our largest pieces of equipment allowing us to remain on schedule and operate efficiently."

Anders Oredson, Superintendent Parks Maintenance



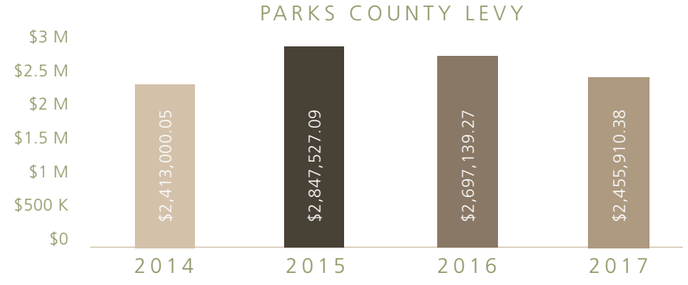
PARK SYSTEM INVESTMENT AND FUNDING

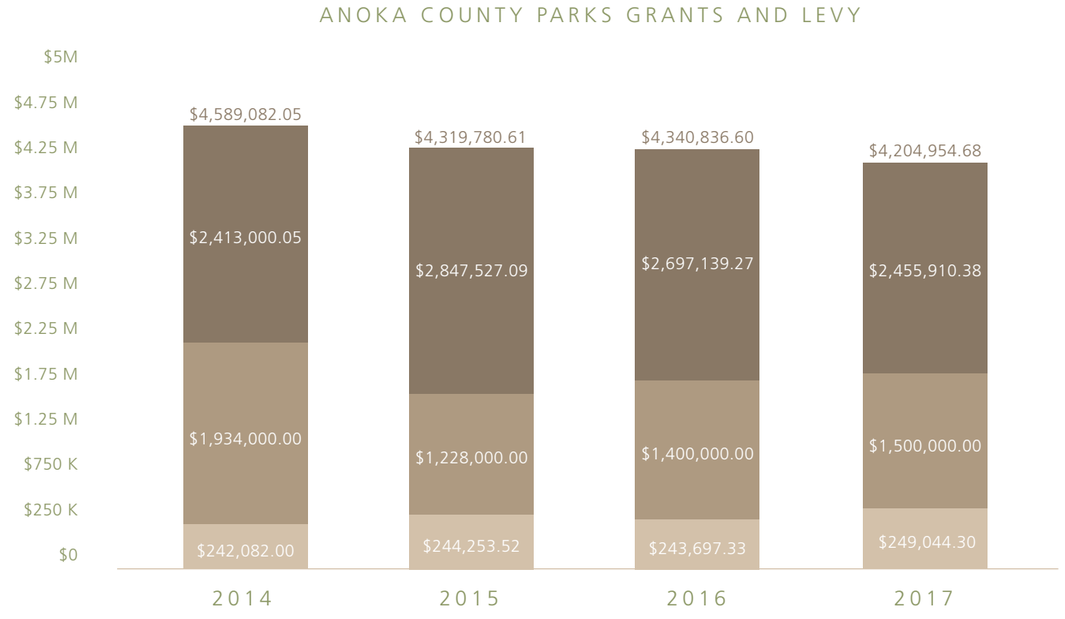
OPERATIONS AND MAINTENANCE

As the parks and recreation system continues to evolve and expand to meet the outdoor recreational needs of a steadily growing population, a strategic park operations funding plan is essential to effectively sustain the delivery of high quality services and to maintain and strengthen the current and future investment in infrastructure. In the last ten years, more than $25 million has been invested into the park system and a projected $35 million will occur over the next 15 years. In addition, over the past decade, there has been a steady increase in annual park visitation with over one million new visitors. This trend is anticipated to continue. Currently, the operational resources are stretched to their limit and need to be incrementally increased to effectively meet essential public service demands while continually improving the future of the parks and recreation system.



$0.58 PER PARK VISITATION IN 2017





Special attention must be given to the Regional Park Operations and Maintenance Grant Program that the State Legislature established in 1985 with the intent of funding 40% of the regional parks operation and maintenance costs. Unfortunately, these grants have seldom exceeded 10% of the regional park agency budgets. Lobbying efforts must be actively pursued by Anoka County and the other implementing agencies to increase this operations and maintenance funding for the regional park system to keep pace with escalating use and demand.

OPERATIONS AND MAINTENANCE RESOURCES

The key funding sources for the on-going operations and maintenance of the parks system are provided for by various state, regional and county resources. The combination of these resources are needed for ongoing asset preservation, safe and effective park operations, and quality delivery of facilities and services. As the county looks forward to strengthening its ability to deliver operations and maintenance support services over the next decade, pursuit of the following funding sources will be critical to achieve success:

State Level
- Regional Park Operations and Maintenance Grants (additional lobbying efforts needed to increase funding levels by up to 30%)
- Rehabilitation Grants (State Lottery-in-lieu-of Fund)

County Level
- County levy (need incremental increases to keep pace with public demand)
- Use fees and charges
- Leases (U of MN, MRPA)
- Renewable resources (fuel wood, timber, solar, wind, biomass, geothermal)

Other Resources
- Partnerships (Connexus Energy, Rapids Archery Club, Bunker Park Stables, YMCA, University of Minnesota, Master Gardeners, Minnesota Recreation and Park Association, Banfill Locke Center for the Arts, Coon Rapids Art Commission, and other philanthropic ventures)
- Volunteers & Donations
- Energy conservation credits

CAPITAL INVESTMENT PLAN

Over the next decade, a strategic and realistic capital investment approach is needed to effectively maintain and improve the quality and function of the current park and trail system infrastructure, to accommodate new development and acquisition priorities, to protect and restore natural resources, and to strengthen the Department's overall delivery of park services. The following Capital Investment Plan components shall serve as the foundation for achieving this approach:

The Ten-Year Capital Improvements Program is a prioritized list of capital projects that include, but are not limited to, new development, redevelopment, and natural resources restoration projects that are projected to be financed through various funding sources that are dependent upon legislative variables and county policy. This ten-year plan is carefully reviewed and adjusted annually to align with Anoka County's 5-Year Capital Improvements Program and Anoka County's legislative platform. The total projected capital investment needs under this ten-year plan are projected to be approximately $29,000,000. Refer to the appendix for the implementation plan.

As part of the Ten-Year Capital Improvements Program, special financing attention must be given to the county parks such as Kordiak, Rum River South, Rum River North, Sandhill Crane Natural Area, and Coon Lake County Park. County Parks do not qualify for Regional Park capital investments or operations and maintenance funding sources. Funding proposals for infrastructure development and redevelopment must be pursued through Anoka County's Five-Year Capital Improvement Program process.

FUNDING SOURCES

Capital Investment Resources
Capital investment funding sources have come through a variety of agencies and programs including Federal, State, Regional, County, and local levels. These funds have been, and continue to be used for land acquisition, park development, facility rehabilitation, programs, and natural resources restoration. As the county looks forward to capital investment in the park system over the next ten years, upon concurrence of the County Board, the following funding sources shall be aggressively pursued:

Federal Level
- National Park Service Grants – (Mississippi National River and Recreation Area)
- Federal Transportation Fund Grants – (Metropolitan Council)
- Federal Recreation Trail Grants – (Minnesota Department of Natural Resources)
- Land and Water Conservation Fund Grants – (Minnesota Department of Natural Resources)

State Level
- Direct appropriation from State Legislature (State Bonding)
- Legislative-Citizens Commission on Minnesota Resources Grants
- Lessard-Sams Outdoor Heritage Council Grants
- Clean Water Fund
- Arts and Culture Fund
- Parks and Trails Legacy Fund
- Minnesota Environment and Natural Resources Trust Fund
- Minnesota Department of Natural Resources Grants

Metropolitan Council
- Regional Parks Capital Improvements Program (State and Metro Council Bonds)
- Regional Park Operations and Maintenance Grants (State General Fund)
- Regional Park and Trail Legacy Program (Legacy Fund)
- Park Acquisition Opportunity Fund Grants (Environment and Natural Resources Trust Fund)

Anoka County
- County 5-Year Capital Improvement Program
- County Levy
- User fees and charges
- County Highway Department (expansion of regional trail system)
- Recycling and Resources Solutions Grants
- Community Health Grants (SHIP)

Local Sources
- Cities (typically matching funds for regional trail development)
- Anoka Conservation District
- Watershed Districts and Watershed Management Organizations

The Anoka County Parks Department stands ready to advance the strategic direction of the park system over the next decade to be a model that instills a sense of pride and enthusiasm among citizens, while furthering the standards of park excellence in Anoka County, the Metropolitan Region and throughout the State of Minnesota. This Park System Plan will strive to serve all citizens in a respectfully, innovative and fiscally responsible manner under the continued guidance and leadership of the Anoka County Board of Commissioners.



APPENDIX

IMPORTANT INFORMATION

Parks Department Office	763-324-3300

anokacountyparks.com

Joseph E. Wargo Nature Center	763-324-3350
Coon Rapids Dam Visitor Center	763-324-3320
Banfill-Locke Center for the Arts	763-574-1850
Chomonix Golf Course	763-324-3434
Bunker Park Stables	763-757-9445
Park Services	763-324-3360
Bunker Beach Water Park	763-324-3310

PARKS DIRECTOR
Jeff Perry

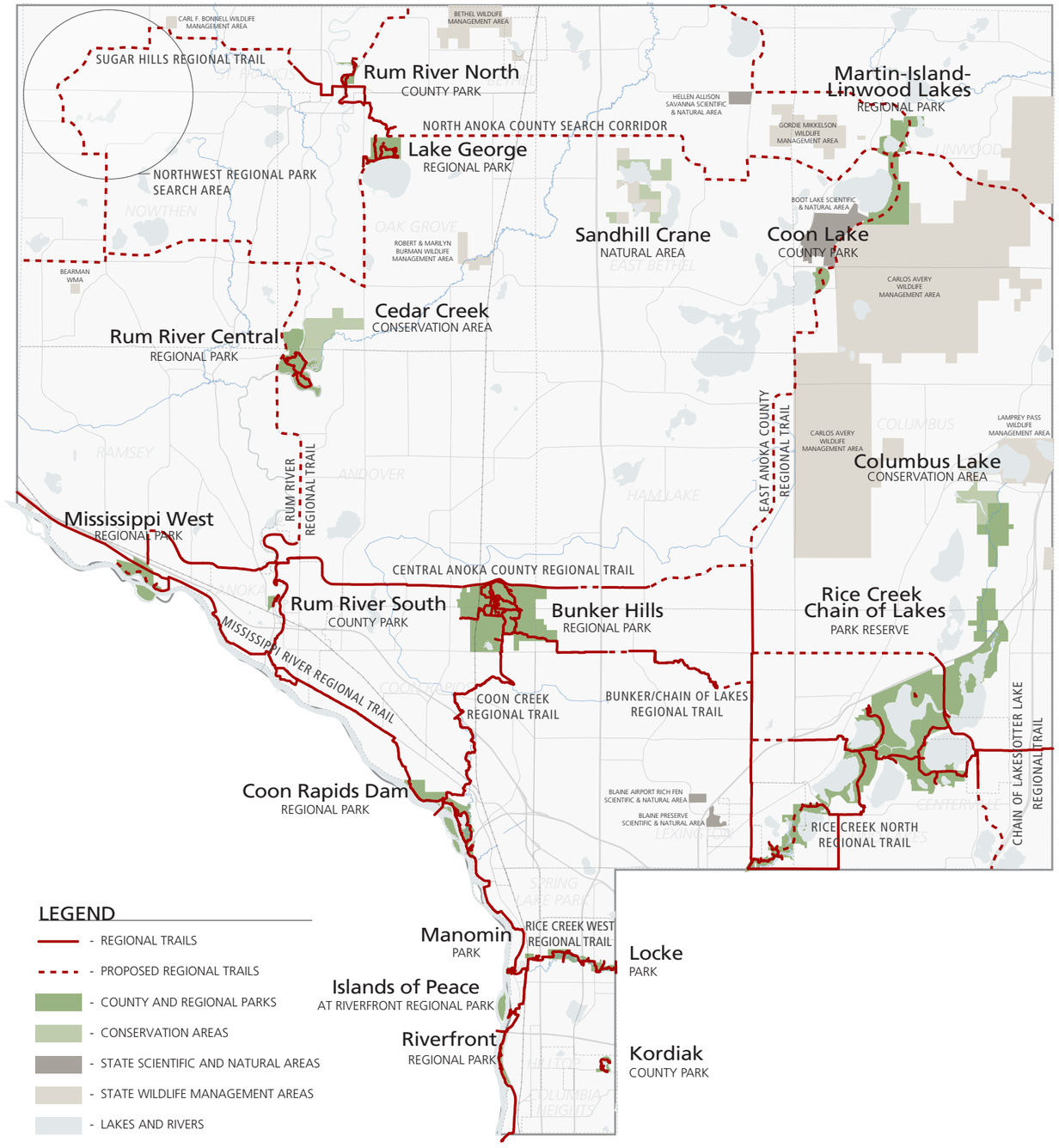
ANOKA COUNTY PARKS MISSION STATEMENT

To positively impact the quality of life in Anoka County by providing parks, outdoor recreation, and leisure services for the public. Our mission encompasses protection of the natural environment, improving the health of citizens and supporting a strong local economy.

ANOKA COUNTY BOARD OF COMMISSIONERS

District 1 - Matt Look
District 2 - Julie Braastad
District 3 - Robyn West
District 4 - Jim Kordiak
District 5 - Mike Gamache
District 6 - Rhonda Sivarajah
District 7 - Scott Schulte

APPENDIX: ANOKA COUNTY PARKS, TRAILS, AND STATE LANDS MAP



Regional Parks

Regional parks most notably contain a diversity of nature-based resources, either naturally occurring or human-built and are typically 200-500 acres in size. Regional parks accommodate a variety of passive recreation activities. Regional Parks, with approved master plans in the Anoka County system include: Bunker Hills, Coon Rapids Dam, Lake George, Martin-Island-Linwood Lakes, Mississippi West, Riverfront, and Rum River Central.

The County has identified a search area for a new regional park in the northwest corner of the County, known as the Northwest Anoka County Regional Park Search area.

Park Reserves

Park reserves, like regional parks, provide for a diversity of outdoor recreation activities. One major feature that distinguishes a park reserve from a regional park is its size. The minimum size for a park reserve is 1,000 acres. An additional characteristic of park reserves is that up to 20 percent of the park reserve can be developed for recreational use, with at least 80 percent of the park reserve to be managed as natural lands that protect the ecological functions of the native landscape. The only park reserve located in the Anoka County system is Rice Creek Chain of Lakes Park Reserve.

Regional Trails

Regional trails are classified as:

- destination or greenway trails and
- linking trails.

Destination or greenway trails typically follow along routes with high-quality natural resources that make the trail itself a destination. Linking trails are predominately intended to provide connections between various Regional Parks System facilities, most notably regional parks or park reserves. Regional trails, with approved master plans, within the Anoka County system include: Bunker-Chain of Lakes, Central Anoka County, Chain of Lakes-Otter Lake, Coon Creek, East Anoka County, Mississippi River, Rice Creek North, Rice Creek West, Rum River and Sugar Hills.

The County has identified a search area for a new regional trail in the northern portion of the County known as the North Anoka County Regional Trail Search Corridor.

State Recreation Lands within Anoka County

Wildlife Management Areas

Wildlife management areas (WMAs) are part of Minnesota's outdoor recreation system and are established to protect those lands and waters that have a high potential for wildlife production, public hunting, trapping, fishing, and other compatible recreational uses. WMAs within Anoka County include: Bearman, Bethel, Carl E. Bonnell, Carlos Avery, Gordie Mikkelson, Lamprey Pass and Robert and Marilyn Burman.

Scientific and Natural Areas

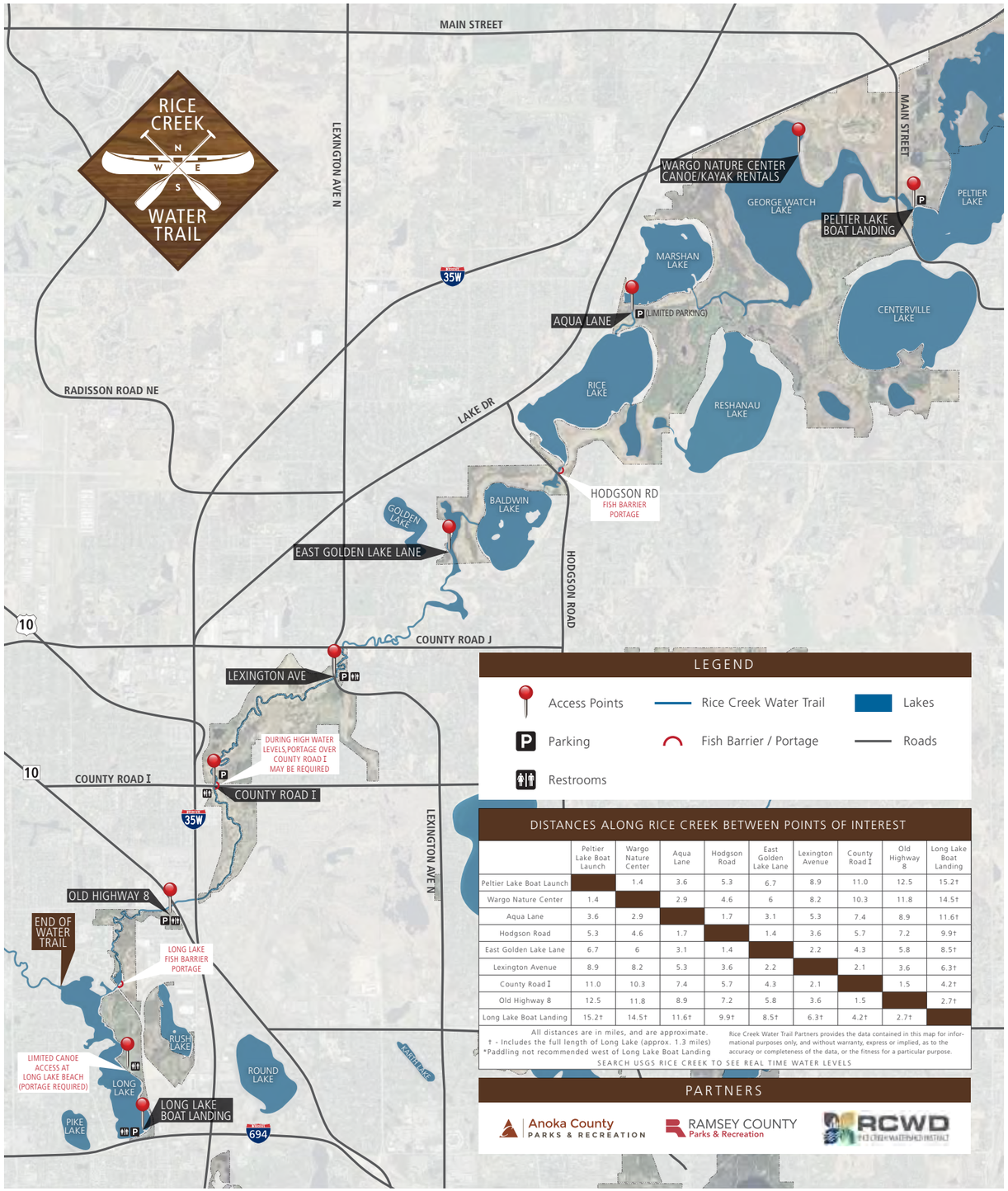
Scientific and Natural Areas (SNAs) are exceptional places where native plants and animals flourish; where rare species are protected; and where the DNR can study, Minnesota's fascinating natural and geologic features. SNAs within Anoka County include: Blaine Airport Rich Fen, Blain Preserve, Boot Lake and Helen Allison Savanna.



10 Year Capital Project Forecast

Park/Trail	Funding Source	Project	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Bunker	Metro P&T	Reconstruct Parkway A (reclaim/repave, replace bit curb with concrete gutter/ribbon curb) & trail reconstruction				200,000	1,820,000						2,020,000
Bunker	Metro P&T	Replace Boardwalk									300,000		300,000
Bunker	Metro CIP	Activity Center Storage Building									50,000		50,000
Bunker	Lottery	Reimbursement - City of CR for trail from RR tunnel to Avocet connector trail			150,000								150,000
Bunker	Metro CIP	Central Maintenance Facility Improvments (86.53%) 2021: Renovation & Remodeling					1,220,000						1,220,000
Bunker	Other	County match for Water/Sewer Improvements to Maint. Shop in 2018	41,600										41,600
Bunker	County CIB	Renovation & Remodeling (county match to MC funds)					164,000						164,000
Bunker	Metro P&T	Bunker Beach Parking Lot & Trail Rehab/Vets Memorial Trail Rehab	122,592										122,592
Bunker	Metro P&T	Asset Management Plan/Wave Pool Rehab/improvements		1,002,396	1,545,928								2,548,324
Bunker	County CIB	Asset Management Plan/Wave Pool Rehab/Improvements		1,000,000	2,985,500	117,000	100,000						4,202,500
Bunker	Metro P&T	Bunker Destination Playground							750,000				750,000
CACRT	Metro CIP	City of Andover Ped Tunnel Reimbursement (approved 2016)			268,680								268,680
CACRT	Metro CIP	Ped Bridge over 35W - Highway reimbursement (approved Apr 2013)			250,000								250,000
CCRT	Metro CIP	Reimburse City of Coon Rapids for Egret Blvd portion of regional trail (approved April 2017)			106,816								106,816
CCRT	Metro CIP	Reimburse City of Coon Rapids for Coon Rapids Blvd portion of regional trail (approved May 2019)			40,000								40,000
Coon Rapids Dam	Metro CIP	Visitor Center Windows/Roof	320,295										320,295
Coon Rapids Dam	Metro P&T	Visitor Center Improvements/Maint. Shop Construction								500,000			500,000
Coon Rapids Dam	Metro CIP	Maintenance Shop - Design and Construction							1,650,000				1,650,000
Coon Rapids Dam	Metro P&T	Trail improvements - Replace 4 culverts at Coon Creek with ped bridge or 1 large box culvert, reconstruct trail to 610.						800,000					800,000
Lake George	Metro P&T	Upgrade Picnic Pavilions & Restrooms	230,000										230,000
Lake George/ Rum River	LSOHC	Lake George Dam & Rum River Erosion Repair	539,000										539,000
Lake George/ Rum River	County CIB	Lake George Dam & Rum River Erosion Repair	76,000										76,000
Martin Island Linwood	Metro P&T	Camp Salie Renovations & ADA improvements							515,000				515,000
Martin Island Linwood	Metro P&T	Boardwalk & Trail reconstruction								500,000			500,000
Miss West	Metro CIP	Park development, maint. facility									1,000,000		1,000,000
Miss West	Metro P&T	Park development, maint. facility								1,000,000	500,000	500,000	1,500,000
MRRT	Metro CIP	Anoka to Mississippi West (Anoka/Ramsey Reimbursement) (Approved Apr 2014)			340,000								340,000
MRRT	Metro P&T	Rivenwick MRT reconstruction						400,000					400,000
RCCOL	Metro P&T	Rice Creek Maint. Shop Renovation/Campground Support Facility	687,044										687,044
RCCOL	Metro P&T	Peltier Fishing Pier, Parking Lot, ADA access							250,000				250,000
RCCOL	Metro P&T	Camper Cabins									200,000		200,000
RCCOL	Metro P&T	Main Park Road reconstruction				1,300,000							1,300,000

Park/Trail	Funding Source	Project	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
RCCOL	Metro P&T	Wargo - 2020: Displays and Exhibits; 2023 Phase 2 of displays;		350,000				350,000			220,000		920,000
RCCOL	Metro CIP	Wargo Entrance Roadway Reconstruction & Trail Along Road	931,569										931,569
RCCOL	RRS funds	Wargo Entrance Roadway Reconstruction & Trail Along Road	130,000										130,000
RCCOL	Lottery	Burial Mound Interpretive Area Construction (lottery)	50,000										50,000
RCNRT	Metro P&T	Design/Engineering, construction of trail and two ped bridges over Rice Creek between Golden Lake Elem and Baldwin Park										500,000	-
RCW - Manomin	Metro CIP	North Parking Lot, Trail Reconstruction							300,000				300,000
RCW - Manomin	Metro CIP	Banfill/Manomin Restroom Rehabilitation	260,000										260,000
RCW - Manomin	Culture Legacy	Banfill - Exterior Replacement/Insulation/ADA improvements (Andy)	50,000		200,000								250,000
Riverfront	Metro CIP	2020 Maintenance bldg. construction and site work, gatehouse construction			1,456,983								1,456,983
Riverfront	Metro P&T	Large Group Pavilion									500,000		500,000
Riverfront/ IOP	Nat'l Outdoor Rec	Parking lot, trails reconstruction, ADA improvements, playground, plaza rehab, culvert repair (matching grant)	325,000										325,000
Riverfront/ IOP	Metro P&T	Parking lot, trails reconstruction, ADA improvements, playground, plaza rehab, trail replacement, culvert replacement	325,000										325,000
Rum Central	Metro CIP	Playground Replacement	175,000										175,000
Rum Central	Metro P&T	Bituminous Repair and Sealcoating							800,000				800,000
Rum Central	Metro P&T	Parcel Acquistion		315,000									315,000
Rum North	County CIB	2020: Playground Replacement; 2023: Park Redevelopment		85,000			1,825,000						1,910,000
Rum River	County CIB	Rum River Stabilization Initative (matching county grant)		100,000	100,000	100,000	100,000						400,000
RRRT	Metro P&T	Rum River Reg Trail connection through LGRP (TAP application in 2027 - 20% match)										400,000	-
RRRT	Metro CIP	Bridge Street Trail Underpass					400,000						400,000
Rum South	County CIB	Playground and Surfacing Replacement					250,000						250,000
Chomonix	County CIB	Course Improvements		276,500	142,000	112,000	121,500	115,000					767,000
System-wide	Metro P&T	Connecting People to Outdoors	84,000										84,000
System-wide	Metro P&T	CCM Crew	150,000		160,000	170,000	175,000	180,000	185,000	190,000	195,000	200,000	1,405,000
		Sub-total Metro P&T Legacy	1,598,636	1,667,396	1,705,928	1,670,000	1,995,000	1,730,000	2,500,000	2,190,000	1,915,000	1,600,000	18,571,960
		Sub-total Metro CIP	1,686,864	-	2,462,479	-	1,620,000	-	1,950,000	-	1,050,000	-	8,769,343
		Sub-Total County CIB	76,000	1,461,500	3,227,500	329,000	2,560,500	115,000	-	-	-	-	7,769,500
		Sub-Total Other Legacy	50,000	-	200,000	-	-	-	-	-	-		250,000
		Sub-total Other	546,600	-	150,000	-	-	-	-	-	-	-	696,600
		Total FY	**3,958,100**	**3,128,896**	**7,745,907**	**1,999,000**	**6,175,500**	**1,845,000**	**4,450,000**	**2,190,000**	**2,965,000**	**1,600,000**	**36,057,403**



LEGEND

- Access Points
- Parking
- Restrooms
- Rice Creek Water Trail
- Fish Barrier / Portage
- Lakes
- Roads

DISTANCES ALONG RICE CREEK BETWEEN POINTS OF INTEREST

	Peltier Lake Boat Launch	Wargo Nature Center	Aqua Lane	Hodgson Road	East Golden Lake Lane	Lexington Avenue	County Road I	Old Highway 8	Long Lake Boat Landing
Peltier Lake Boat Launch		1.4	3.6	5.3	6.7	8.9	11.0	12.5	15.2†
Wargo Nature Center	1.4		2.9	4.6	6	8.2	10.3	11.8	14.5†
Aqua Lane	3.6	2.9		1.7	3.1	5.3	7.4	8.9	11.6†
Hodgson Road	5.3	4.6	1.7		1.4	3.6	5.7	7.2	9.9†
East Golden Lake Lane	6.7	6	3.1	1.4		2.2	4.3	5.8	8.5†
Lexington Avenue	8.9	8.2	5.3	3.6	2.2		2.1	3.6	6.3†
County Road I	11.0	10.3	7.4	5.7	4.3	2.1		1.5	4.2†
Old Highway 8	12.5	11.8	8.9	7.2	5.8	3.6	1.5		2.7†
Long Lake Boat Landing	15.2†	14.5†	11.6†	9.9†	8.5†	6.3†	4.2†	2.7†	

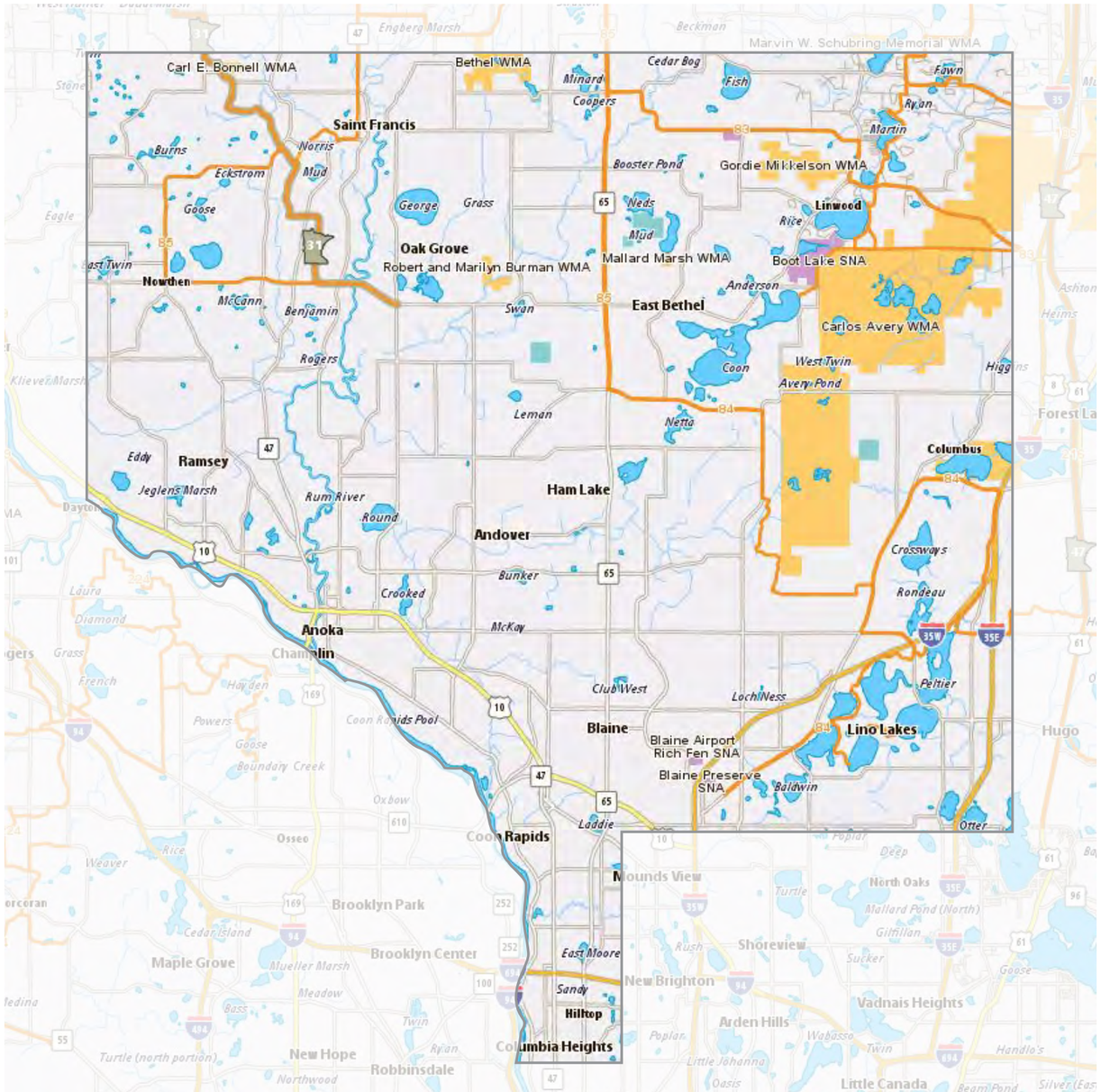
All distances are in miles, and are approximate.
† - Includes the full length of Long Lake (approx. 1.3 miles)
*Paddling not recommended west of Long Lake Boat Landing

Rice Creek Water Trail Partners provides the data contained in this map for informational purposes only, and without warranty, express or implied, as to the accuracy or completeness of the data, or the fitness for a particular purpose.

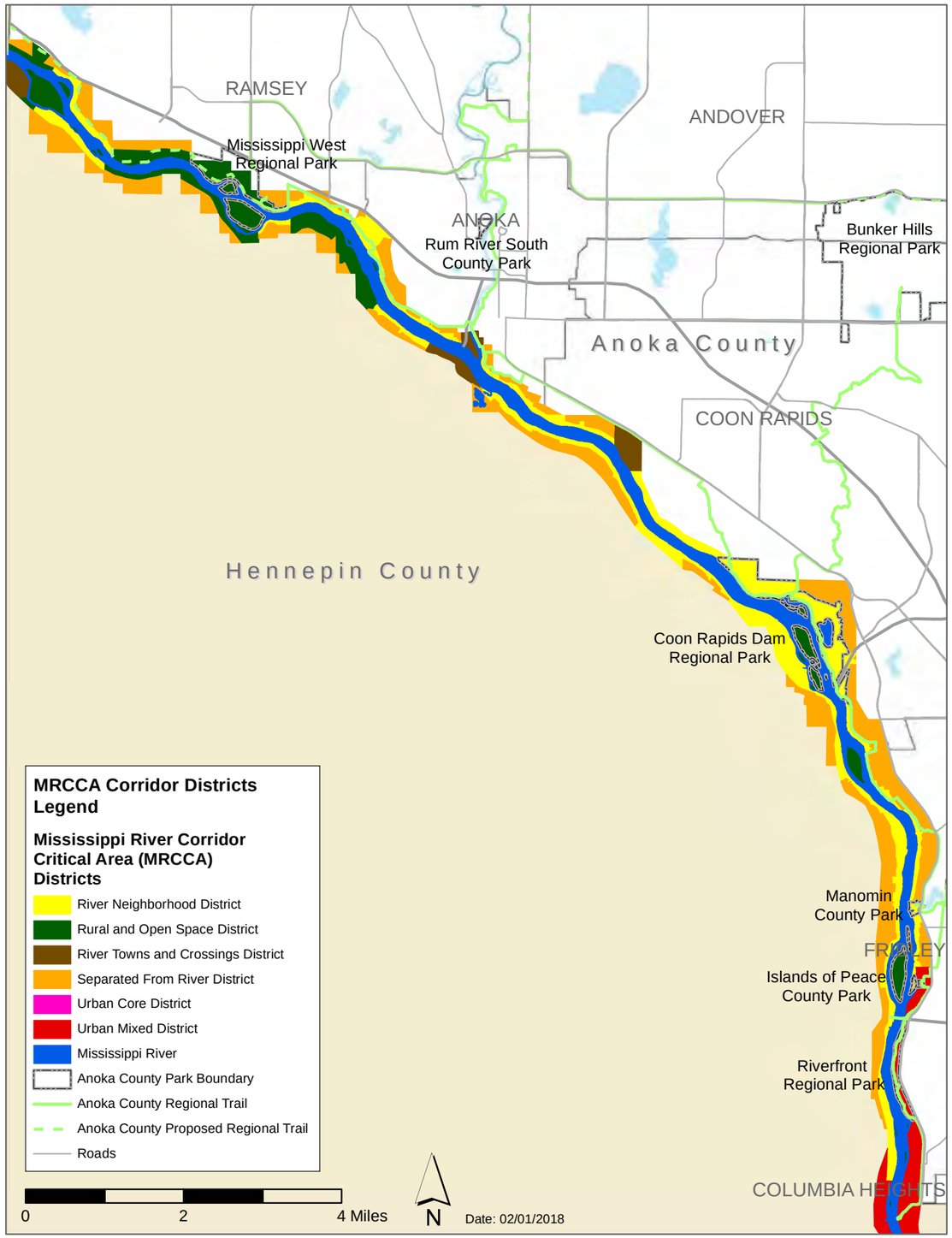
SEARCH USGS RICE CREEK TO SEE REAL TIME WATER LEVELS

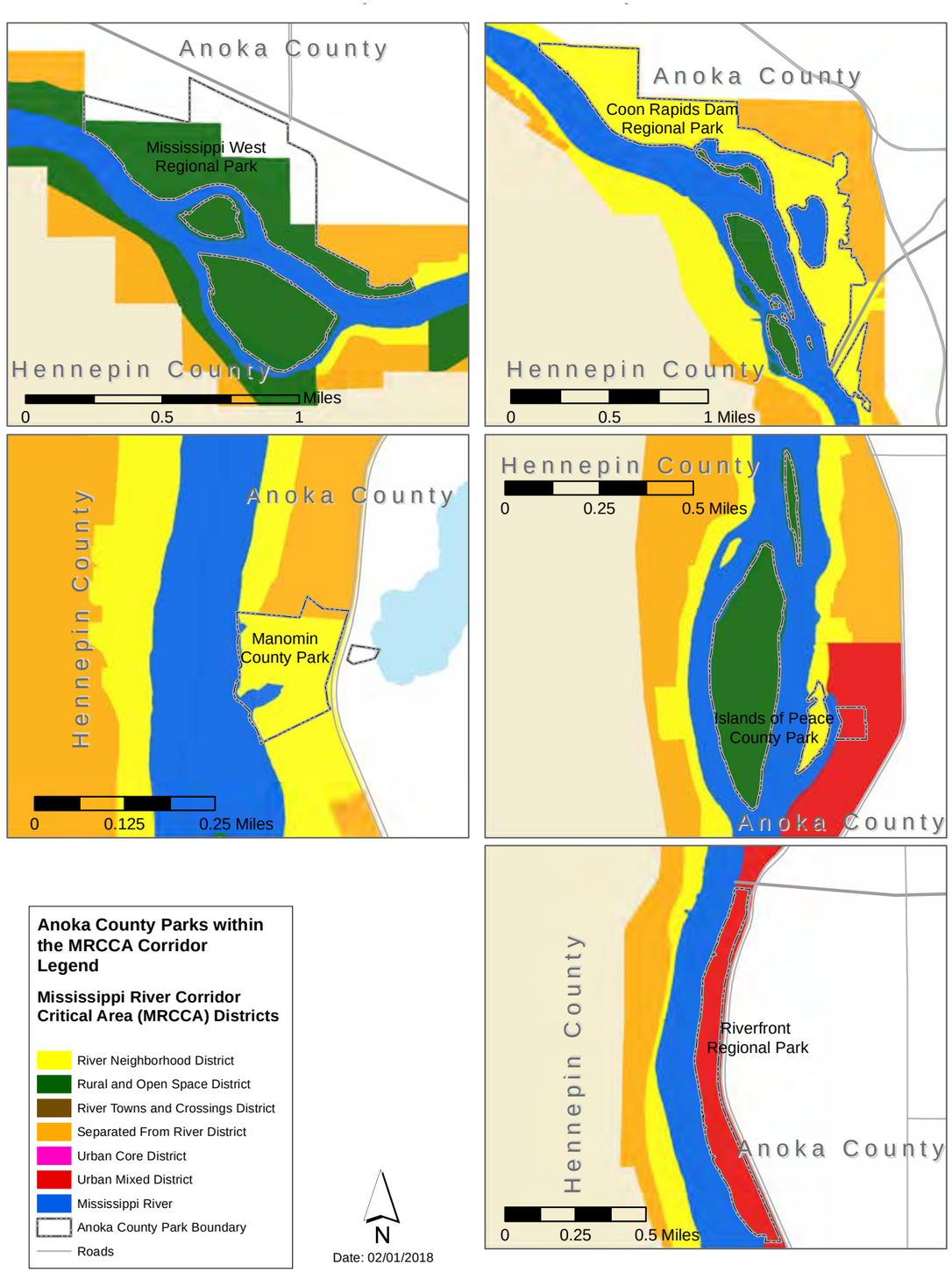
PARTNERS

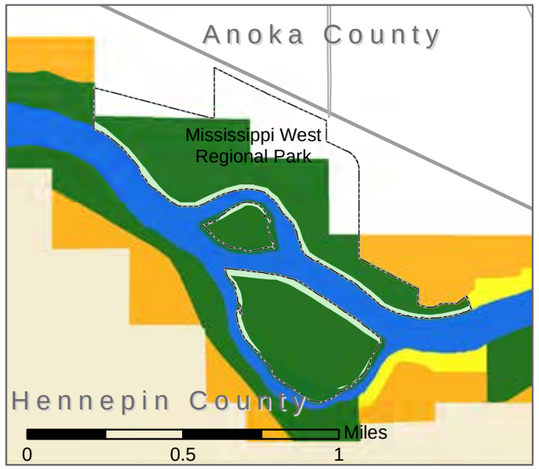
Anoka County PARKS & RECREATION
RAMSEY COUNTY Parks & Recreation
RCWD

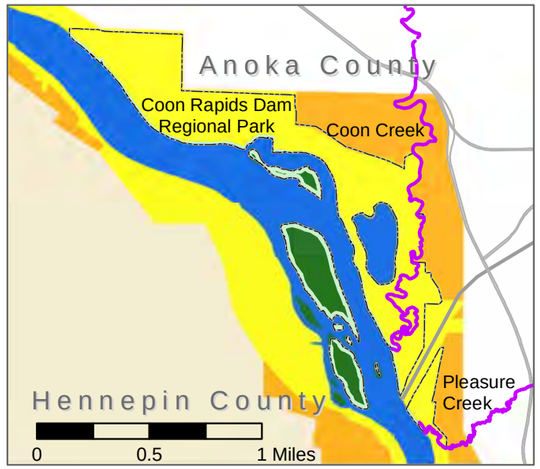


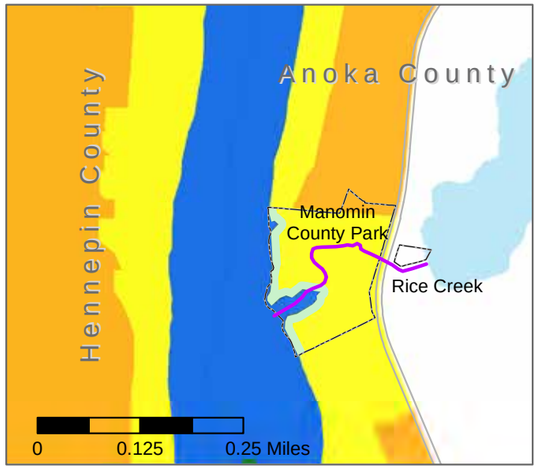
— - SNOWMOBILE TRAILS

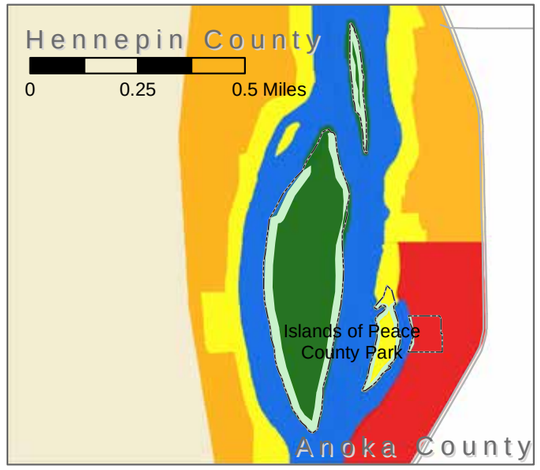

RAMSEY
ANDOVER
Mississippi West
Regional Park
ANOKA
Rum River South
County Park
Bunker Hills
Regional Park
Anoka County
COON RAPIDS
Hennepin County
Coon Rapids Dam
Regional Park
Manomin
County Park
FRIDLEY
Islands of Peace
County Park
Riverfront
Regional Park
COLUMBIA HEIGHTS
MRCCA Corridor Districts
Legend
Mississippi River Corridor
Critical Area (MRCCA)
Districts
River Neighborhood District
Rural and Open Space District
River Towns and Crossings District
Separated From River District
Urban Core District
Urban Mixed District
Mississippi River
Anoka County Park Boundary
Anoka County Regional Trail
Anoka County Proposed Regional Trail
Roads
0
2
4 Miles
N
Date: 02/01/2018


Anoka County
Mississippi West
Regional Park
Hennepin County
0
0.5
1 Miles
Anoka County
Coon Rapids Dam
Regional Park
Hennepin County
0
0.5
1 Miles
Hennepin County
Anoka County
Manomin
County Park
0
0.125
0.25 Miles
Hennepin County
0
0.25
0.5 Miles
Islands of Peace
County Park
Anoka County
Anoka County Parks within
the MRCCA Corridor
Legend
Mississippi River Corridor
Critical Area (MRCCA) Districts
River Neighborhood District
Rural and Open Space District
River Towns and Crossings District
Separated From River District
Urban Core District
Urban Mixed District
Mississippi River
Anoka County Park Boundary
Roads
N
Date: 02/01/2018
Hennepin County
Riverfront
Regional Park
Anoka County
0
0.25
0.5 Miles









Shore Impact Zones in Anoka County Parks Legend

- Shore Impact Zones
- Anoka County Park Boundary

Mississippi River Corridor Critical Area (MRCCA) Districts

- River Neighborhood District
- Rural and Open Space District
- River Towns and Crossings District
- Separated From River District
- Urban Core District
- Urban Mixed District
- Mississippi River
- Creeks
- Roads

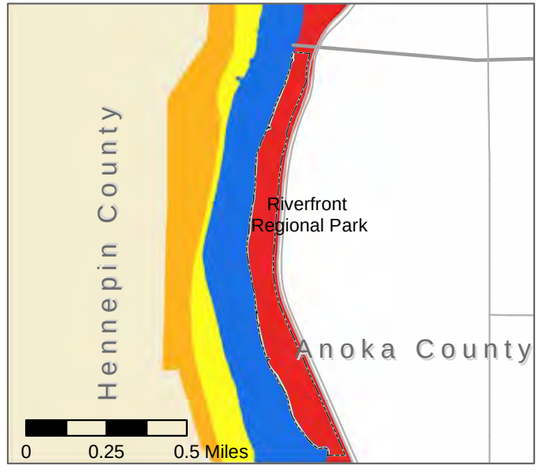
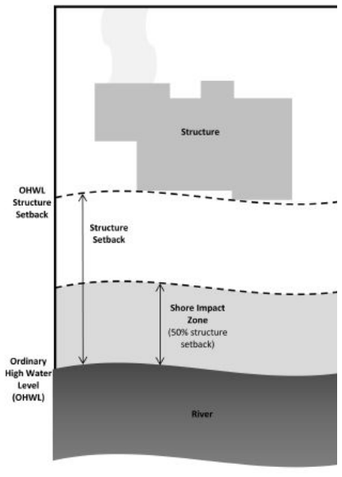
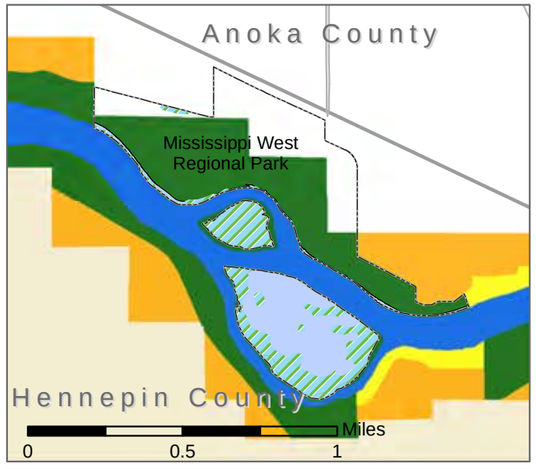
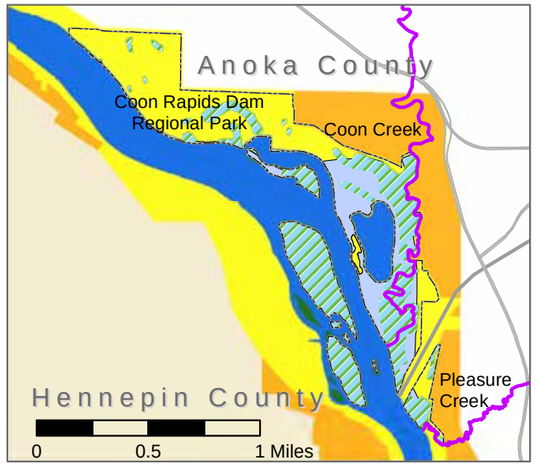
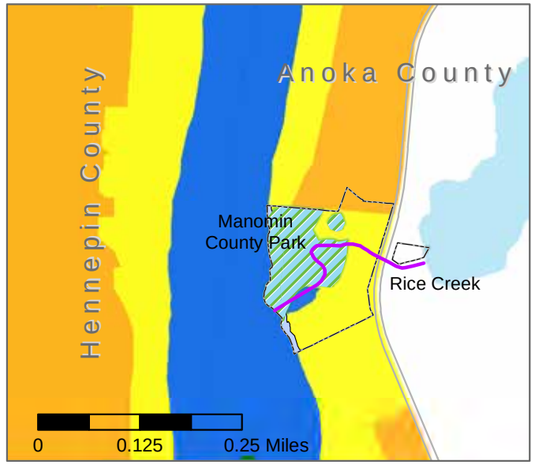


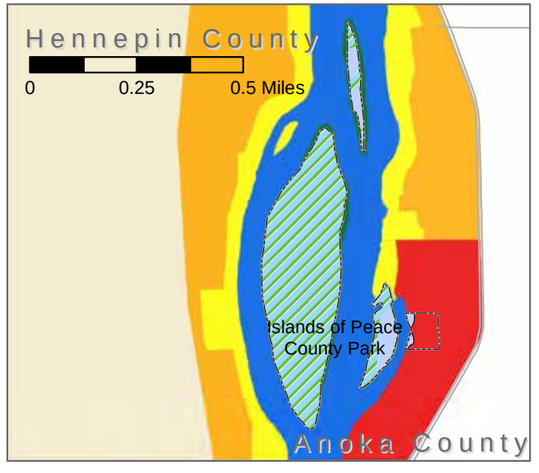
Figure 2: Shore Impact Zone











Floodplains and Wetlands within Anoka County Parks Legend

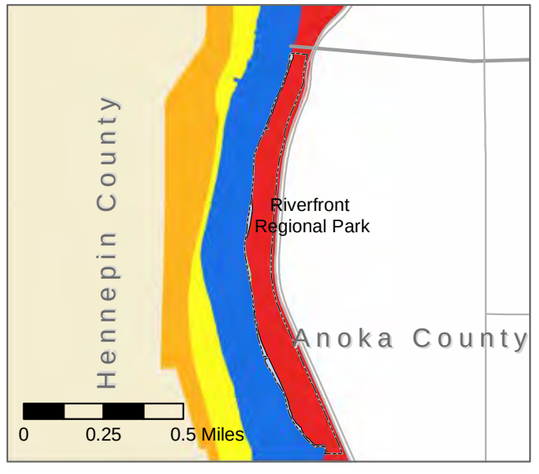
- Wetland
- FEMA Designated Floodway
- Anoka County Park Boundary

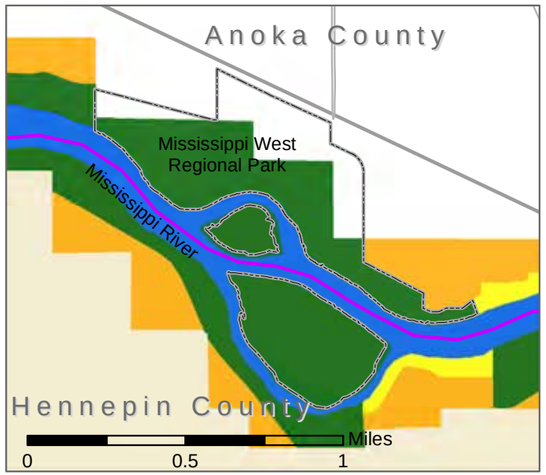
Mississippi River Corridor Critical Area (MRCCA) Districts

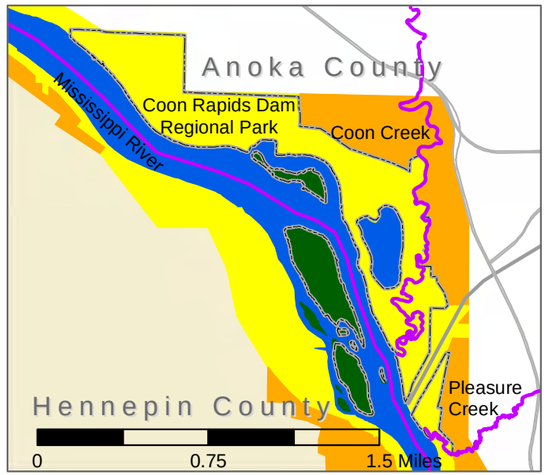
- River Neighborhood District
- Rural and Open Space District
- River Towns and Crossings District
- Separated From River District
- Urban Core District
- Urban Mixed District
- Mississippi River
- Creeks
- Roads

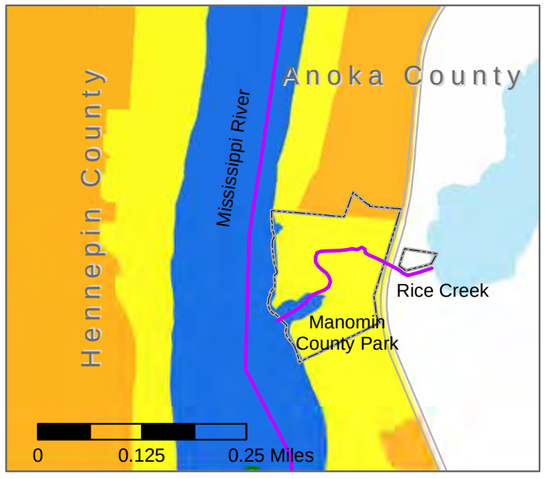
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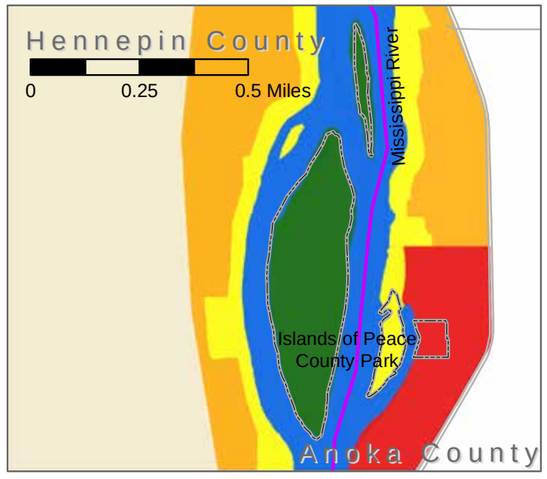
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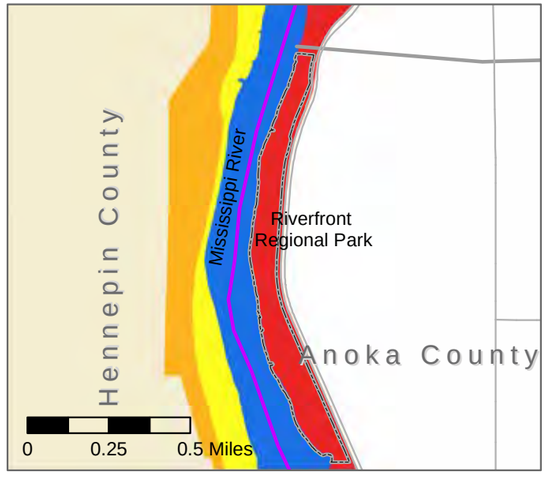












Natural Drainage Ways in Anoka County Parks Legend

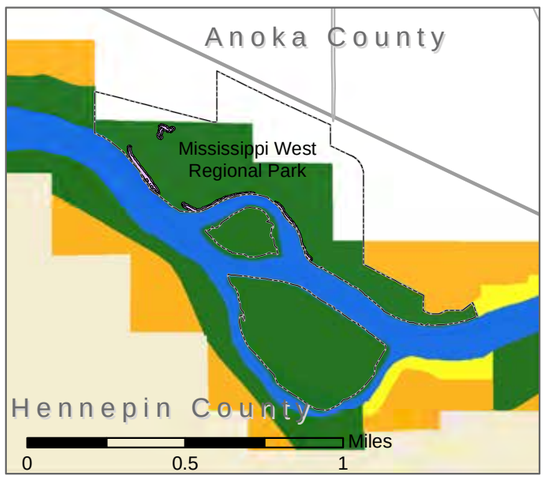
- Natural Drainage Way
- Anoka County Park Boundary

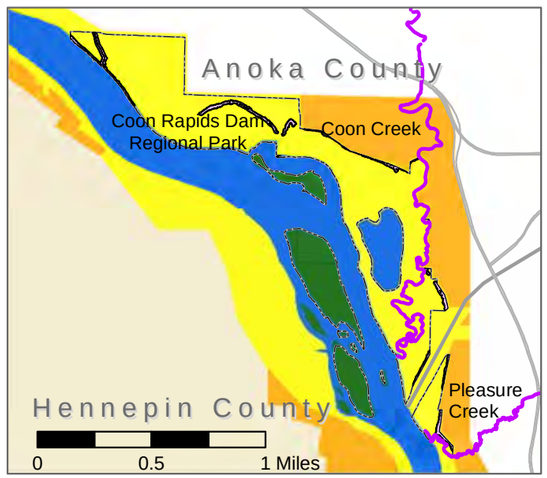
Mississippi River Corridor Critical Area (MRCCA) Districts

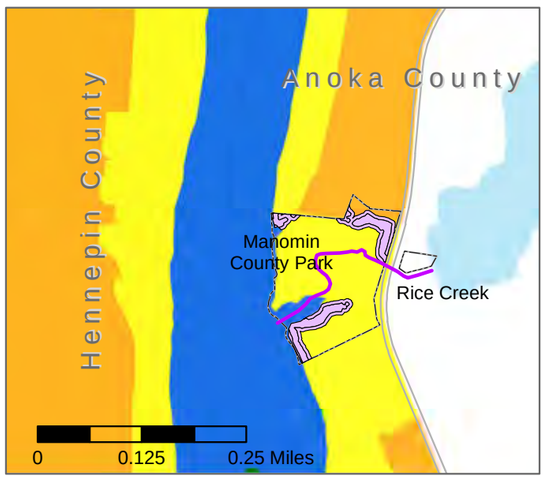
- River Neighborhood District
- Rural and Open Space District
- River Towns and Crossings District
- Separated From River District
- Urban Core District
- Urban Mixed District
- Mississippi River
- Roads

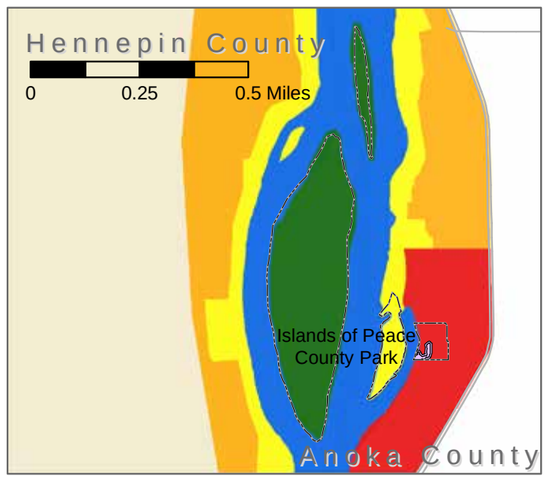
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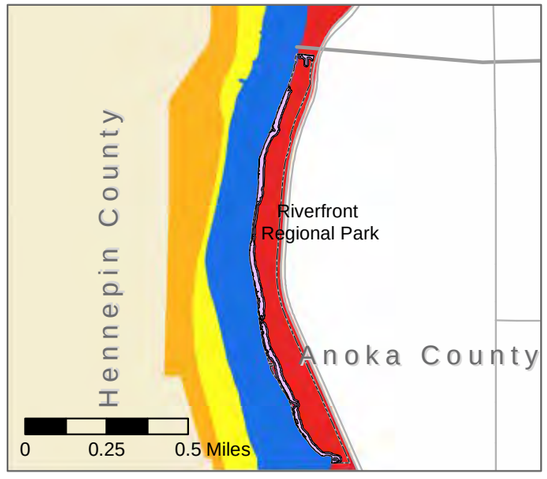
Date: 02/01/2018











Bluff Impact Zones in Anoka County Parks Legend

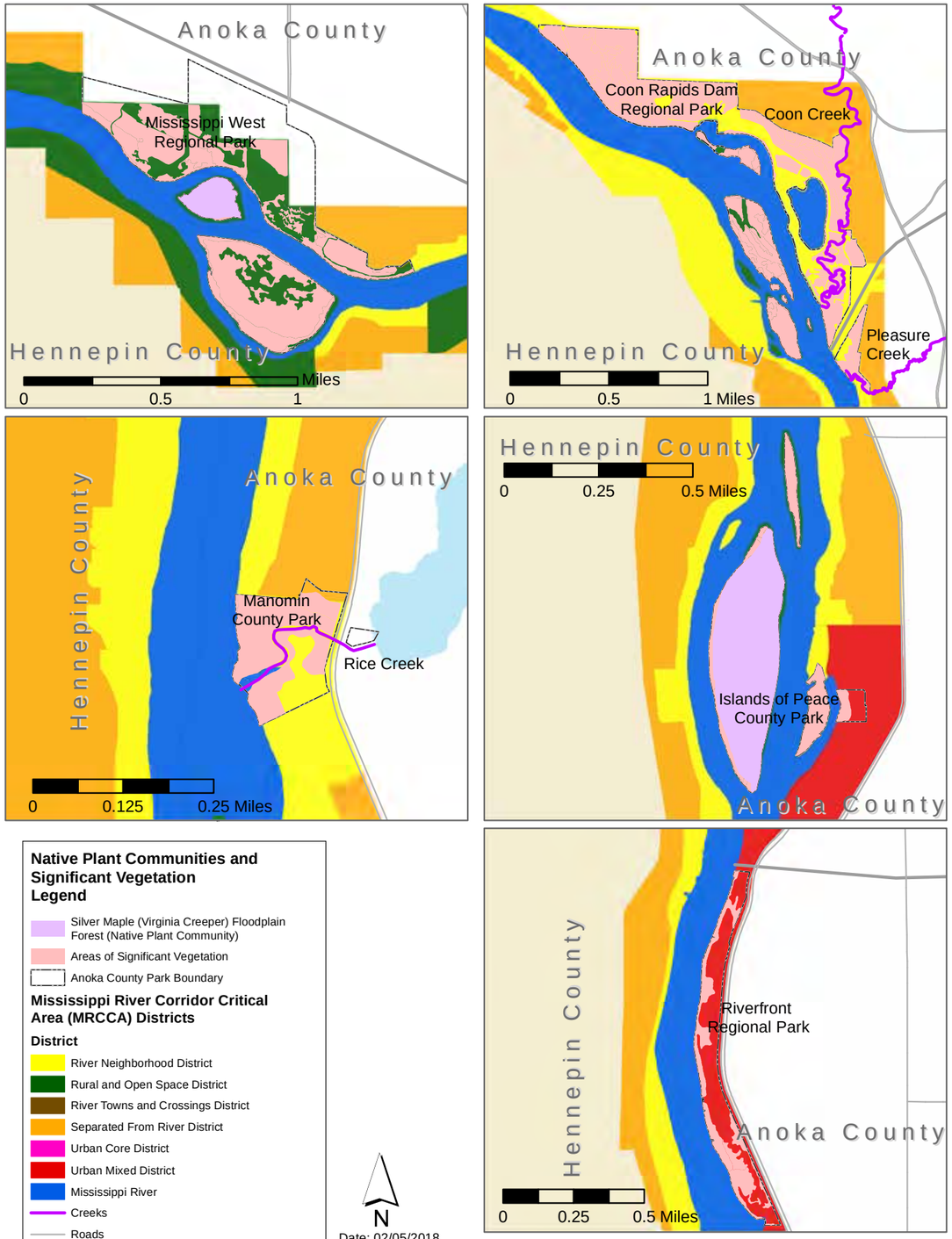
- Bluff Impact Zones
- Anoka County Park Boundary

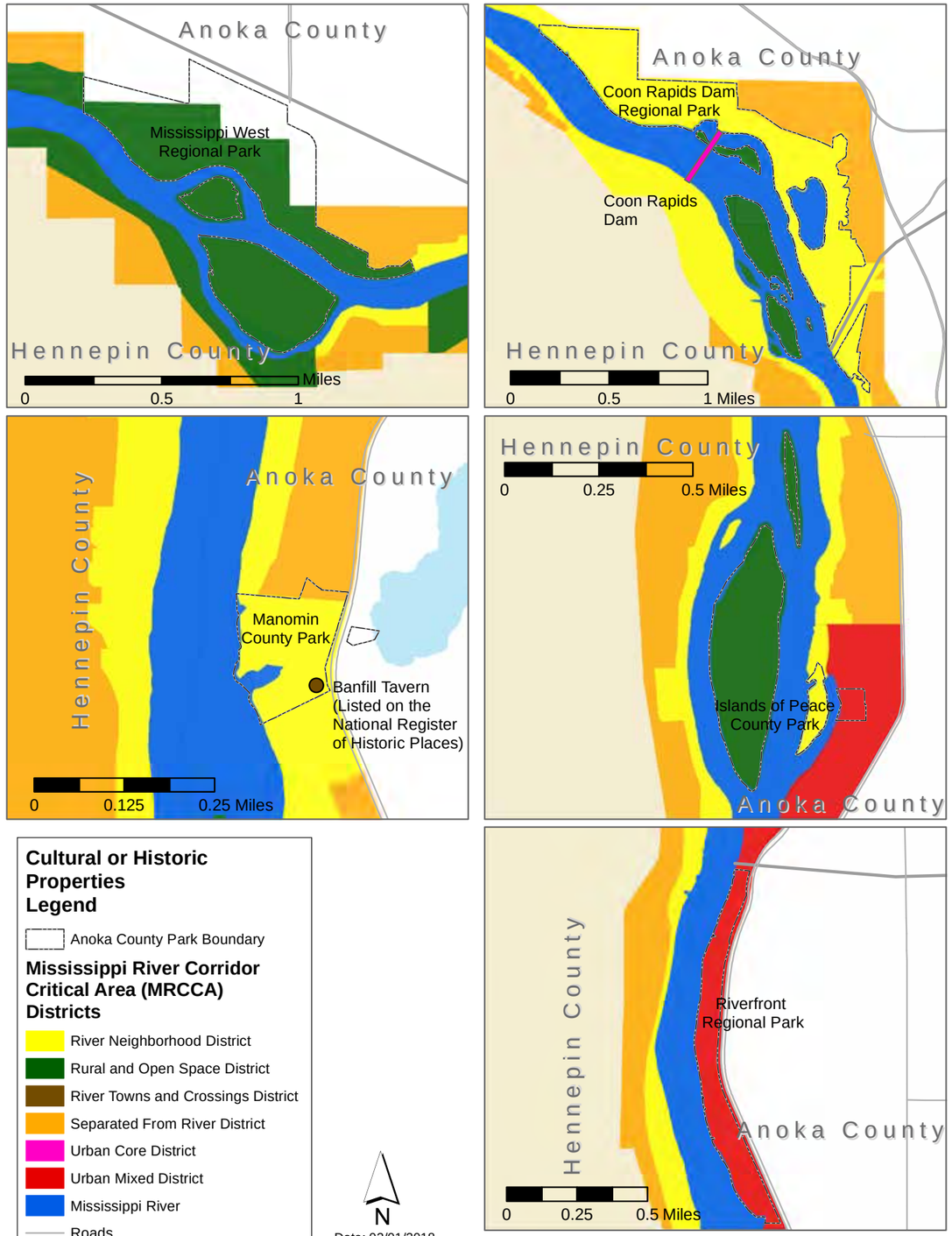
Mississippi River Corridor Critical Area (MRCCA) Districts

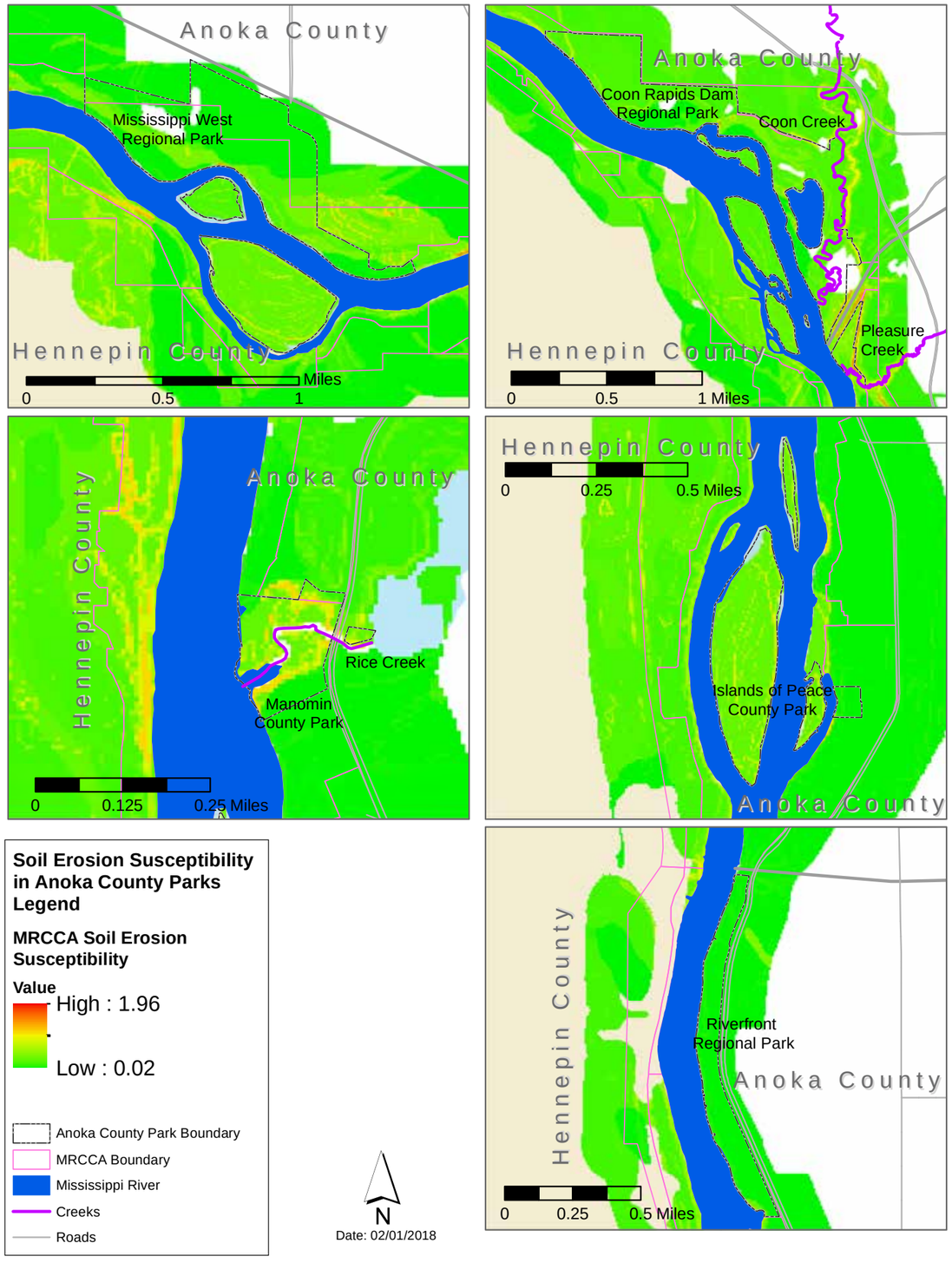
- River Neighborhood District
- Rural and Open Space District
- River Towns and Crossings District
- Separated From River District
- Urban Core District
- Urban Mixed District
- Mississippi River
- Creeks
- Roads

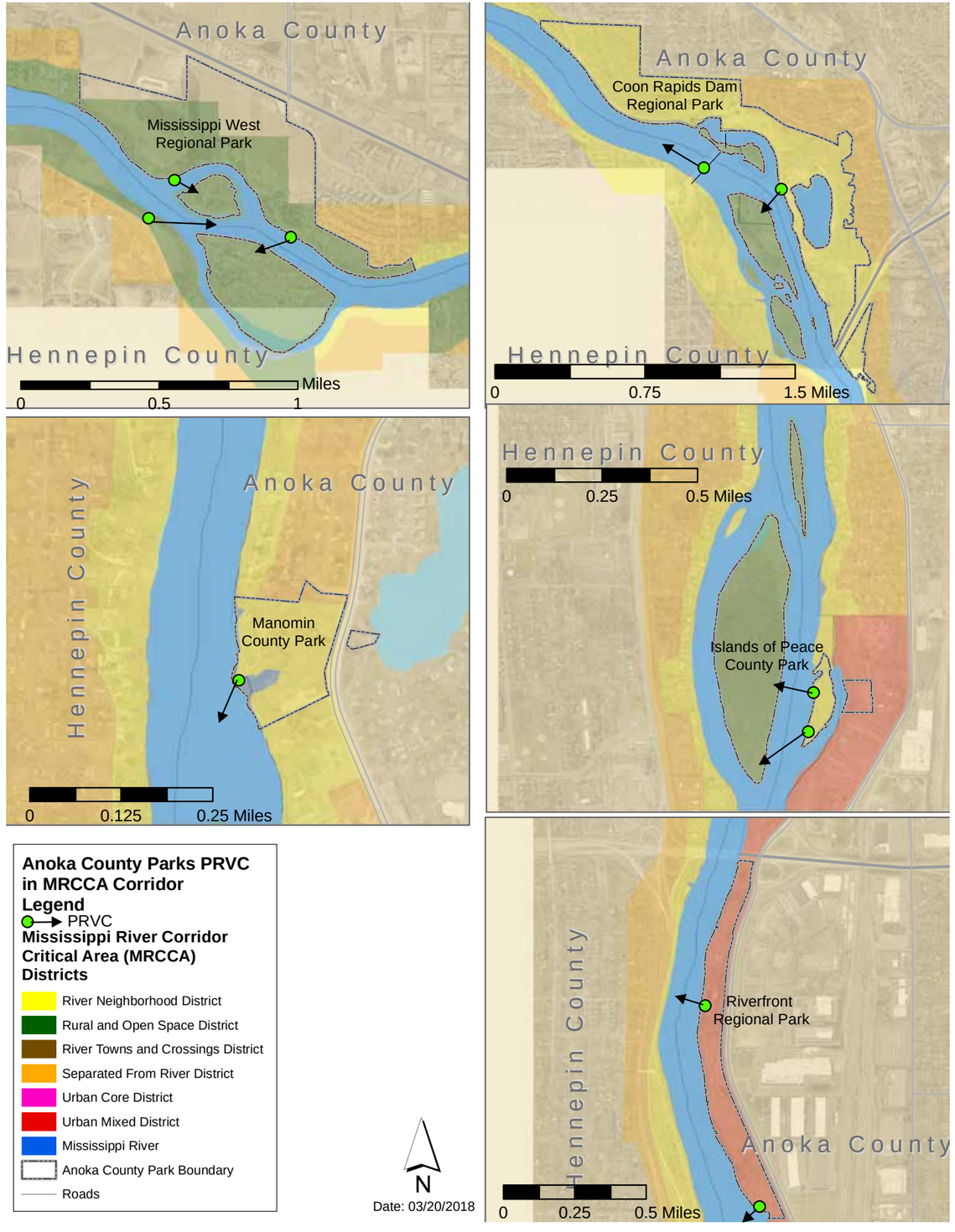
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Date: 02/01/2018


Anoka County
Mississippi West Regional Park
Hennepin County
0 0.5 1 Miles
Anoka County
Coon Rapids Dam Regional Park
Coon Creek
Pleasure Creek
Hennepin County
0 0.5 1 Miles
Hennepin County
Anoka County
Manomin County Park
Rice Creek
0 0.125 0.25 Miles
Hennepin County
0 0.25 0.5 Miles
Islands of Peace County Park
Anoka County
Native Plant Communities and Significant Vegetation Legend
Silver Maple (Virginia Creeper) Floodplain Forest (Native Plant Community)
Areas of Significant Vegetation
Anoka County Park Boundary
Mississippi River Corridor Critical Area (MRCCA) Districts
District
River Neighborhood District
Rural and Open Space District
River Towns and Crossings District
Separated From River District
Urban Core District
Urban Mixed District
Mississippi River
Creeks
Roads
N
Date: 02/05/2018
Hennepin County
Riverfront Regional Park
Anoka County
0 0.25 0.5 Miles


Anoka County
Mississippi West Regional Park
Hennepin County
0 0.5 1 Miles
Anoka County
Coon Rapids Dam Regional Park
Coon Rapids Dam
Hennepin County
0 0.5 1 Miles
Hennepin County
Anoka County
Manomin County Park
Banfill Tavern (Listed on the National Register of Historic Places)
0 0.125 0.25 Miles
Hennepin County
0 0.25 0.5 Miles
Islands of Peace County Park
Anoka County
Cultural or Historic Properties Legend
Anoka County Park Boundary
Mississippi River Corridor Critical Area (MRCCA) Districts
River Neighborhood District
Rural and Open Space District
River Towns and Crossings District
Separated From River District
Urban Core District
Urban Mixed District
Mississippi River
Roads
N
Date: 02/01/2018
Hennepin County
Riverfront Regional Park
Anoka County
0 0.25 0.5 Miles


Anoka County
Mississippi West Regional Park
Hennepin County
0 0.5 1 Miles
Anoka County
Coon Rapids Dam Regional Park
Coon Creek
Pleasure Creek
Hennepin County
0 0.5 1 Miles
Hennepin County
Anoka County
Rice Creek
Manomin County Park
0 0.125 0.25 Miles
Hennepin County
0 0.25 0.5 Miles
Islands of Peace County Park
Anoka County
Hennepin County
Riverfront Regional Park
Anoka County
0 0.25 0.5 Miles
Soil Erosion Susceptibility in Anoka County Parks Legend
MRCCA Soil Erosion Susceptibility
Value
High : 1.96
Low : 0.02
Anoka County Park Boundary
MRCCA Boundary
Mississippi River
Creeks
Roads
N
Date: 02/01/2018


Anoka County
Mississippi West Regional Park
Hennepin County
0 0.5 1 Miles
Anoka County
Coon Rapids Dam Regional Park
Hennepin County
0 0.75 1.5 Miles
Hennepin County
Anoka County
Manomin County Park
0 0.125 0.25 Miles
Hennepin County
0 0.25 0.5 Miles
Islands of Peace County Park
Anoka County
Hennepin County
Riverfront Regional Park
Anoka County
0 0.25 0.5 Miles
Anoka County Parks PRVC in MRCCA Corridor Legend
PRVC
Mississippi River Corridor Critical Area (MRCCA) Districts
River Neighborhood District
Rural and Open Space District
River Towns and Crossings District
Separated From River District
Urban Core District
Urban Mixed District
Mississippi River
Anoka County Park Boundary
Roads
N
Date: 03/20/2018

APPENDIX: MRCCA CORRIDOR VIEW FROM MISSISSIPPI WEST REGIONAL PARK



View looking south from the observation point south of the boat launch



View looking south from Cloquet Overlook Park



View looking north from south observation deck

MRCCA CORRIDOR VIEW FROM COON RAPIDS DAM REGIONAL PARK



View looking southwest from southern observation point



View looking north from the dam walkway

APPENDIX: MRCCA CORRIDOR VIEW FROM MANOMIN PARK



View looking south from the park at the Rice Creek and Mississippi River confluence

MRCCA CORRIDOR VIEW FROM ISLANDS OF PEACE COUNTY PARK



View looking northwest from north end of Chases Island



View looking north from south end of Chases Island

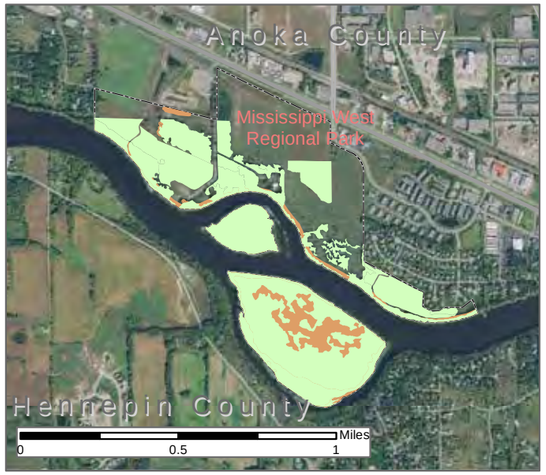
MRCCA CORRIDOR VIEW FROM RIVERFRONT REGIONAL PARK

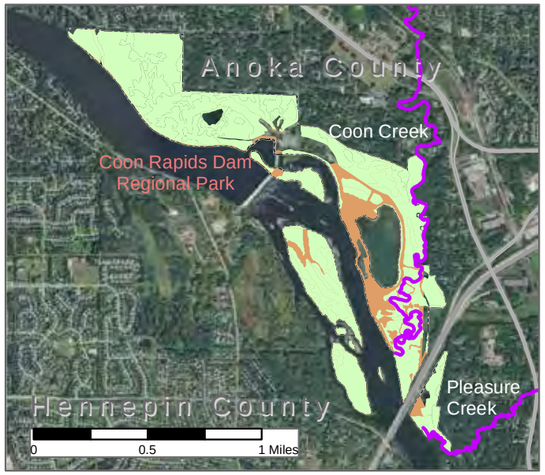


View looking west from the Mississippi River Trail at Riedel House

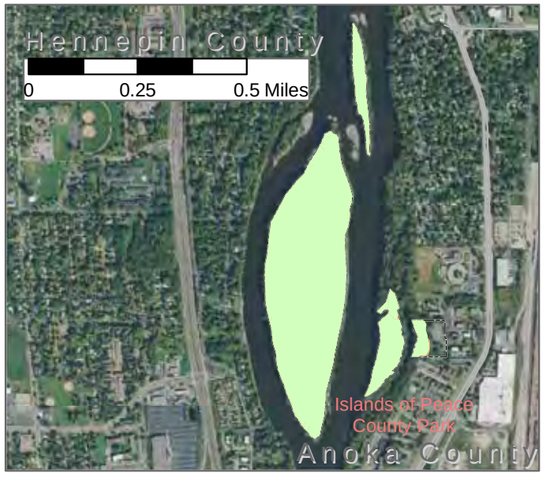


View looking south from south end of park









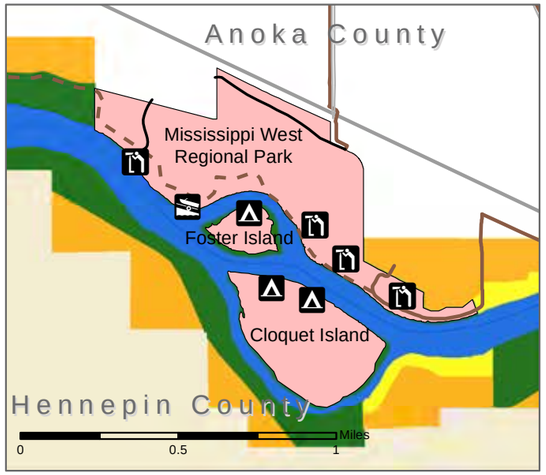


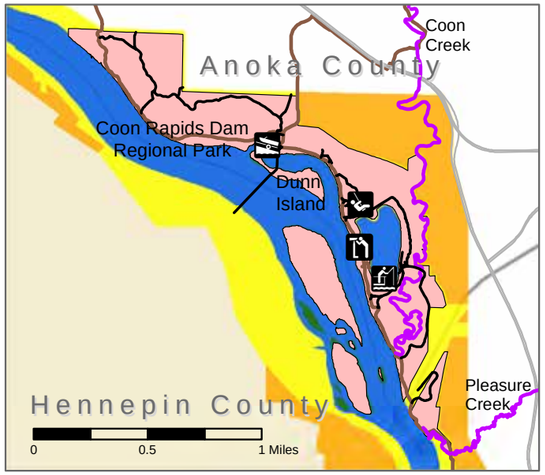
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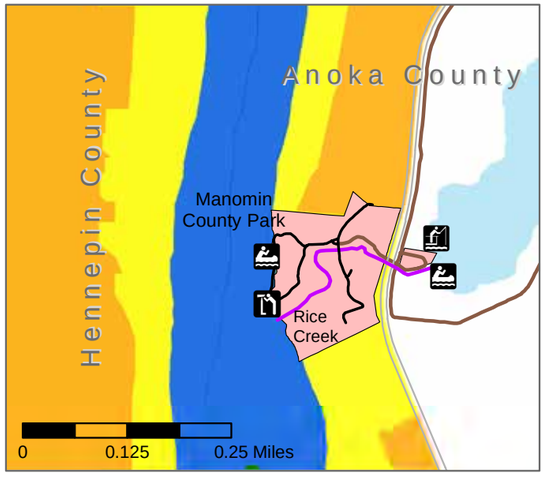
- Areas of Native and/or Significant Vegetation
- Non-vegetative Primary Conservation Areas
- Anoka County Park Boundary
- Creeks
- Roads

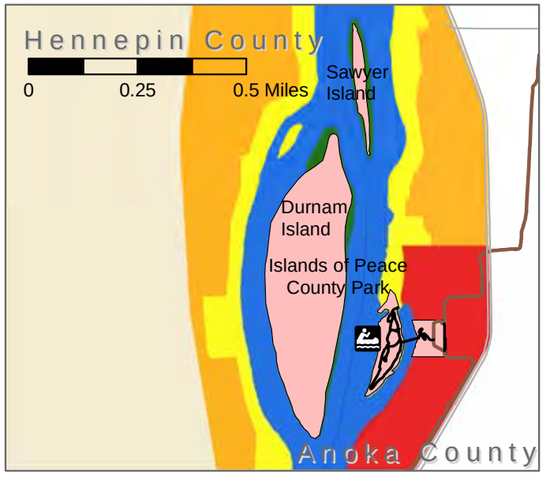
N

Date: 02/05/2018









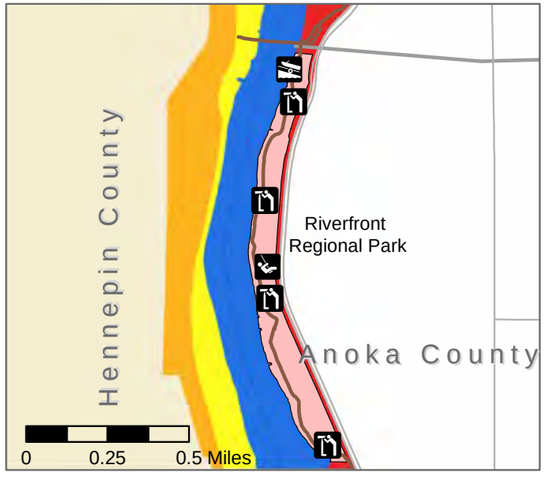
MRCCA Open Space and Recreation Facilities Legend

- Anoka County Park Trail
- Mississippi River Regional Trail
- Proposed Addition to Mississippi River Regional Trail
- Anoka County Park Land

Mississippi River Corridor Critical Area (MRCCA) Districts

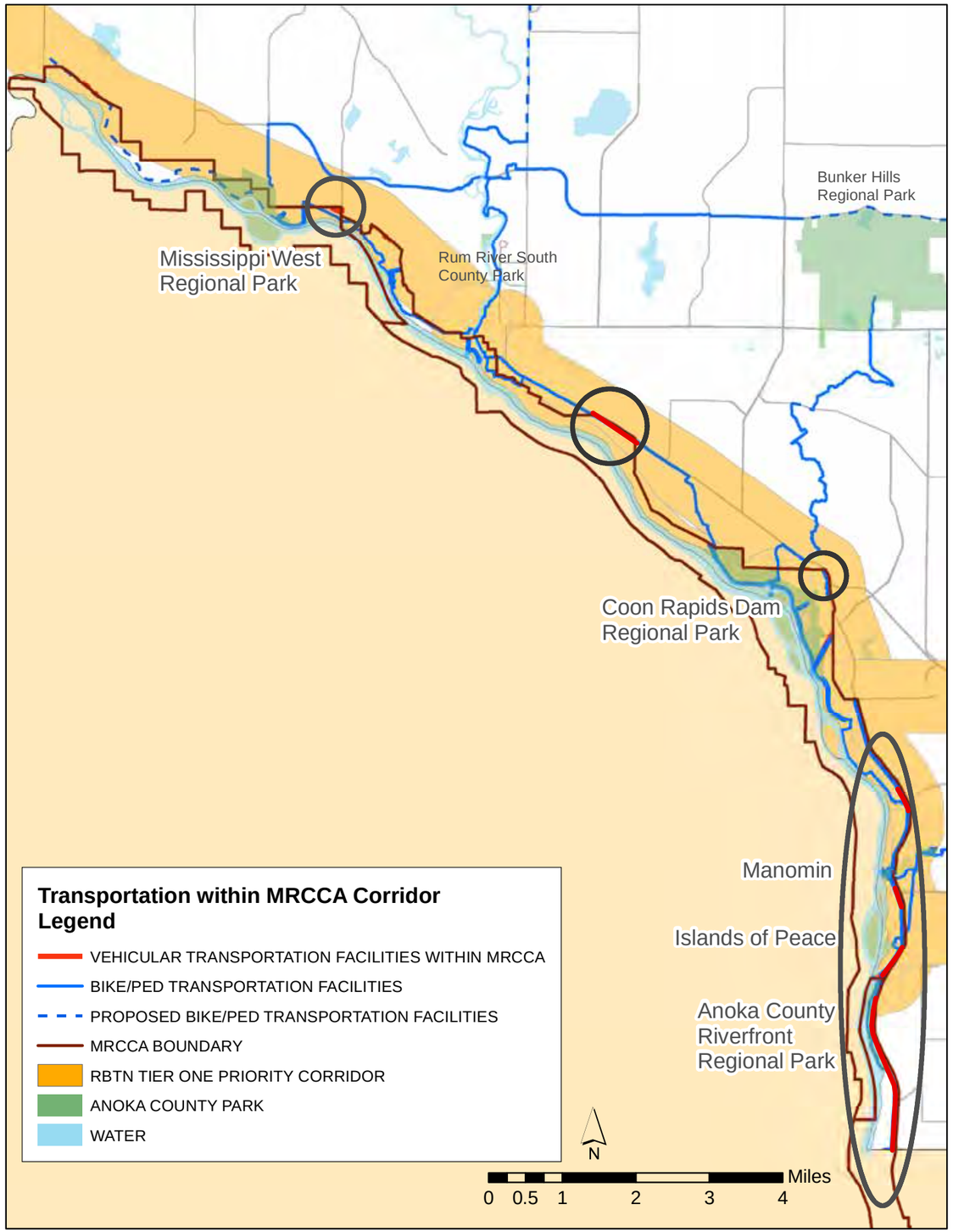
- River Neighborhood District
- Rural and Open Space District
- River Towns and Crossings District
- Separated From River District
- Urban Core District
- Urban Mixed District
- Mississippi River
- Creeks
- Roads

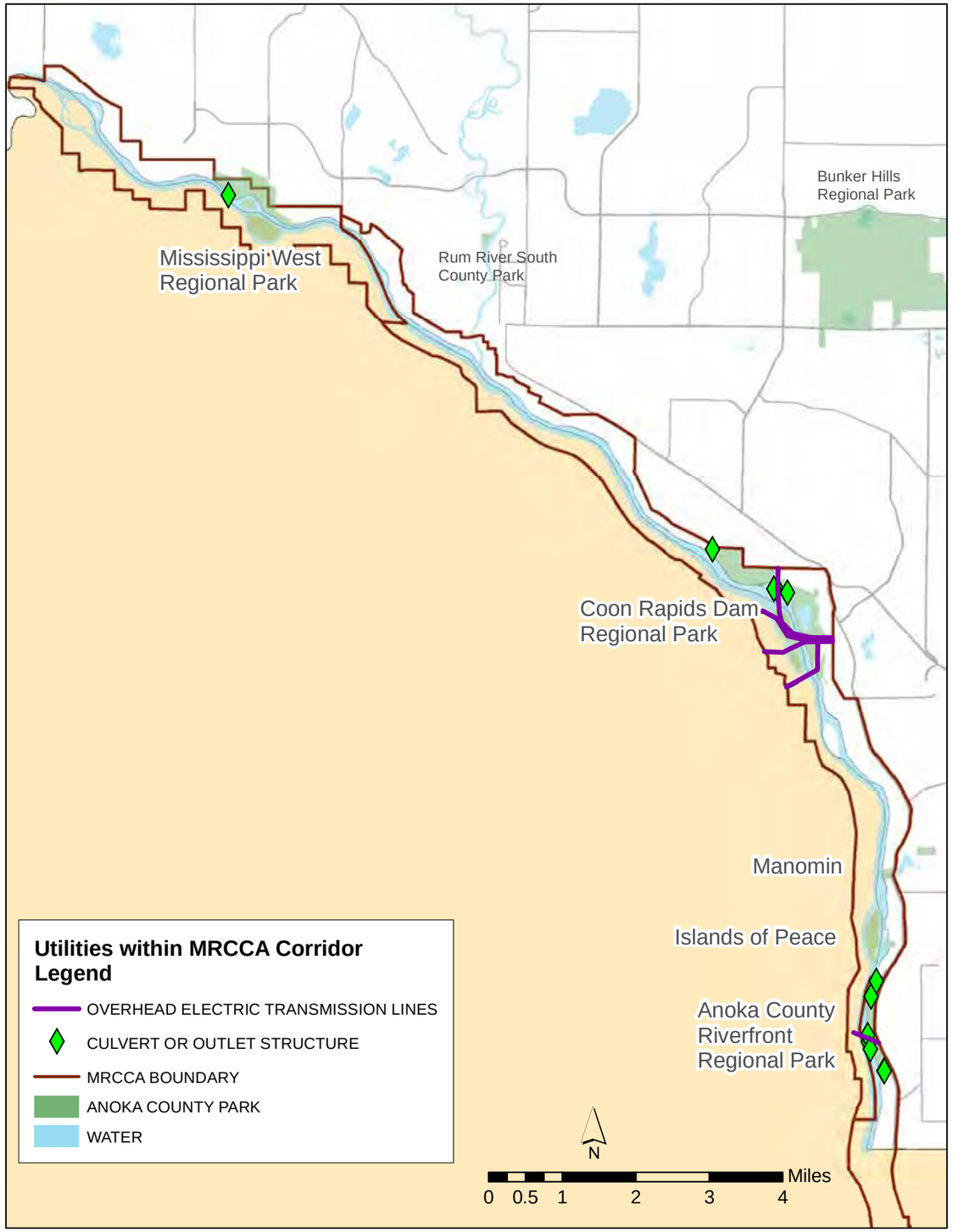
- Canoe-in Campsite
- Fishing Pier
- Canoe/Kayak Launch
- Observation Area
- Boat Launch
- Playground



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Date: 02/06/2018


Bunker Hills
Regional Park
Mississippi West
Regional Park
Rum River South
County Park
Coon Rapids Dam
Regional Park
Manomin
Islands of Peace
Anoka County
Riverfront
Regional Park
Transportation within MRCCA Corridor
Legend
VEHICULAR TRANSPORTATION FACILITIES WITHIN MRCCA
BIKE/PED TRANSPORTATION FACILITIES
PROPOSED BIKE/PED TRANSPORTATION FACILITIES
MRCCA BOUNDARY
RBTN TIER ONE PRIORITY CORRIDOR
ANOKA COUNTY PARK
WATER
N
0 0.5 1 2 3 4
Miles


Bunker Hills
Regional Park
Mississippi West
Regional Park
Rum River South
County Park
Coon Rapids Dam
Regional Park
Manomin
Islands of Peace
Anoka County
Riverfront
Regional Park
Utilities within MRCCA Corridor
Legend
OVERHEAD ELECTRIC TRANSMISSION LINES
CULVERT OR OUTLET STRUCTURE
MRCCA BOUNDARY
ANOKA COUNTY PARK
WATER
N
0 0.5 1 2 3 4
Miles

APPENDIX: POLICIES TO MINIMIZE IMPACTS TO MISSISSIPPI RIVER CORRIDOR CRITICAL AREA

Primary Conservation Areas (PCAs)
Policies with the intent of protecting, prioritizing, and minimizing the impact to PCAs are as follows:

Shore impact zones
- Comply with City zoning code within the shore impact zones.
- Encourage native landscaping, restoration and stabilization of natural shorelines.
- Provide an uninterrupted vegetated shoreline where practical.

Wetlands, Floodplains, and Areas of Confluence with key tributaries
- Comply with State and local zoning codes within wetlands, floodplains and areas of confluence.

Natural Drainage Routes
- Comply with City zoning code within the Natural Drainage Routes.
- Maintain the land and vegetation around natural drainage routes and creeks within County jurisdiction to reduce river water pollution due to soil erosion.
- Ensure new development and reconstruction employs storm water management best practices.

Bluff Impact Zones
- Comply with City zoning code within the Bluff Impact Zones.
- Restrict development along bluffs and in their associated bluff impact zones.
- Encourage steep slopes to be designated for open space and wildlife habitat and not development.

Native Plant Communities and Significant Existing Vegetative Stands
- Comply with City zoning code regarding native plant communities and significant vegetative stands.
- Identify and conserve/preserve areas of significant vegetation, unique vegetative species and wildlife habitats within the corridor and retain existing vegetation and landscaping.
- Protect and/or enhance natural resources within preservation areas and work to restore wildlife habitat, particularly for threatened and endangered species, and preserve biological diversity in all areas of the corridor in development/ redevelopment projects.
- Development shall be conducted to preserve the natural features of the site and to preserve significant trees or plant communities where feasible.
- Any disturbed areas caused by development shall be restored in such a way as to increase the biodiversity and function of the site.

Cultural and Historic Properties
- Comply with state and local requirements to survey and protect or curate known archaeological resources, historic structures, and cultural landscapes.
- Restrict development within areas of known cultural and historic properties.

Unstable Soils & Bedrock
- Comply with City zoning codes within unstable soil and bedrock areas.
- Restrict development within areas of unstable soils and bluff impact zones.
- Use native vegetation and biological engineering solutions where appropriate to stabilize the riverbank.

Public River Corridor Views (PRCVs)
Policies with the intent to protect and minimize impacts to PRCVs include:
- Structure sites and locations shall be developed to ensure the integrity of riverbanks, bluffs and scenic overlooks and minimize interference with views to and from the river, except for river access points.
- Require that riverfront development preserves a natural appearance while minimizing interference with views to and from the river.

Restoration Priorities
Policies with the intent of restoring native and natural vegetation and stabilizing soil include:
- The County will work with the state and local regulatory agencies to ensure adequate erosion control along the corridor.
- Where feasible, provide an uninterrupted native vegetated shoreline, except for river access points.
- The County will require native vegetation restoration as part of development projects.

Open Space & Recreational Facilities
Policies with the intent encourage the creation and maintenance of open space and recreational facilities and public access to the river include:
- The County will continue to preserve/conserve natural areas within the parks within the corridor.
- The County will maintain the existing local, regional and state trail facilities within the corridor.
- The County will continue to maintain existing river access points within the corridor.
- Provide carefully designed, safe, and accessible public facilities that complement the river corridor context.
- Provide high quality and sustainable parks, trails, open space, interpretive facilities, and related amenities and facilities within the river corridor that highlights its location and importance of the corridor.
- Existing islands within the Corridor shall be preserved and managed as public open space.

Water-Oriented Uses
Policies with the intent to protect water-oriented uses and minimize the conflict between those uses and other land uses include:
- The County will work with state and local regulatory agencies to safety and compatibility of water oriented uses, while protecting the natural resources.
- The County will ensure future development within the corridor is compatible with the water-oriented uses of the corridor.

Transportation & Public Utilities
Policies with the intent to minimize the impact of transportation facilities and public utilities on the MRCCA include:
- Ensure future transportation facilities and public utilities within the corridor complement planned land and water uses.
- Ensure future park development minimizes utility and infrastructure needs and allows for scenic vistas, trails and walkways. Future trail development should be incorporated into or utilize existing river crossings if needed.
- Encourage, where practical, the placing of utilities underground.



ANOKA COUNTY
INTERGOVERNMENTAL COOPERATION

Anoka County is located along the northern border of the Twin Cities Metropolitan Area. Growth and increasing density of the region presents challenges and opportunities for the County's twenty-one communities to address transportation, housing, recreation, business development, utilities and services.

Anoka County recognizes and supports the land use authority and responsibility of its local government units to plan for strong and healthy communities. We position ourselves in a facilitation role by providing resources, technical expertise and advice where appropriate. When communities determine that a collective effort is the most viable course to achieve a shared and desired result; Anoka County assists by stepping forward to accept a role in leadership or by providing administration and support to multijurisdictional projects lead by our partners.

Management, preservation and protection of natural resources is a shared responsibility of many federal, state and regional agencies. Watershed management organizations provide for the management and protection of surface water resources such as lakes, rivers, creeks etc. The conservation of wetlands is provided by either the municipality or the watershed management organization.

Anoka County has a history of participating in joint planning and decision-making projects. Of particular focus are projects that assist communities in fulfilling their land use and economic development goals by establishing guidelines and vehicles for ensuring future growth potential and projects that promote coordination or responsiveness in government. Anoka County's established goals and policies are used to evaluate projects in consideration of joint planning and decision-making effort.

GOALS / POLICIES

Social

a. Provide for actual choice and variety of opportunities living, working and social interaction to persons of all income, racial and age.

b. Reduce or eliminate disparities in population characteristics between urban, suburban and rural areas.

c. Provide for adequate recreational opportunities for all residents.

Economic

a. Promote economic development that provides the necessary range of jobs for the anticipated population growth and profile.

b. Maintain a viable agricultural economy in the portions of the rural areas suited for this use and determined by local communities.

c. Ensure opportunities for economic mobility for all residents.

Public Fiscal

a. Provide public services paid for equitably through public funding.

b. Ensure tax revenues are efficiently managed to provide appropriate levels of facilities and services when and where needed.

Government

a. Achieve understandable, responsive and accountable government processes at all levels.

b. Provide public facilities and services in a coordinated and economic manner.

c. Provide a system of County services that complement the primary land use and housing responsibilities of communities.

d. Provide for citizen participation in the government decision making process.

e. Maintain the compatible and efficient relationships between County and municipal facilities and services.

ESTABLISHED PARTNERSHIPS

WATER MANAGEMENT

Water management is a complex issue originally outlined in the Anoka County Groundwater Assessment Report (1995). Federal, state and metropolitan agencies provide information and financial incentives to local government to manage and protect its water resources. It's up to local government to implement local water management programs. It's up to Anoka County, its communities and watershed organizations to comply with the numerous statutory requirements administered by various agencies through their programs.

Anoka County cooperates in the management of water resources through compliance with local land use ordinances at county properties and roads (e.g. buildings, libraries, parks, roads, etc.). The County Parks Plan includes compliance with the Mississippi River Corridor Critical Area standards in developing and improving parkland along the Mississippi. The Transportation Plan includes compliance with the state and local standards for the maintenance and development of county roads.

In 2009, Anoka County completed a Water Resources Assessment Report under its authority to investigate and determine local public health priorities (MN Stat. 145A.04). The Report was prepared with the advice of local representatives to the Anoka County Water Resources Task Force, an ongoing advisory group. The Report was part of the Anoka County Community Health Improvement Plan (2009-2014) that is updated on a five-year cycle.

In 2014, Anoka County completed an updated Water Resources Assessment Report (2014). The Report was incorporated into the Community Health Improvement Plan (2015-2019). The Anoka County Community Health Board determined that *"water quality and sustainable drinking water"* was a most important community health issue. The Community Health Board established a Community Health Improvement Plan (Goal V) and directed Anoka County Environmental Services to implement the recommendations of the 2014 Report:

- Strive for coordinated water management plans;
- Strive for coordinated water education programs;
- Promote local water sustainability;
- Continue drinking water protection initiatives; and
- Identify opportunities in local water management.

Water quality was not determined to be a top community health issue for the Community Health Improvement Plan beginning in 2020. However, Anoka County Environmental Services will continue to update the Water Resources Assessment Report and make it available to members of the community.

Know the Flow Website. Through collaboration with local agencies and the Municipal Wellhead Protection Group, the *Know the Flow* (www.knowtheflow.us) county-wide water website was established in 2014 to promote local water management programs. *Know the Flow* brings together and disseminates the various water, water-related and environmental health programs of the local agencies and organizations in the County.

Anoka County Water Task Force. The Anoka County Water Resources Task Force is a forum for representative of municipalities, watershed organizations, county agencies and organizations to collaboration in the management and protection of water resources within the County. The Task Force proves to be helpful in the coordination of local agencies as events occur and changes in state programs affect water resources. Also, the Task Force provides advice in the preparation of the Anoka County Water Resources Report that is sometimes incorporated into the Anoka County Community Health Services Plan.

SURFACE WATER MANAGEMENT

In Anoka County, surface water management is carried out by the watershed districts (MN Stat. 103D) and watershed management organizations (MN Stat. 103B.201). Organized differently, both are required to prepare and implement watershed management plans approved by the Minnesota Board of Water and Soil Resources (BWSR). Two watershed districts and five watershed management organizations encompass and represent all watersheds (partially or entirely) in Anoka County:

- Coon Creek Watershed District
- Rice Creek Watershed District
- Mississippi Watershed Management Organization
- Upper Rum River Watershed Management Organization
- Lower Rum River Watershed Management Organization
- Vadnais Lake Area Watershed Management Organization
- Sunrise River Watershed Management Organization

Watersheds address surface water management through their management plans and permitting program. In accordance with watershed management plans, municipalities have developed and are implementing local water management plans to address the protection of surface water resources through their land use authority.

One Watershed One Plan. The Minnesota Board of Water and Soil Resources is investigating the potential to establish a focused implementation plan based on watershed boundaries. The *One Watershed One Plan* (1W1P) process would combine the actions indicated in local comprehensive plans, local water management plans and watershed management plan into a coordinated action plan for a defined watershed. The concept of coordinating local government agency actions to improve water management is indicated in the Anoka County Water Resources Assessment Report (2014). Two 1W1P projects include Anoka County watershed management organizations:

- Rum River 1W1P (includes the Upper Rum River WMO and Lower Rum River WMO)
- Lower St. Croix 1W1P (includes the Sunrise River WMO)

Impaired Waters. Under the federal Clean Water Act, a body of water (e.g. lake, or segment of a river or creek) is "impaired" if it fails to meet water quality standards to be a drinkable source, fishable, swimmable or other beneficial use. The Minnesota Pollution Control Agency administers the Clean Water Act in Minnesota to: monitor and assess the quality of surface waters; create and update (every even-numbered year) a list of impaired waters that do not meet quality standards; and set pollution-reduction goals (Total Maximum Daily Load or TMDL) needed to restore impaired water.

A TMDL is the maximum amount of a pollutant a body of water can receive without violating water quality standards. The TMDL sets the maximum allowable of a pollutant by pollution sources (point and non-point source pollution) contributed to the water body and watershed.

In 2008, the MPCA adopted and employs a Watershed Approach to restoring and protecting rivers, lakes, and wetlands in the state's major watershed. Along with the Watershed Approach the MPCA established a process to identify and address threats to water quality called Watershed Restoration and Protection Strategy (WRAPS). There are two major watershed that encompass Anoka County's sub-watersheds:

- Mississippi River - Twin Cities (Coon Creek WD, Rice Creek WD, Upper Rum River WMO, Lower Rum River WMO, Mississippi WMO and Vadnais Lake WMO) and
- Lower St. Croix River (Sunrise River WMO).

There are 158 TMDLs and, or WRAPS listed by the MPCA. The TMDL/WRAPS in Anoka County include:

- Hardwood Creek - Impaired Biota (fish) and Low Dissolved Oxygen TMDL (25)
- Golden Lake - Excessive Nutrients TMDL (29)
- Martin and Typo Lakes - Excessive Nutrients TMDL (71)
- Peltier and Centerville Lakes - Excessive Nutrients TMDL (86)
- Vadnais Lake Area WMO - TMDL and Protection Study (96)
- Sunrise River Watershed - WRAPS and TMDL (97)
- Upper Mississippi River -Bacteria TMDL (103)
- Rice Creek Watershed District Southwest Urban Lakes - Excessive Nutrients TMDL Project (105)

- Twin Cities Metro Area - Chloride TMDL (116)
- Coon Creek Watershed District WRAPS - TMDL Project (121)
- Rum River Watershed - WRAPS and TMDL (137)
- Mississippi River Twin Cities Watershed (multiple sub-watersheds) - WRAPS (141)

Each watershed district or watershed management organization addresses the MPCA lake or watershed impaired waters designation by establishing a TMDL project or WRAPS project that the Agency reviews and approves. The Anoka County Water Task Force monitors the TMDLs in the county.

Shoreland Management. Minnesota Statute 103F requires counties to establish a Shoreland Management Ordinance and administer the Minnesota Department of Natural Resources Shoreland Management Program in unincorporated areas of Anoka County. Anoka County has one unincorporated community (Linwood Township). On August 13, 2013, Anoka County and Linwood Township entered into a Shoreland Joint Powers Agreement that enables Linwood Township to administer the Anoka County Shoreland Management Ordinance within the Township. Therefore, Linwood coordinates its land-use management (e.g. zoning and building ordinances) with DNR shoreland management. This agreement was updated in May of 2019.

Riparian Buffers and Water Quality Protection. The Minnesota Board of Water and Soil Resources administers the state riparian buffer rules and standards. Anoka Conservation District has inventoried the buffers along public ditches. Anoka County has established a buffers management program in collaboration with the Conservation District to inform landowners that do not have a sufficient riparian buffer on a public ditch under the County's jurisdiction. The Conservation District provides landowners with information and advice in modifying their land buffer to meet state minimum standards. Anoka County #2017-01 provides for the County to administer and enforce riparian buffers in accordance with MN Stat. 103F.48.

GROUNDWATER MANAGEMENT AND DRINKING WATER PROTECTION

Anoka County Municipal Wellhead Protection Group. In 1995 Anoka County prepared a Groundwater Assessment Report. Discussions and public meetings were held to determine interest in a collaborative project to manage groundwater resources. Representatives of municipal public works requested the Anoka County Community Health Board to help in facilitating a multi-community project to cooperatively prepare coordinated municipal wellhead protection plans. It is expected that municipal wellhead protection areas may extend into neighboring communities.

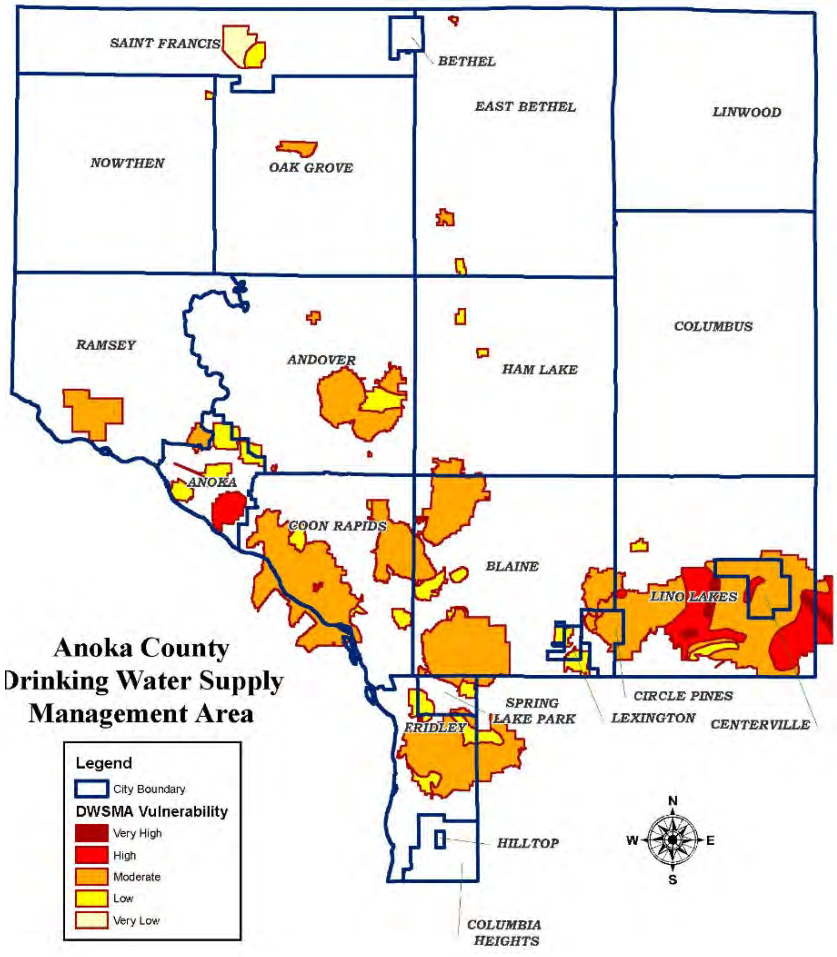
In 1997, ten communities and Anoka County established the Anoka County Municipal Wellhead Planning Group (a joint powers organization formed under MN Stat. 471.59) to coordinate the preparation of municipal wellhead protection plans. Anoka County Environmental Services acted as a non-voting member and facilitator to the Wellhead Group as they prepared and

completed their municipal wellhead protection plans. After completion of municipal wellhead plans the joint powers agreement terminated.

In 2010, eight communities (Anoka, Blaine, Centerville, Circle Pines, Fridley, Lexington, Lino Lakes and Spring Lake Park) and Anoka County established a new joint powers group, the Anoka County Municipal Wellhead Protection Group, to jointly implement common elements of their plans. Anoka County Environmental Services is a non-voting member and facilitator to the Wellhead Group as they implement their municipal wellhead protection plans together.

Four addition communities (Andover, Coon Rapids, Ramsey and St. Francis) joined the Wellhead Group as they completed or revised their wellhead plans. Through the joint power agreement, the members of the Wellhead Group address potential contaminant concerns in a city's wellhead protection area that is located within the neighboring municipality. The protection of the drinking water source for these communities and sustainability of groundwater resources are enhanced through this organization of municipal water supply systems.

Wellhead protection areas for public water supply wells are also referred to as Drinking Water Supply Management Areas (DWSMAs), which include the surface and subsurface area surrounding the public water supply well. These areas must be managed by the community as part of their wellhead protection plan, and the boundaries are scientifically calculated to provide protection to the drinking water. The DWSMAs in Anoka County can be seen in the map below, along with their vulnerabilities, which are assessments of how susceptible the well's aquifer is to the influence of overlying land and water uses.



Well Water Wise Program. Approximately 21% of Anoka County's population gets their drinking water from over 25,000 privates wells (Anoka County Water Resources Report 2014). Anoka County Environmental Services has provided private well water testing to its residents since 1972.

In 2000, Anoka County and its communities (having significant numbers of private wells) combined their efforts to establish an annual project to promote private well testing and distribute testing kits at city halls. The Well Water Wise (3W) project is held in concurrence with the American Water Works Association's Safe Drinking Water Week.

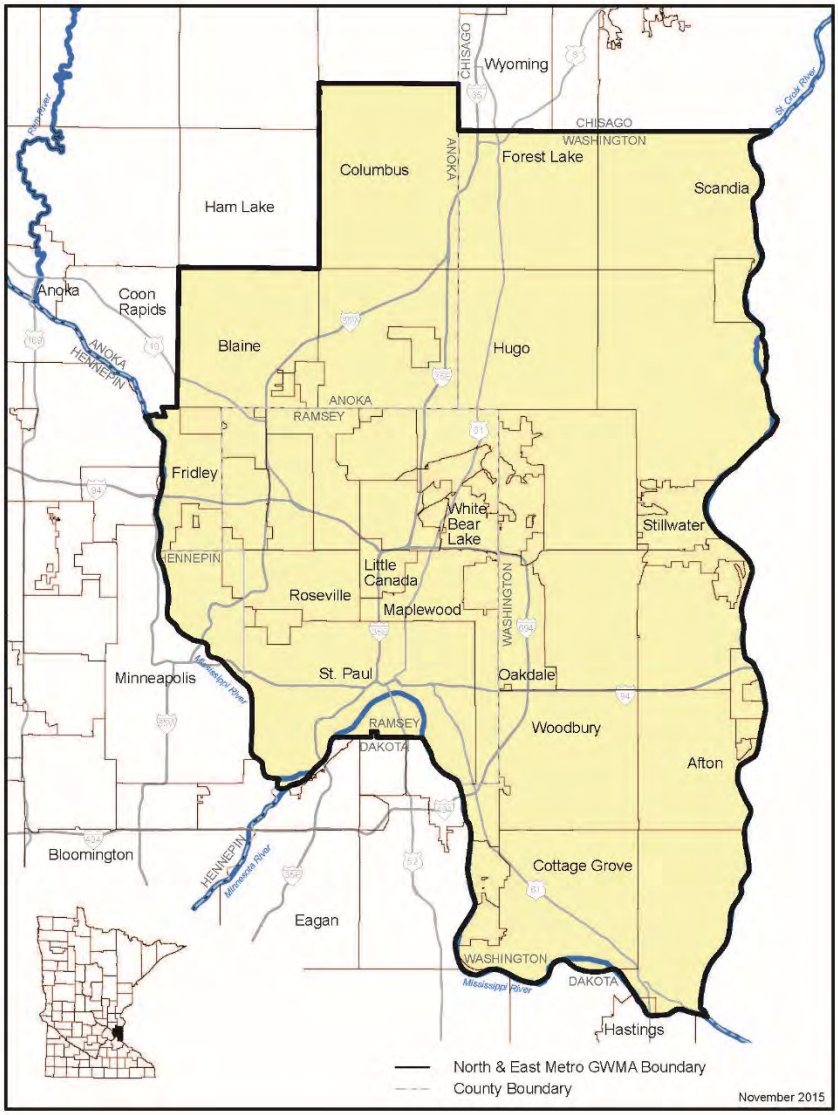
Following the first 3W week promotion, communities extended their participation in distribution of water testing kits at their city hall throughout the year. They determined that private well testing services to their residents promotes health protection and understanding of the importance in protecting the groundwater source of their drinking water.

During the 2018 3W promotion 15 communities and county agencies encouraged private well owners to test their well water. In addition, the 3W program provides vital information regarding the quality and safety of private wells (and groundwater) throughout the rural areas of the County. Water test results have led to investigations of potential groundwater contamination. The contact with private well owners has also permitted Anoka County and its communities to educate homeowners in the best practices to maintain private wells and septic systems.

North & East Metro Groundwater Management Area. Groundwater Management Areas are a tool for the Commissioner of the Minnesota Department of Natural Resources to address difficult groundwater-related challenges. The designation allows a more comprehensive and focused approach to ensuring that groundwater supplies remain adequate to meet human needs, while protecting lakes, streams and wetlands.

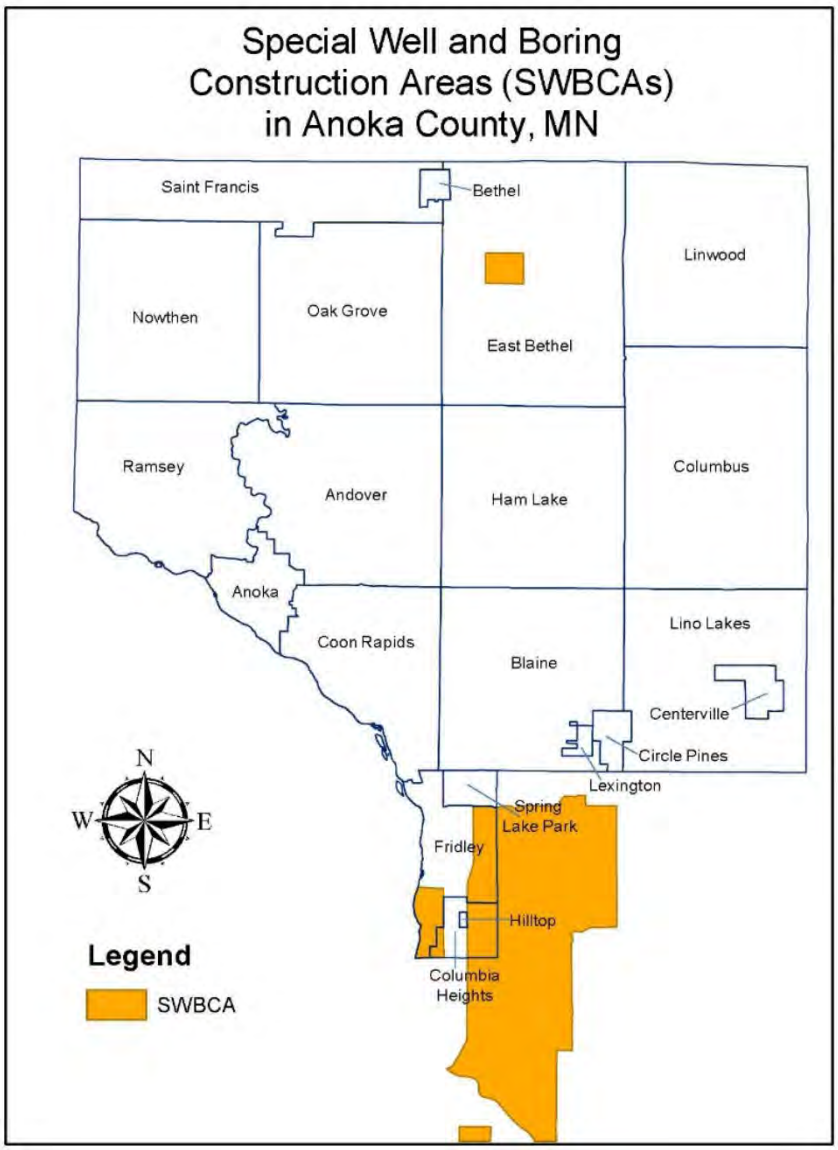
Washington and Ramsey Counties, along with ten communities in Anoka County (Blaine, Centerville, Columbus, Columbia Heights, Circle Pines, Fridley, Hill Top, Lexington, Lino Lakes and Spring Lake Park) and the portion of Minneapolis on the east side of the Mississippi River have been designated as the North and East Metro Groundwater Management Area (see map below).

The DNR's legal responsibility is the management of large users of water and to lead in sustainable groundwater use through its Groundwater Strategic Plan. Anoka County and its communities within the N&E GWMA are coordinating their water appropriations and management programs to enhance the DNR's program to achieve sustainable groundwater use.



Map courtesy of Minnesota Department of Natural Resources

Special Well and Boring Construction Areas. There are three Special Well and Boring Construction Areas, sometimes also called well advisories, in Anoka County (see map below). These contaminated sites have the potential to create additional challenges regarding water supply. The Minnesota Department of Health (MDH) Well Management Section reviews requests and plans involving any changes in these areas, so although Anoka County does not manage these areas themselves, it does create a potential for groundwater quality concerns within the County.



SUBSURFACE SEWAGE TREATMENT SYSTEM MANAGEMENT

Approximately 21% of Anoka County homes have an on-site subsurface sewage treatment system (SSTS) also called a septic system. Local government is responsible to administer the Minnesota Pollution Control Agency's (MPCA) SSTS Rules (Minnesota Rules Chap. 7082) for the proper location, design, installation, use and maintenance of septic systems. Local government must prepare an ordinance and employ, or contract for service, a certified SSTS professional to administer SSTS within their community according to MPCA program requirements.

Anoka County and its rural communities have established SSTS ordinances and programs according to MPCA rules. Some developed suburban communities, entirely served by municipal water and sewer infrastructure, do not have SSTS within their jurisdiction and therefore do not maintain an SSTS ordinance and certified staff.

Other communities are near fully developed with only a few SSTS remaining. The few remaining SSTS are permitted to continue unless or until the system fails, at which time the owner must connect to the available municipal sewer.

The transition of local SSTS program administration by communities approaching full development of land and water utilities infrastructure is addressed through cooperation with Anoka County SSTS program. As communities shifts resources to areas of growing demand and away from maintaining an SSTS program and staff - there is a need to maintain services to the owners of SSTS in the community.

Rural municipal SSTS programs address all types of SSTS (e.g. individual and combined "community" systems serving apartments and multiple properties). SSTS located in communities having complete, or near complete, municipal sewer service are addressed through collaborative agreement with Anoka County as the remaining SSTS are replaced with municipal utilities.

SOLID WASTE MANAGEMENT

Anoka County, through a collaboration with its communities, has established the 2018 Solid Waste Management Master Plan to determine mutual goals, policies and strategies that guide the management of solid waste generated within the borders of Anoka County. The Master Plan incorporated the vision, goals and objectives of the Minnesota Pollution Control Agency's (MPCA) Metropolitan Solid Waste Management Policy Plan 2016-2036. The Master Plan was prepared pursuant to Minn. Stat. §115A.46, 473.803 and approved by the MPCA on May 24. 2012.

The emphasis in waste management has evolved from viewing waste as having no value to managing waste as a resource. The key elements to achieve the County's policies and strategies, based on solid waste management hierarchy, are accountability, generator responsibility, government as a leader and private sector initiative.

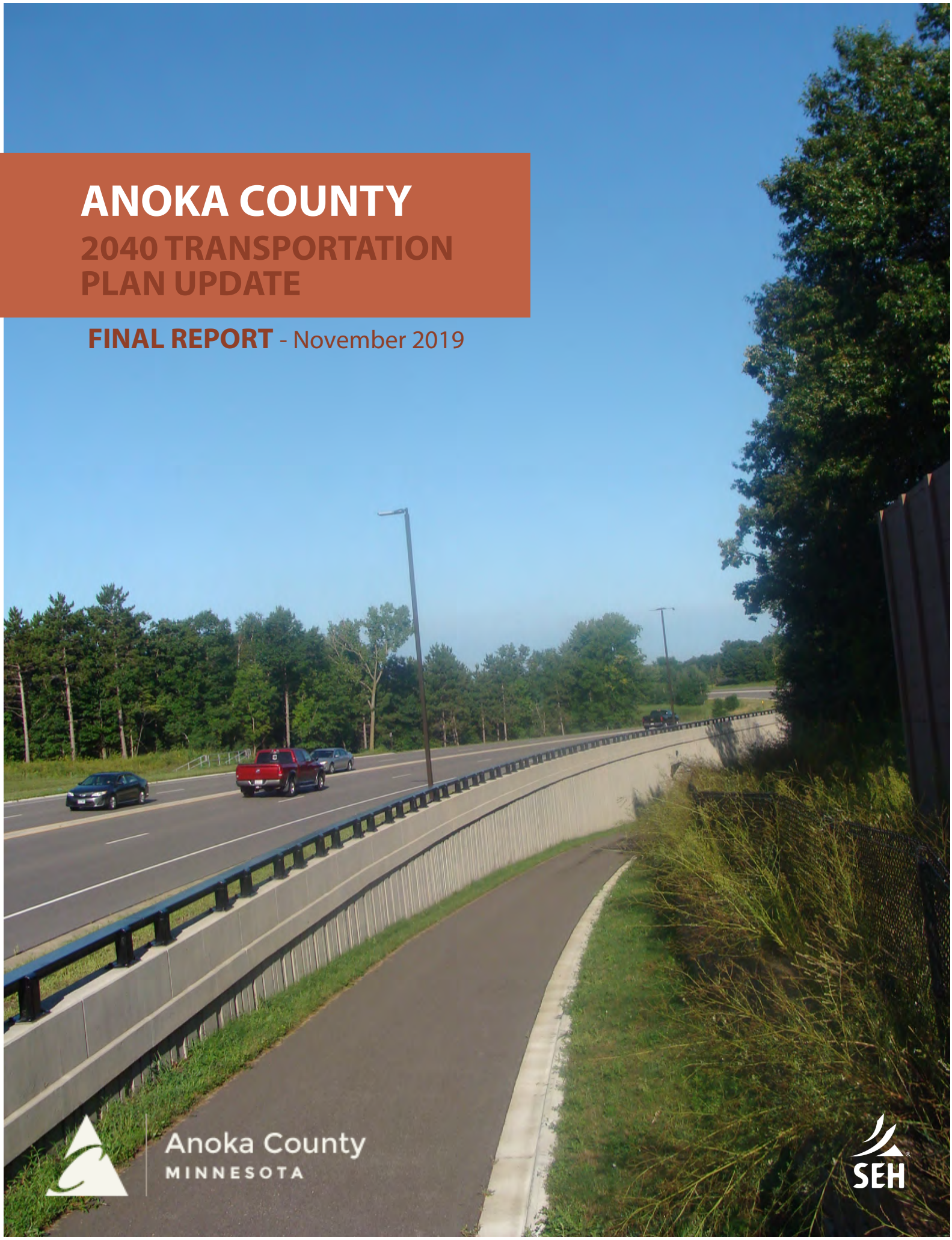
Anoka County emphasizes collaboration with its municipalities and waste haulers. Representatives of the 21 municipalities in the County are appointed by the Anoka County Board of Commissioners to the Solid Waste Abatement Advisory Team (SWAAT)

A collaborative approach is the central theme in Anoka County and community response to meet the aggressive objectives set to protect the public, conserve resources and reduce the amount of material landfilled.

ANOKA COUNTY

2040 TRANSPORTATION PLAN UPDATE

FINAL REPORT - November 2019



Anoka County
MINNESOTA

SEH

ANOKA COUNTY 2040 TRANSPORTATION PLAN UPDATE

NOVEMBER 2019

PREPARED FOR:

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

PREPARED BY:

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TABLES OF CONTENTS

1 INTRODUCTION

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

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

3.1 Existing Transportation System 17
3.2 Historic Performance Trends Affecting the County's Transportation System 52
3.3 Transportation Funding in Anoka County 65

4 FORECAST CONDITIONS

4.1 Trends Impacting Anoka County 67
4.2 Roadways 77
4.3 Transit 82
4.4 Bicycling and Walking 84
4.5 Aviation 87
4.6 Freight 88

5 COLLABORATION WITH COMMUNITIES, AGENCIES, AND THE PUBLIC

5.1 Coordination with Anoka County Communities 90
5.2 Public Involvement 91
5.3 Project Management Team 92

6 IMPROVEMENT STRATEGIES AND IMPLEMENTATION

6.1 Recommendations from Recent Plans and Studies 94
6.2 Anoka County Highway Department Plans, Policies, & Processes 106
6.3 Transportation Deficiencies & Programmed Improvements 112

LIST OF TABLES

Table 1 - Transportation System Stewardship Performance Measures 6
Table 2 - Bridge Structural Condition Rating Definition 8
Table 3 - Safety and Security Performance Measures and Targets 9
Table 4 - Centerline Mileage of Highways in Anoka County by Functional Classification, 2016 17
Table 5 - Anoka County Jurisdictional Transfers Since 2009 21
Table 6 - Roadway Segment Level of Service Description Versus Volume-to-Capactiy Ratio 24
Table 7 – Generalized Average Daily Traffic Capacity Thresholds 25
Table 8 – Average Daily Traffic Lower Limit Thresholds for Different Levels of Service 26
Table 9 – Existing (Year 2015) Roadway Capacity Deficiencies Summary 27
Table 10 – Reported Crash Severity, 2006-2015 29
Table 11 – Transit Market Areas in Anoka County 32
Table 12 - 2017 Park and Ride/Park Pool Capacity and Usage 36
Table 13 –Northstar Commuter Rail Transit Ridership, 2010-2018 38
Table 14 – Amtrak Ridership for Minnesota Stations, FY 2017 40
Table 15 – Anoka County Rail System Crossing Data 48
Table 16 – Road Segments with AADT >11,001 and PQI <60 53
Table 17 – Road Segments with AADT 6,001 – 11,000 and PQI <55 54
Table 18 – Road Segments with AADT 3,001 – 6,000 and PQI <50 54
Table 18 – Road Segments with AADT 3,001 – 6,000 and PQI <50 (Continued) 55
Table 19 – Road Segments with AADT <3,000 and PQI <45 55
Table 20 – Structurally Deficient County Bridges - 2016 57
Table 21 – Fatal and Serious Injury Crashes by Focus Area (2006 and 2015) 60
Table 22 – Top Intersection High Crash Locations 63
Table 22 – Top Intersection High Crash Locations (Cont.) 64
Table 23 – Populations and Households in Anoka County 67
Table 24 – American Community Survey Commuting Data Historic Trends – Anoka County 73
Table 25 – Households, Population and Employment Forecasts 78
Table 26 – 2015 and 2040 Roadway Capacity Deficiencies Comparison 81
Table 27 – RBTN Proposed Changes in Anoka County 85
Table 28 – Truck Delay by Delay Hotspot (University Ave NE Corridor) 88
Table 29 – Principal Arterial Intersection Conversion Study Grade-Separation Priorities 96
Table 30 – Principal Arterial Intersection Conversion Study: Investment Prioritization Factors 97
Table 31 – Summary of Tiered Truck Corridors in Anoka County 99
Table 32 – Regional Truck Highway Corridor Study: Investment Prioritization Factors 100
Table 33 – CMSP 4 Study: Investment Prioritization Factors 100
Table 34 – MnPASS System 3 Study: Investment Prioritization Factors 101
Table 35 – Impacts of Proposed Jurisdictional Transfers on Anoka County Agencies 102
Table 36 – Anoka County Highway Department Access Spacing Guidelines 108
Table 37 – MnDOT Public Street Spacing Access Guidelines 109
Table 38 – Anoka County Right-of-Way Guidelines 110
Table 39 – County Roadways System Deficiencies Audit 117

LIST OF FIGURES

Figure 1 - Anoka County Communities 2
Figure 2 - Functional Roadway Classification 18
Figure 3 – Existing Number of Traffic Lanes 19
Figure 4 – Roadway Jurisdiction 22
Figure 5 – State Aid Highway System 23
Figure 6 – Existing (2015) Roadway Daily Traffic and Congestion Levels 28
Figure 7 – 10-Year Crash History 30
Figure 8 – Transit Market Areas 33
Figure 9 – Park-and-Ride System and Express Bus Corridors 35
Figure 10 – Transit Advantages 37
Figure 11 – Current Revenue Scenario Transitways 39
Figure 12 – Existing Regional Bicycle Transportation Network 43
Figure 13 – Anoka County Freight Systems 45
Figure 14 – Existing (2017) Heavy Commercial Annual Average Daily Traffic (HCAADT) 47
Figure 15 – Anoka County Aviation Locations 51
Figure 16 - Percentage of County Roadway Pavement in Good, Fair, & Poor Condition 52
Figure 17 - Percentage of County Bridges in Good, Satisfactory/Fair, & Poor Condition 56
Figure 18 - Total Number of Serious Injury and Fatal Crashes Involving a Motor Vehicle on All Roadways within Anoka County 58
Figure 19 - Traffic Fatality Rate on All Roadways within Anoka County (per 100 Million MT) 59
Figure 20 - Serious Injury Rate on All Roadways within Anoka County (Per 100 Million VMT) 59
Figure 21 - Total Number of Pedestrian, Bicyclist, and Other Non-Motorized Transportation Fatalities and Serious Injuries 60
Figure 22 – High Frequency Intersection Crash Locations, 2011-2015 62
Figure 23 – 2010 Population Density of Anoka County 68
Figure 24 – 2040 Population Density of Anoka County 69
Figure 25 – 2010 Employment Density 71
Figure 26 – 2040 Employment Density 72
Figure 27 – Projected 2040 Roadway Daily Traffic and Congestion Levels 79
Figure 28 – Transportation Analysis Zones 80
Figure 29 – Increased Revenue Scenario Transitways 83
Figure 30 – Principal Arterial Intersection Conversion Study Grade Separation Priority Intersections 95
Figure 31 – Tiered Truck Corridors in Anoka County 98
Figure 32 – Minimum Right-of-Way Guidelines 111
Figure 33 - Transportation Finance Challenges 112
Figure 34 – Highway System Capacity Needs 115
Figure 35 – Capital Infrastructure Improvements 116

LIST OF APPENDICES

Appendix A

Functional Classification

Appendix B

Number of Lanes Detailed County System Maps

Appendix C

Road Systems within Anoka County

Appendix D

Supplemental Safety and Crash Analysis

Appendix E

Funding Sources

Appendix F

Traffic Forecast Methodology and Analysis

Appendix G

2040 Alternative Highway Network Scenario Traffic Analysis

Appendix H

Regional Bicycle Transportation Network (RBTN) Inventory

Appendix I

City - County Coordination Meetings

Appendix J

Project Management Team Roster

Appendix K

Potential Jurisdictional Transfer Candidates from Anoka County System Preservation Study

Appendix L

Public Notice Affidavit

Jurisdictional Review Distribution List

Initial Jurisdictional Review Comments

Final Jurisdictional Review Comments

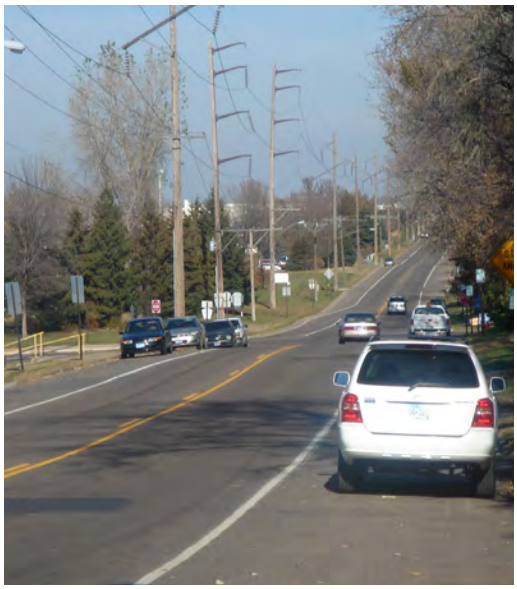
Appendix M

ACHD 2019 - 2023 Highway Improvement Plan

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.



Roadway in Anoka County (Source: Anoka 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.

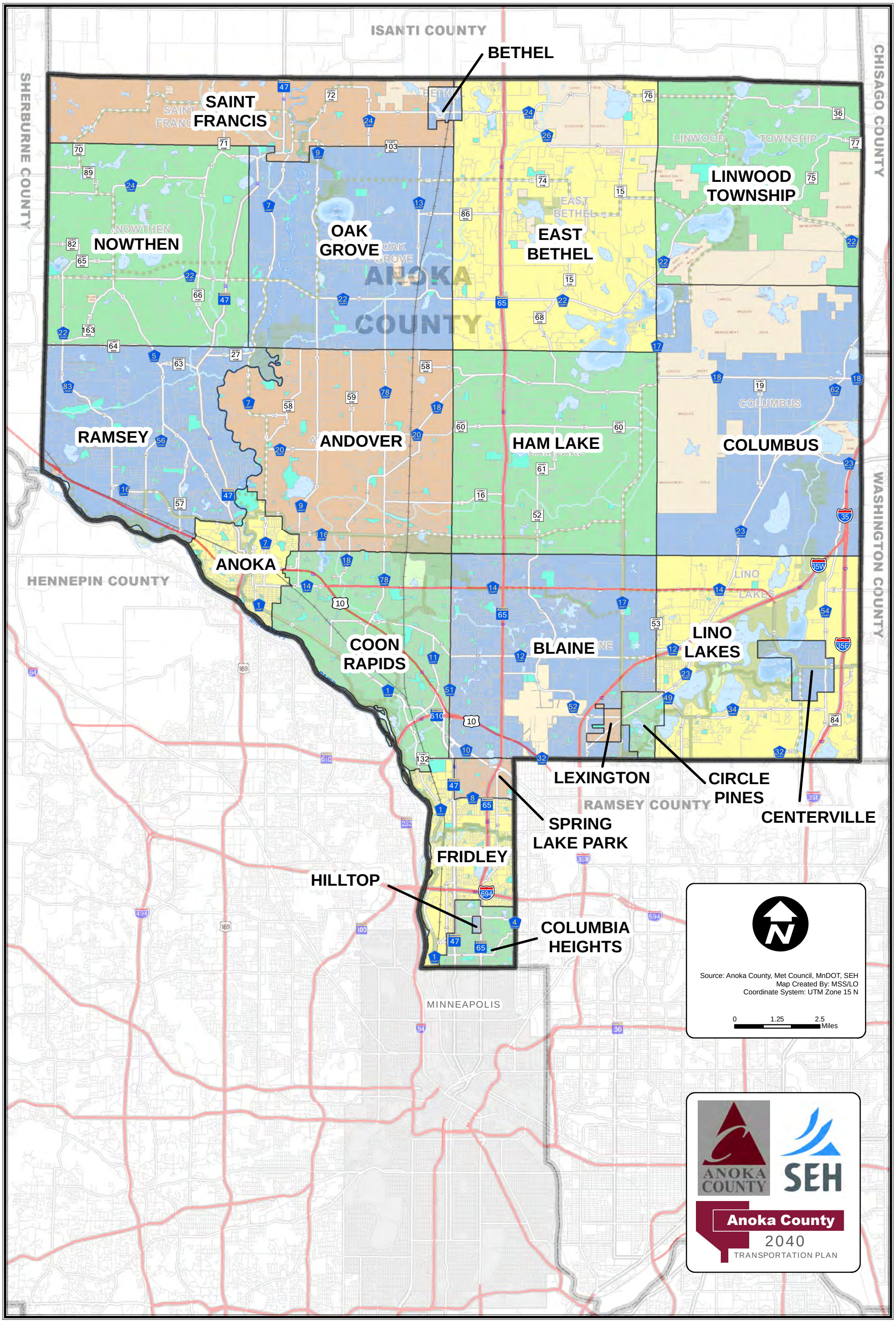
1.2 RELATIONSHIP TO THE FIVE-YEAR IMPROVEMENT PROGRAM

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.

Furthermore, at the conclusion of the plan's preparation, Anoka County circulated a draft for review and comment by partnering agencies. Additional coordination occurred and revisions to the plan were made, as deemed appropriate. See Appendix L for a list of jurisdictions that received a copy of the draft plan.



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



Anoka County is committed towards making its highways and bridges, transit systems, bicycle and pedestrian facilities, 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.



Roadway in Anoka County (Source: Anoka County)

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.

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

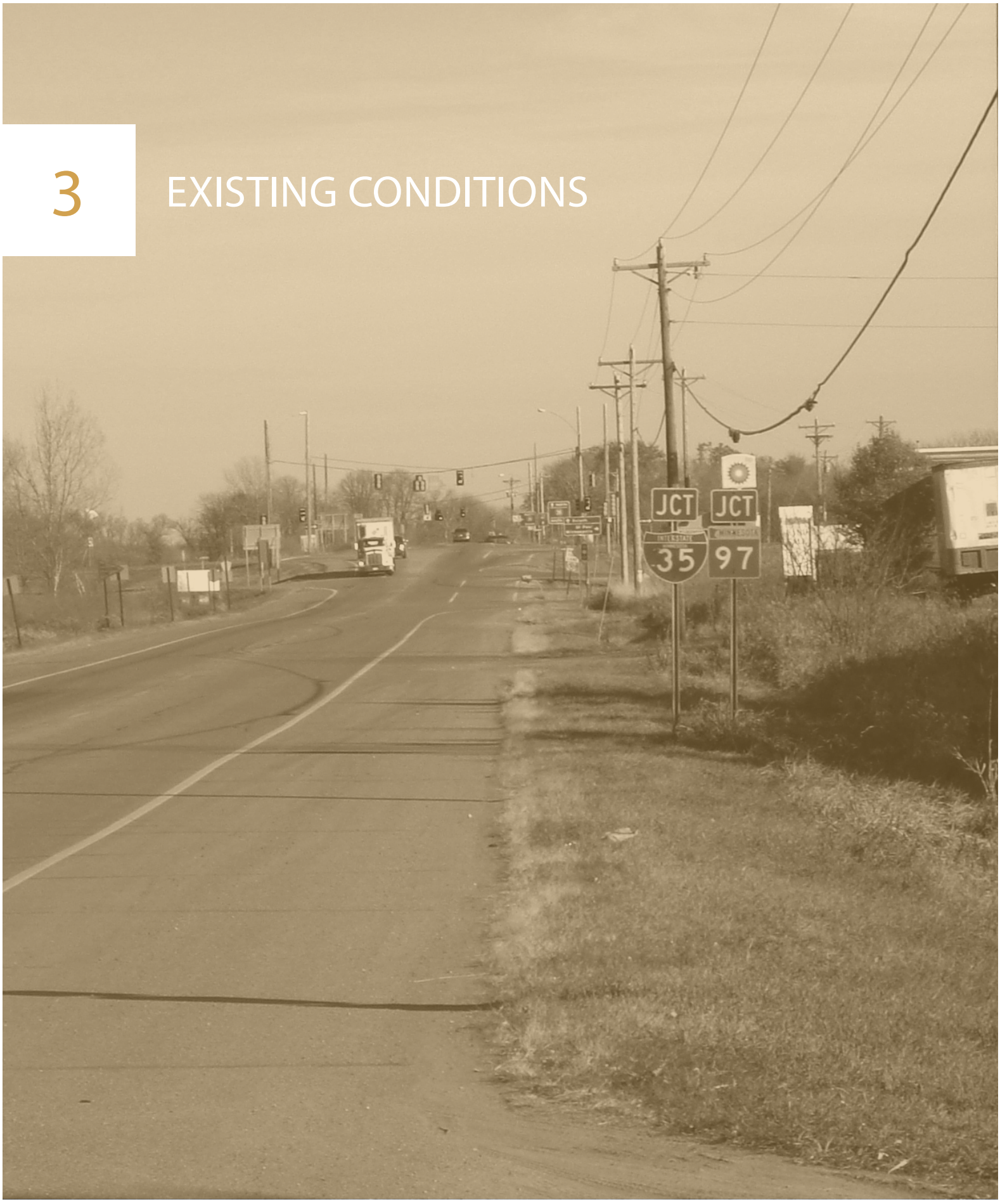
No specific performance measures have been identified for this goal.

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, including continuing to maintain the County's municipal seperate storm sewer system (MS4) plan;
- 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.



Anoka County intersection (Source: Anoka County)

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.

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

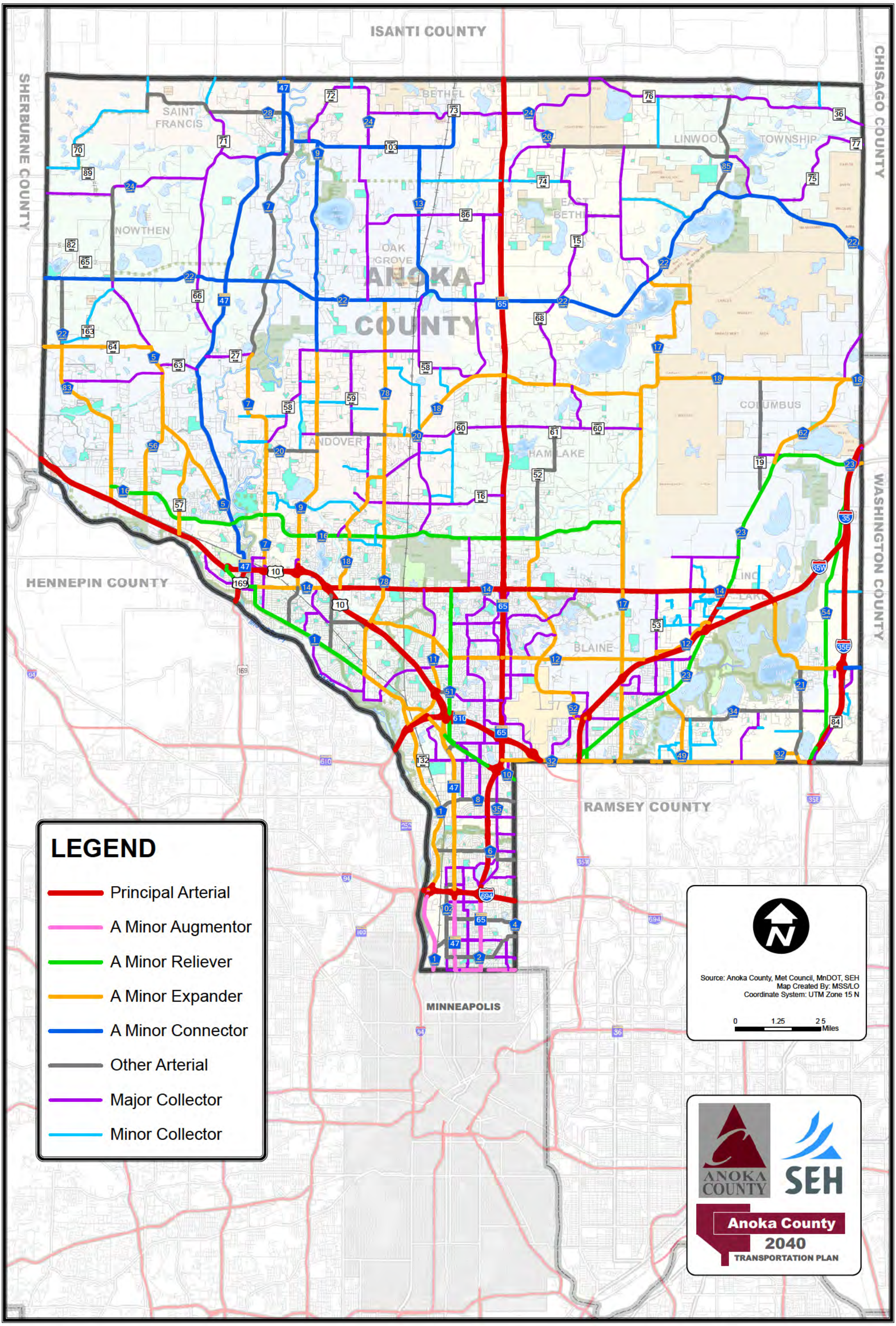
The functional roadway classification system, which is described in greater detail in Appendix A, consists of four classes of roadways: principal arterials (which include Interstate freeways), minor arterials, collector streets, and local streets. Figure 2 depicts the functional classification of roadways 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).

Figure 3 depicts the number of through lanes for all State and County roadways in Anoka County including all principal arterials and a minor arterial. Appendix B includes additional details for the county road system including which roads have a raised center median (divided) and those without (undivided). In addition, roadways with curb and gutter (urban cross section) and those without (rural cross section) are also depicted.

Table 4 - Centerline Mileage of Highways in Anoka County by Functional Classification, 2016

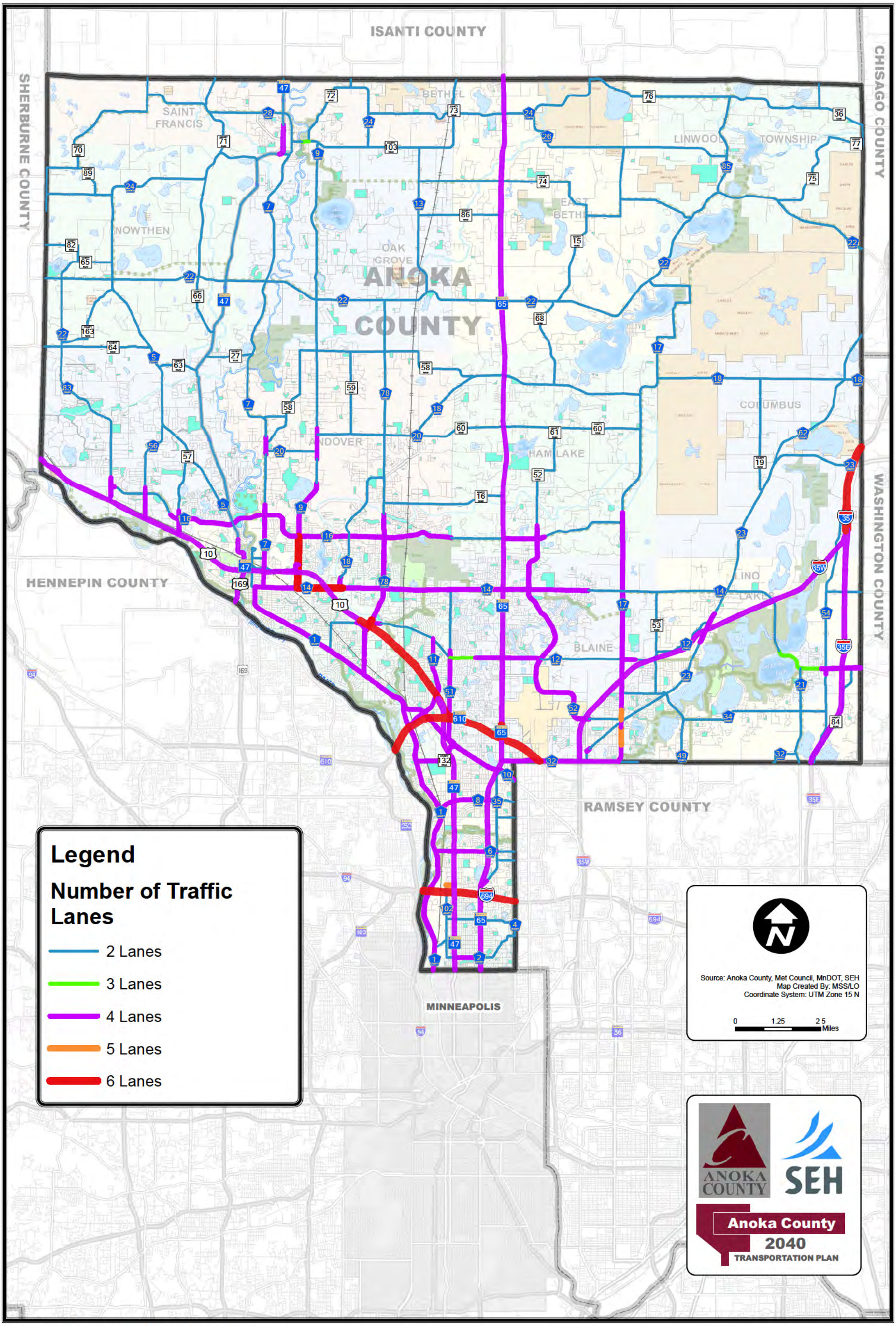
Functional Class	Miles	Percent of Roadways
Principal Arterials	82	3.5
Minor Arterials	310	13.2
Collectors	258	11.0
Local	1,706	72.4

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



FUNCTIONAL ROADWAY CLASSIFICATION

FIGURE 2



EXISTING NUMBER OF TRAFFIC LANES

FIGURE 3

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 C. Figure 4 depicts the jurisdiction of roadways within Anoka County.

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 5) 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.



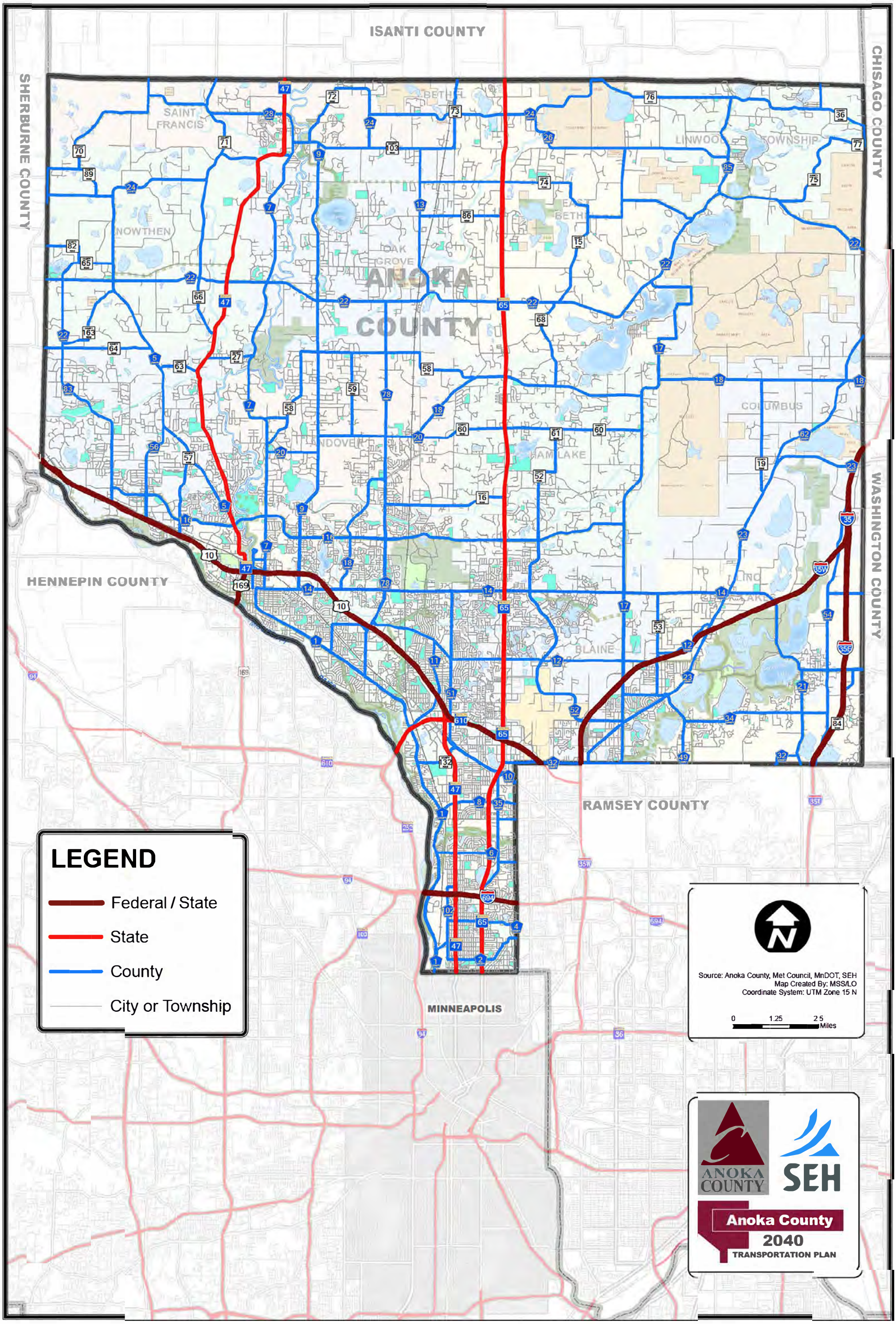
Anoka County CSAH 14 (Source: SRF Consulting)

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	--

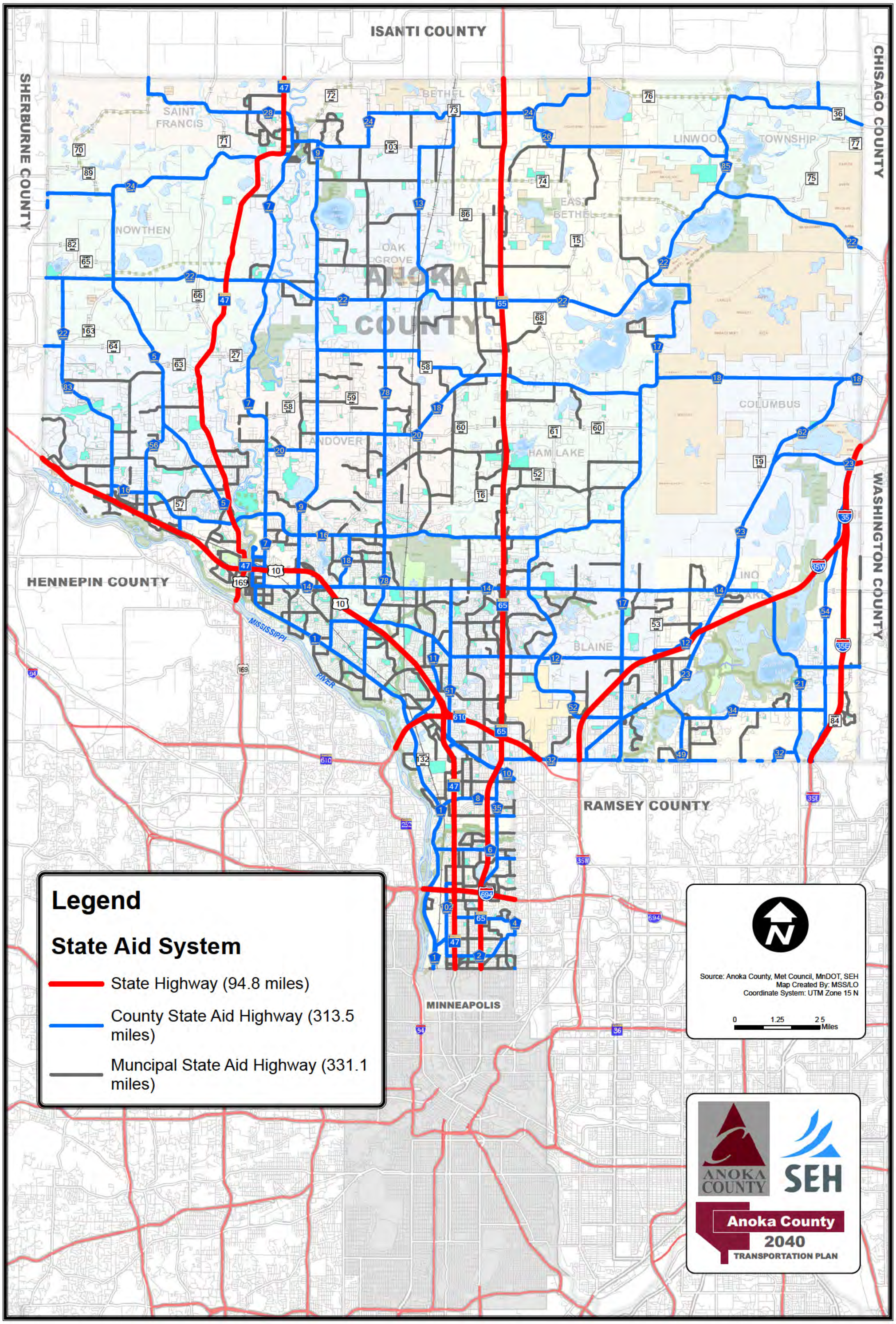
Table Notes: [1] One mile of the 1.6 miles proposed in the Long-Range Transportation Plan were transferred.

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



ROADWAY JURISDICTION

FIGURE 4



STATE AID HIGHWAY SYSTEM

FIGURE 5

Existing Traffic Analysis



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

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 6. 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.

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-Capactiy Ratio

Level of Service	Voume-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

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.

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 6 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.

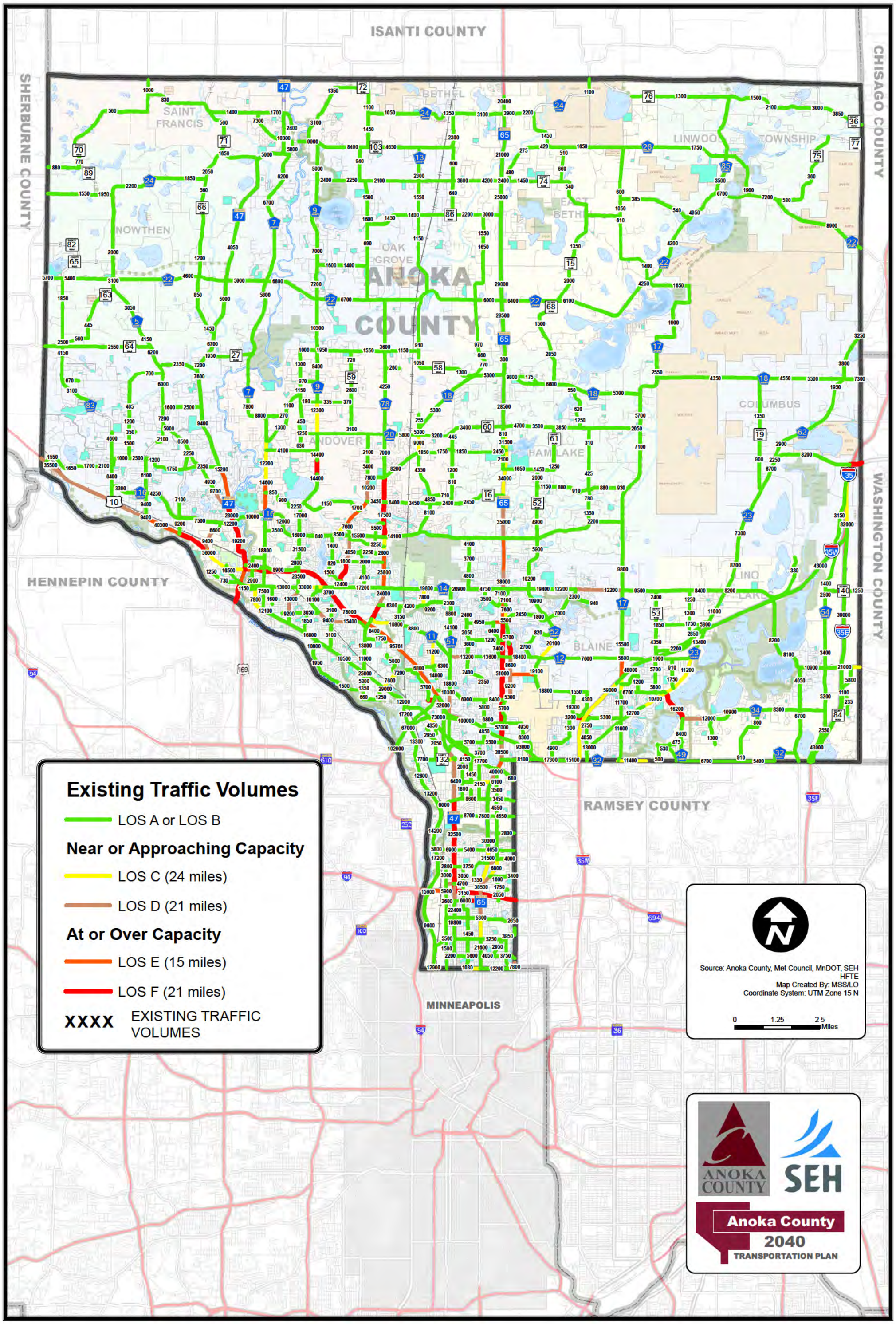
Overall, 27 percent of the total state highways in the county are at or over capacity while another 19 percent are approaching capacity. By comparison only, 2 percent of county roadways are at or over capacity and 5 percent are approaching capacity.

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



EXISTING 2015 ROADWAY DAILY TRAFFIC AND CONGESTION LEVELS

FIGURE 6

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

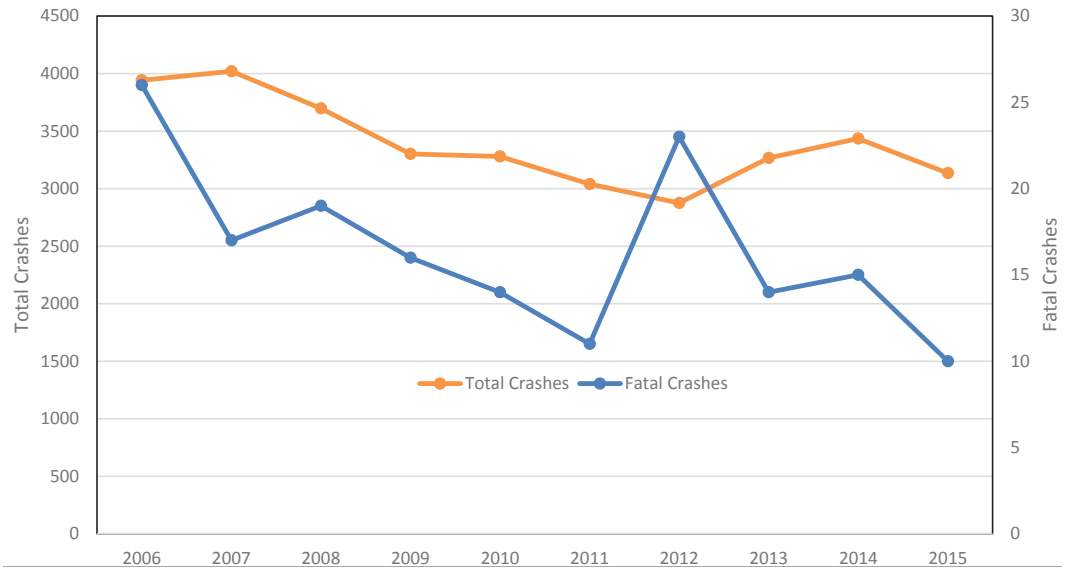
From 2006 to 2015, total crashes and severity of crashes within Anoka County on all roadway systems have been on a steady decline (see Table 10). The corresponding trend lines are shown in Figure 7. The data indicates that the safety improvements the County has been implementing during the last ten years 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 7 – 10-Year Crash History



Supplemental safety and crash analysis is detailed in Appendix D. 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 58.



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

Public Transit in Anoka County

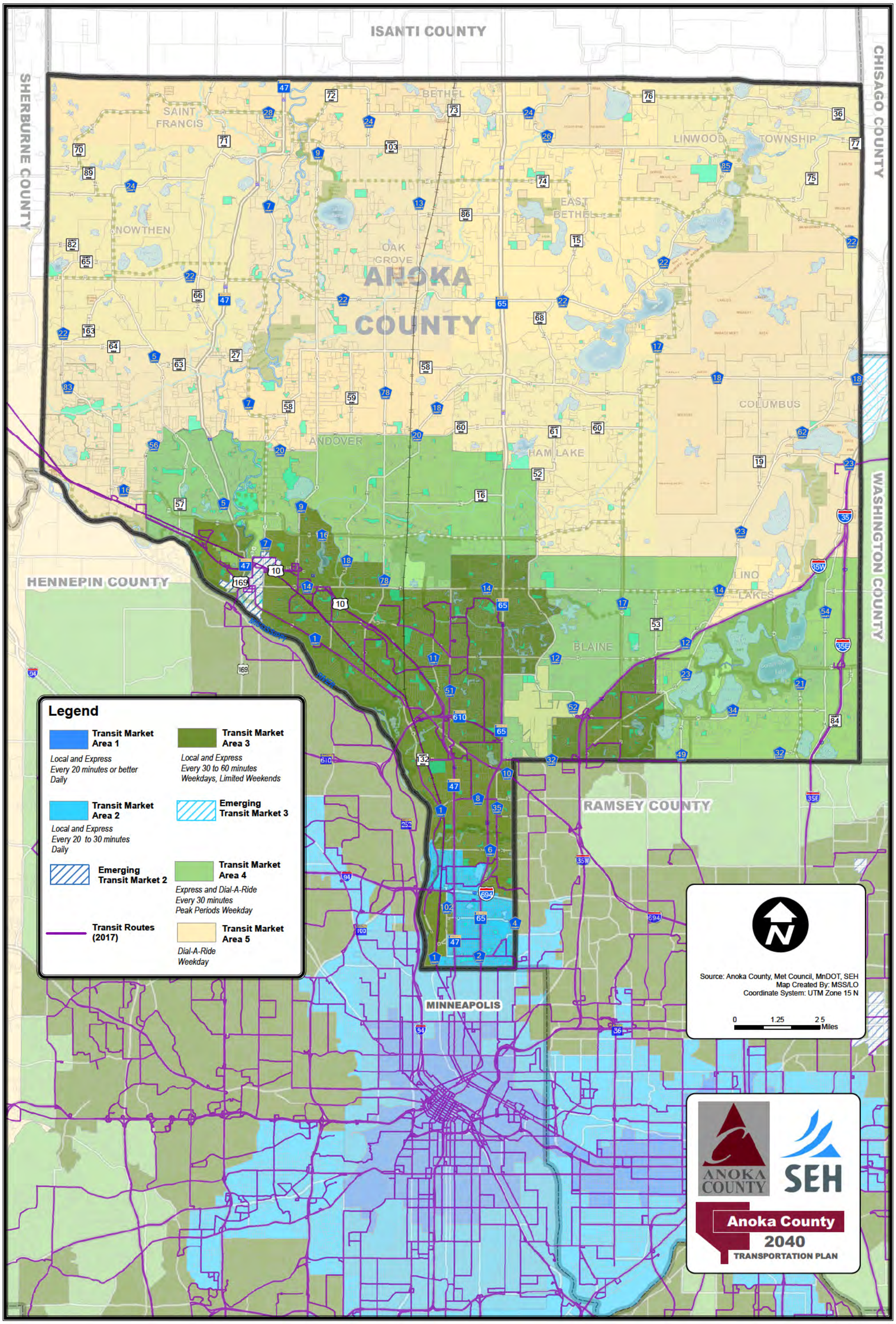
Transit Market Areas

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 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 8.

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 8

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 8).

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.

The Metropolitan Council has identified several express corridors where weekday peak period commuter bus service is concentrated (Figure 9). These include:

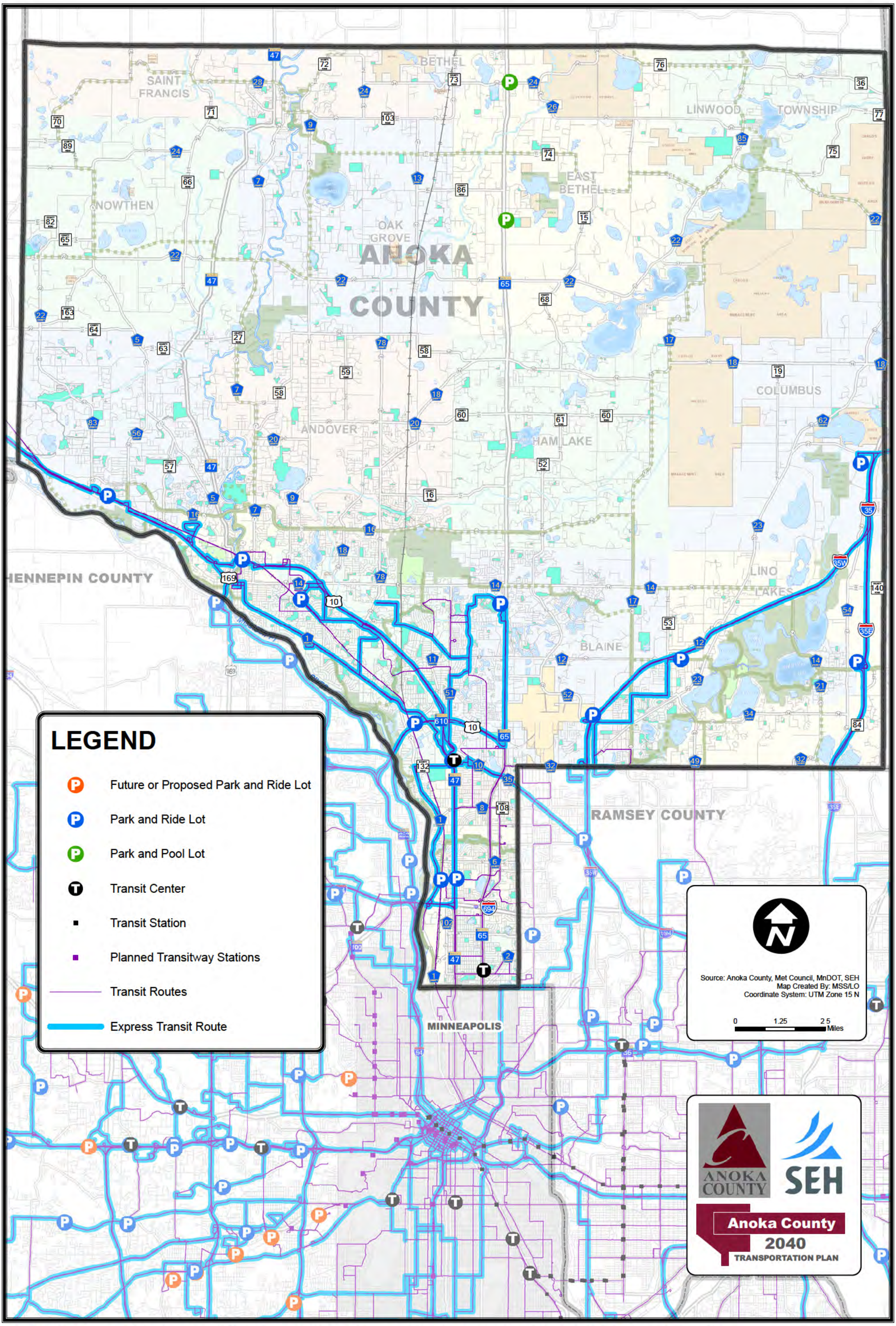
- U.S. Highway 10
- Trunk Highway 65
- I-35W
- I-35E

In addition, bus service on Central Avenue south of 51st NE has been designated by Metro Transit as a Hi-Frequency service corridor.

Anoka County actively participates in the planning and development of future transit services through Met Council advisory committees.

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 9. Table 12 details the capacity and usage of the various park-and-ride facilities in Anoka County.



PARK-AND-RIDE , PARK-AND POOL SYSTEMS & EXPRESS BUS ROUTES

FIGURE 9

Table 12 - 2017 Park and Ride/Park Pool Capacity and Usage

Transit Provider	Park-and-Ride Name	City	Travel Corridor	2017 Capacity	2017 Use	% Occupied
Metro Transit Rail	Ramsey Station	Ramsey	Hwy 10/169 North	360	199	55
Metro Transit Rail	Anoka Station	Anoka	Hwy 10/169 North	525	258	49
Metro Transit Rail	Coon Rapids/ Riverdale Station	Coon Rapids	Hwy 10/169 North	455	329	72
Metro Transit Rail	Fridley Station	Fridley	Hwy 10/169 North	668	85	13
MnDOT	Hwy 65 & Co. Rd. 24*	East Bethel	Hwy 65 North	41	15	37
MnDOT	East Bethel Ice Arena*	East Bethel	Hwy 65 North	53	0	0
Metro Transit	Church of St. William	Fridley	Hwy 10/169 North	50	20	40
Metro Transit	Foley Blvd	Coon Rapids	Hwy 10/169 North	1,243	837	67
Metro Transit	I-35E & County Road 14	Lino Lakes	I-35E North/Hwy 36 East	300	95	32
Metro Transit	St. Joseph's Church	Lino Lakes	I-35W North	12	7	58
Metro Transit	I-35W & 95th Ave	Blaine	I-35W North	1,482	811	55
Metro Transit	Northtown Transit Center	Blaine	Hwy 10/169 North	366	148	40
Metro Transit	Paul Pkwy	Blaine	Hwy 65 North	411	265	64
Metro Transit	Running Aces	Columbus	I-35	300	246	82
PARK AND POOL LOT TOTAL				6,266	3,315	664

Table Notes: [1] Service 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.

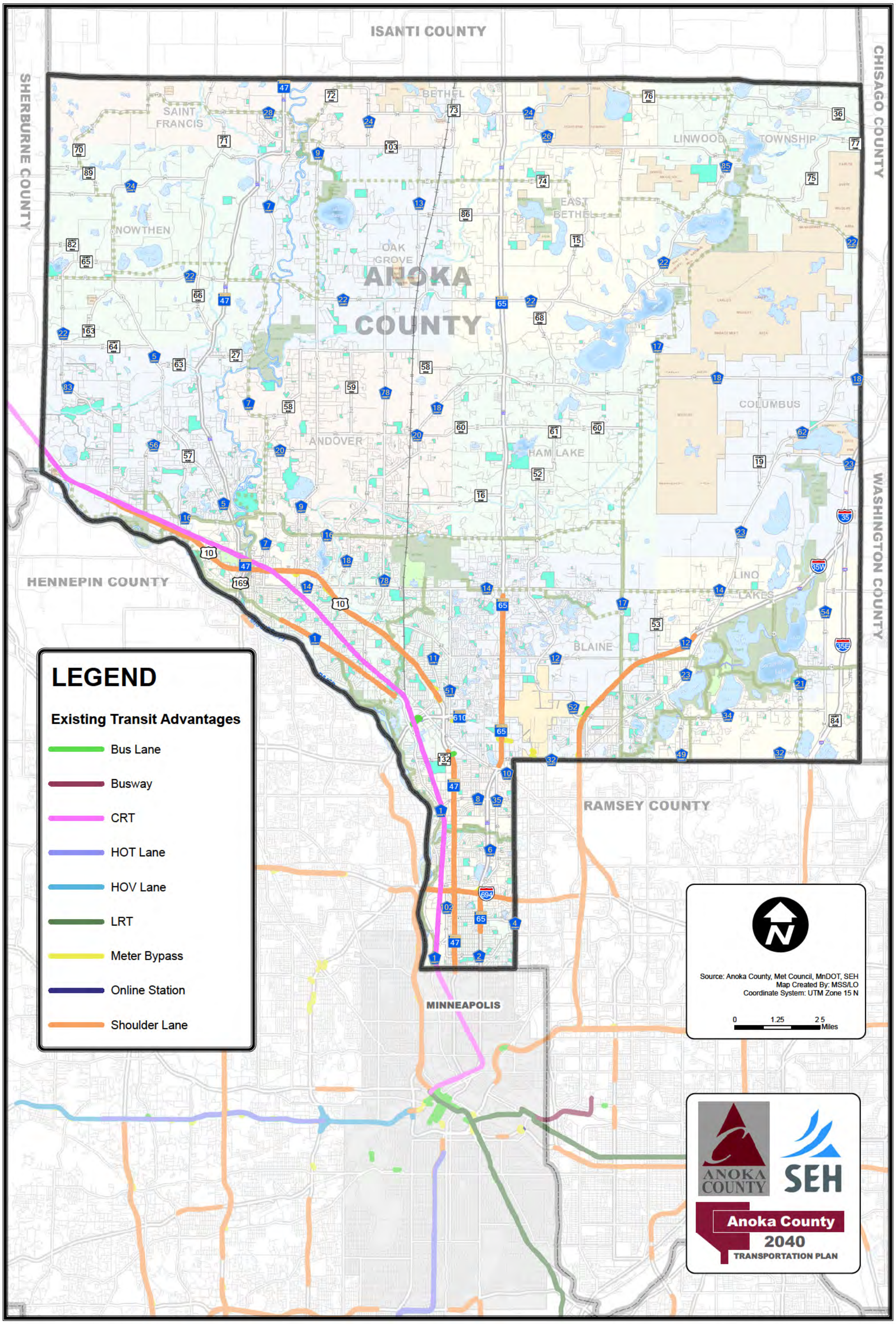
* Indicates par and pool lots

Source: 2017 Annual Regional Park-and-Ride System Report (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 10. 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 10, 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 10

Northstar Commuter Rail



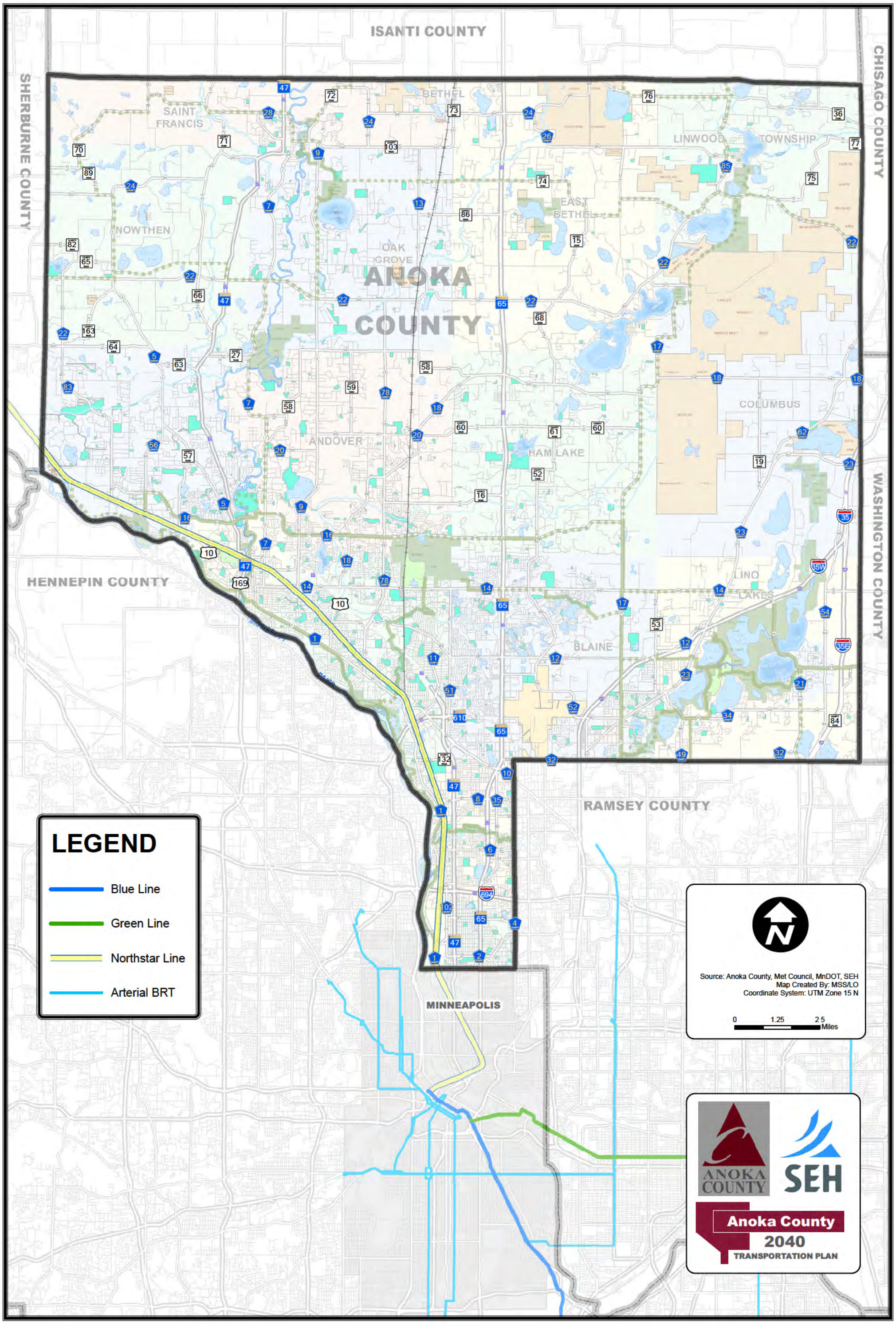
Big Lake Northstar Station (Source: Metro Transit)

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 Current Revenue Scenario (see Figure 11). 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 began to see a significant increase beginning in 2016.

Table 13 –Northstar Commuter Rail Transit Ridership, 2010-2018

Year	Transit Ridership
2010	710,436
2011	703,700
2012	703,425
2013	787,239
2014	721,215
2015	722,637
2016	711,167
2017	793,796
2018	787,327

Source: 2016 Transportation System Performance Evaluation



CURRENT REVENUE SCENARIO TRANSITWAYS

FIGURE 11

Amtrak



Source: MnDOT

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. Residents in Anoka County are able to access Amtrack service at the Union Depot in St. Paul and the train depot in St. Cloud.

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

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 12, 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 12 for Anoka County (further details are provided in Appendix H). 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:

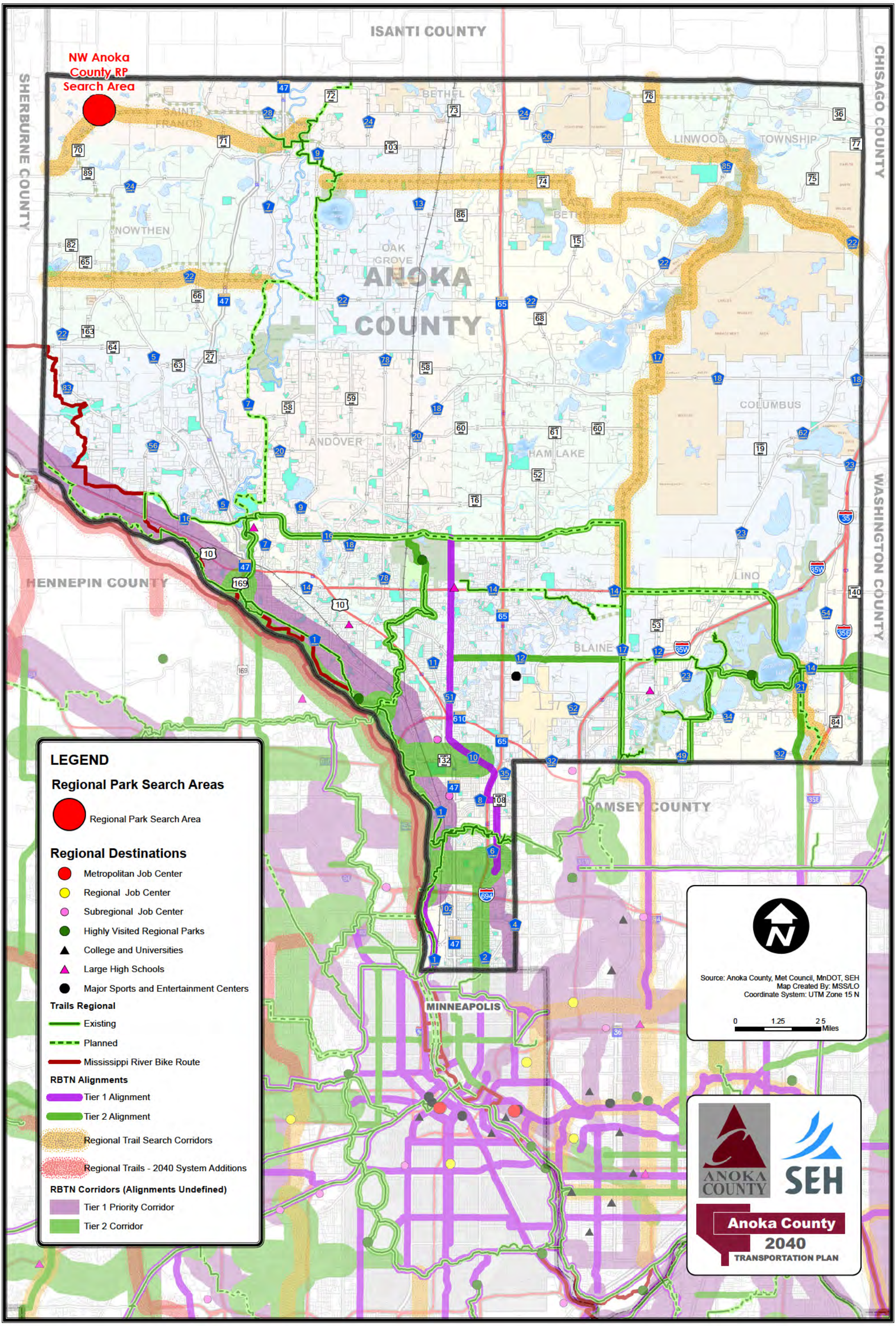
- To establish an integrated/seamless network of on- and off-street bikeways;
- To provide the vision for a "backbone" arterial network for daily bicycle transportation; and
- To encourage cities, counties, park agencies, and the state to plan and implement future bikeways.

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. Further information regarding the RBTN can be found at: https://metrocouncil.org/transportation/planning-2/key-transportation-planning-documents/bike-pedestrian-plans/rbtn.aspx



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



EXISTING REGIONAL BICYCLE TRANSPORTATION NETWORK

FIGURE 12

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 13 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.

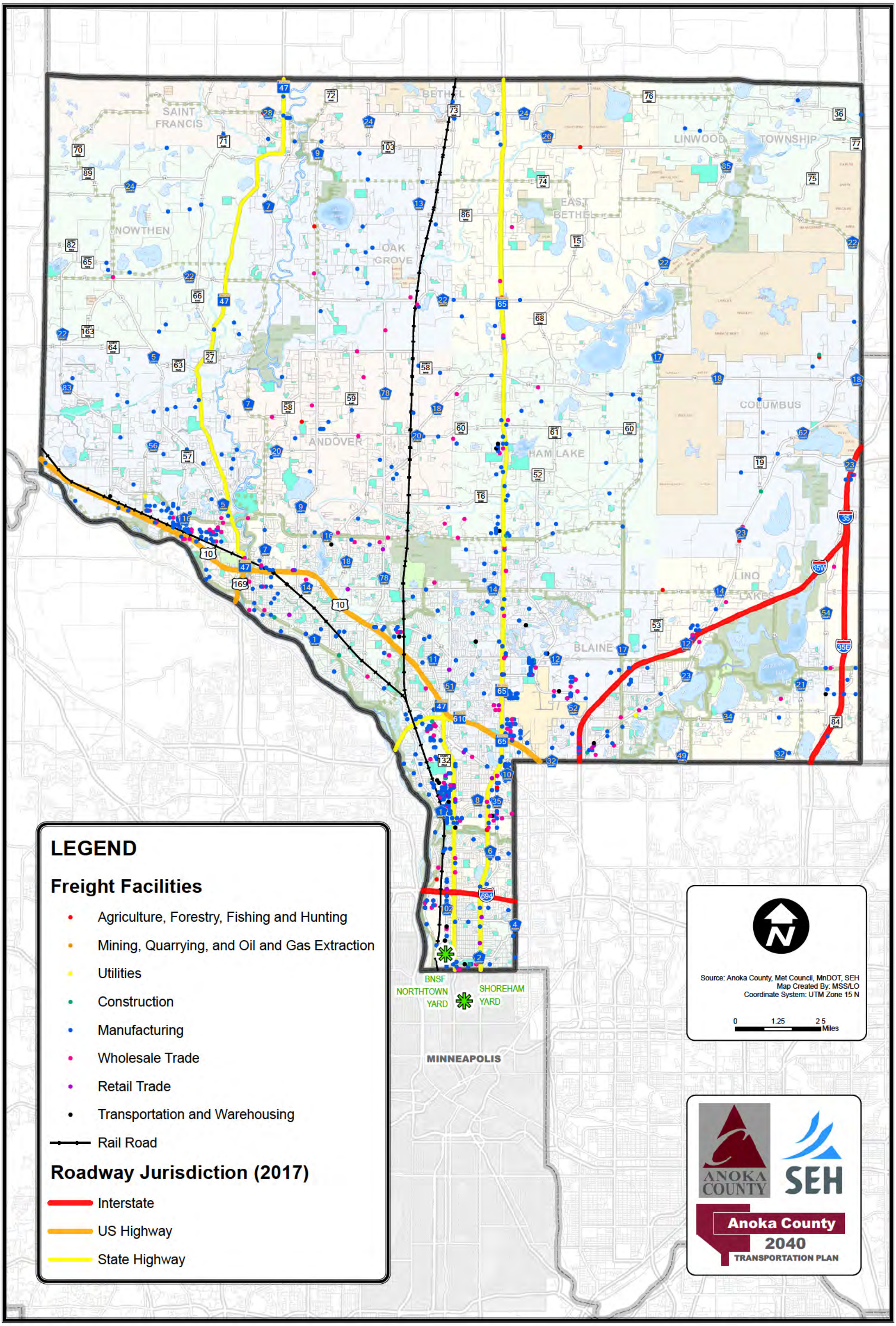


BNSF Northtown Yard in Fridley (Source: Wikipedia)

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

FIGURE 13

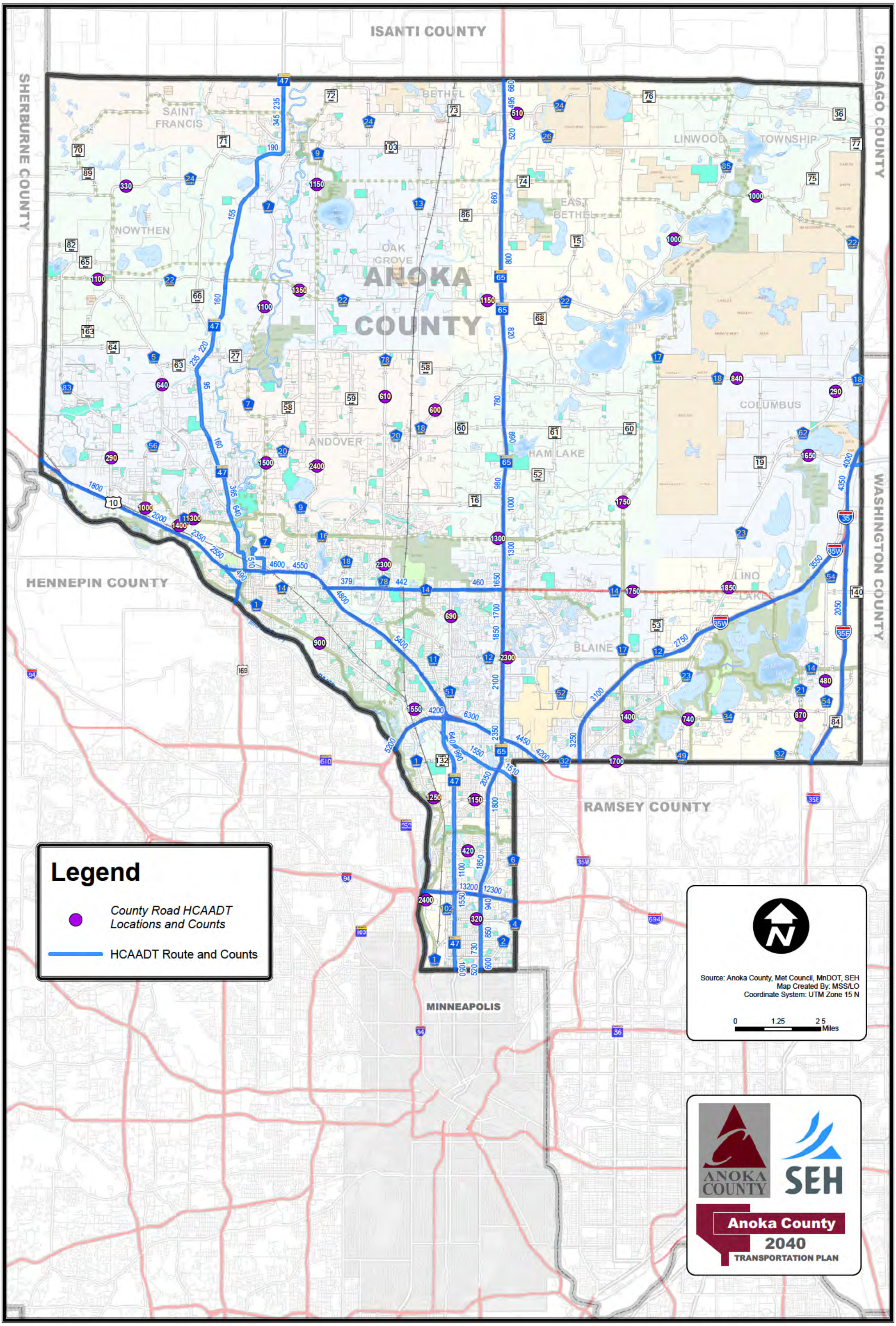


Freight Facility in Anoka County (Source: Anoka County)

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 14 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)

FIGURE 14

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 in terms of land area. 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 a Key Airport based on the State of Minnesota classification and a Minor Airport by the Metropolitan Council 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 supported approximately 75,000 takeoffs and landings in 2017, with 377 aircraft based at the airport. Further information about this airport can be found at : https://www.metroairports.org/General-Aviation/Airports/Anoka-County-Blaine.aspx

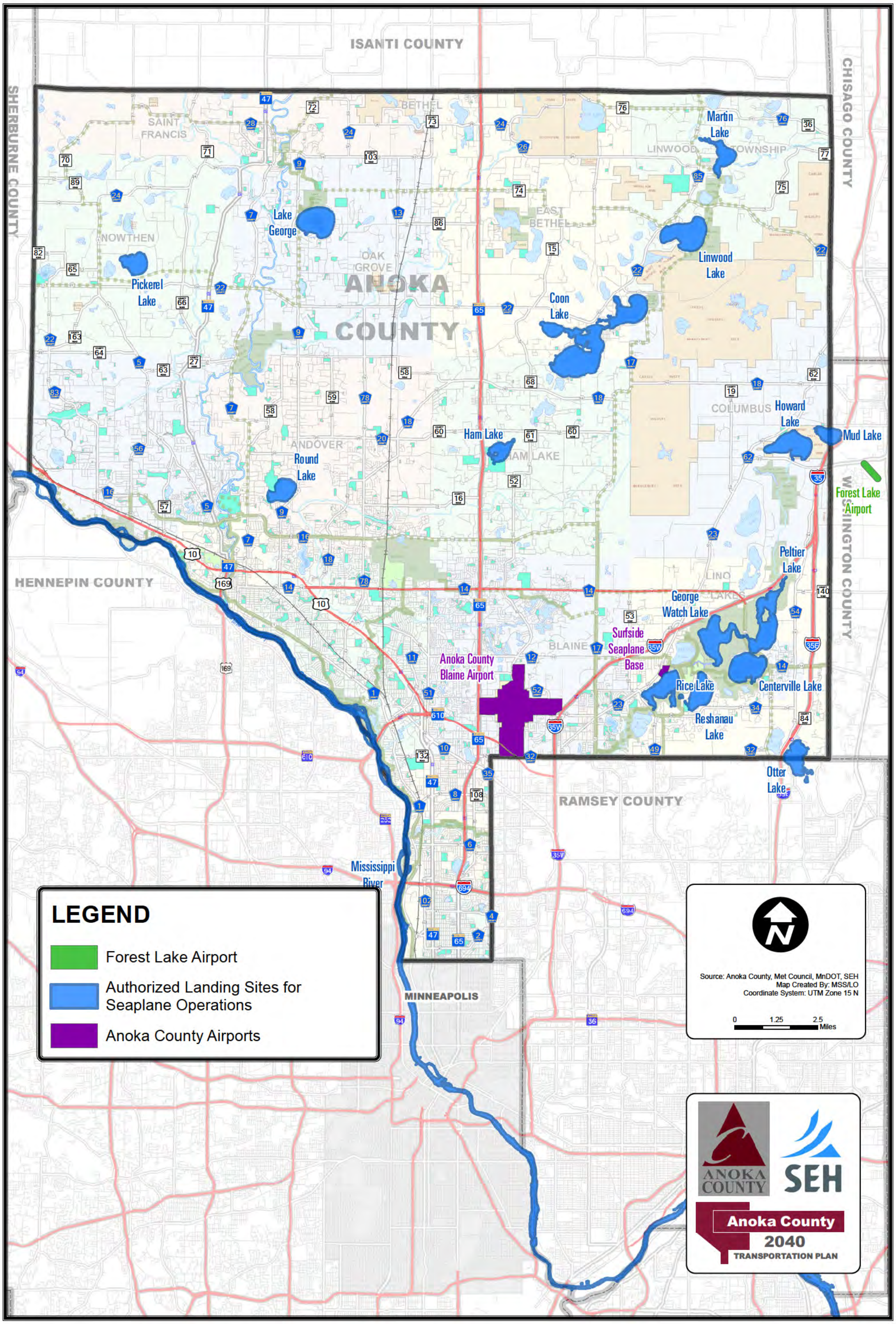
In addition, Surfside Seaplane Base is located on Rice Lake in Lino Lakes. Locations authorized for seaplane operations are designated in Minnesota Rules 8800.2800. The following lakes and rivers



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

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 15.



ANOKA COUNTY AVIATION LOCATIONS

FIGURE 15

3.2 HISTORIC PERFORMANCE TRENDS AFFECTING THE COUNTY'S TRANSPORTATION SYSTEM

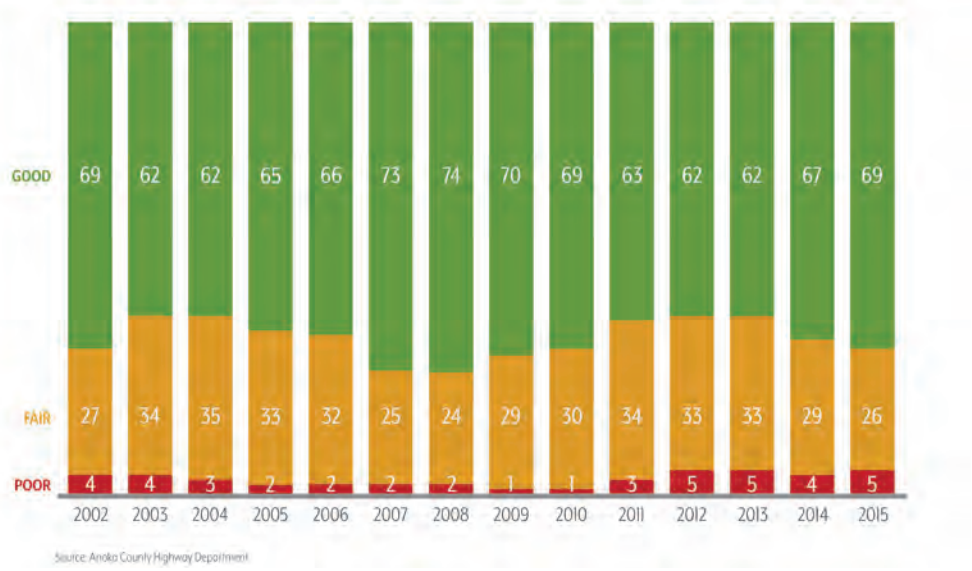
This section describes trends in the condition and service levels provided by Anoka County's highway network.

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 16, 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 16 - Percentage of County Roadway Pavement in Good, Fair, & Poor Condition



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. Road conditions are defined and quantified using a pavement quality index (PQI). The PQI rated from a low of 0 to a high of 100, is used by the County to plan for maintenance and repairs and to alocate resources in the most efficient way possible. 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

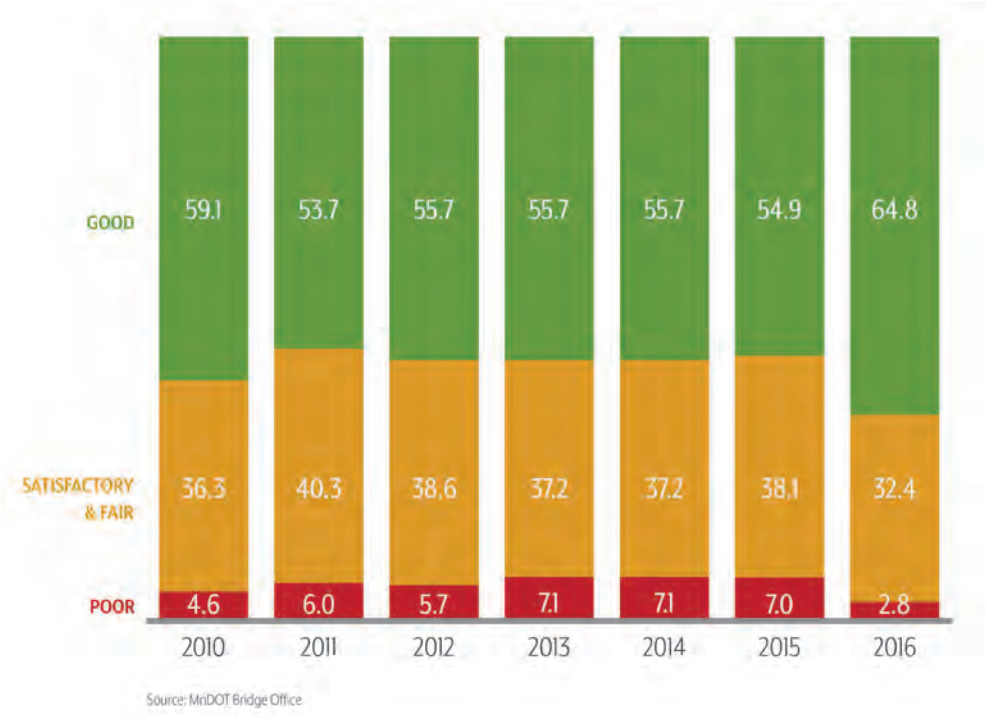
Table Notes: * Represents a segment that is partially or entirely programmed for reconstruction in the Anoka County Highway Department Five-Year Highway Improvement Program.

Source: Anoka County Highway Department

Bridge Condition

As shown in Figure 17, 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

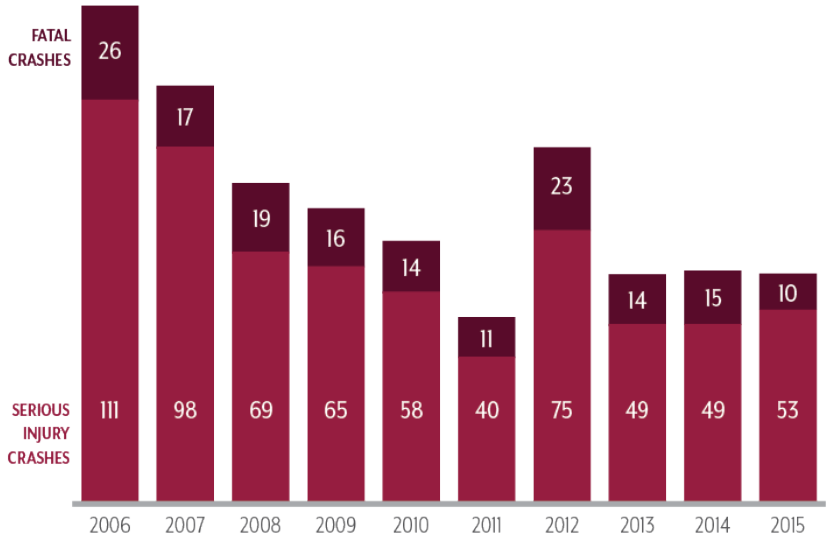
Bridge No.	Year Built	Facility – Feature Crossed	City	Structure Type	Sufficiency Rating
3310	1920	CSAH 35 over Rice Creek	Fridley	Culvert	70.9
94197	1979	CSAH 34 (Birch St.) over County Ditch #25	Lino Lakes	Culvert	69.1
93674	1983	CSAH 17 over Coon Creek	Ham Lake	Culvert	63.0
02549	1988	CSAH 18 over 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 18). The figure also indicates there were 53 serious injury crashes in 2015.

Figure 18 - Total Number of Serious Injury and Fatal Crashes Involving a Motor Vehicle on All Roadways within Anoka County



Source: DPS Crash Facts

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 19, 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 19 - Traffic Fatality Rate on All Roadways within Anoka County (per 100 Million MT)

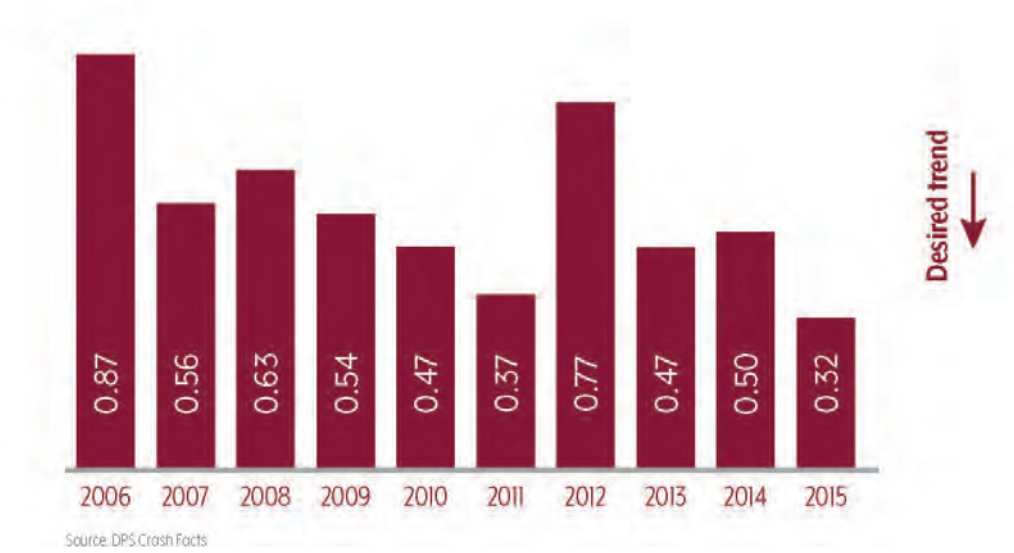
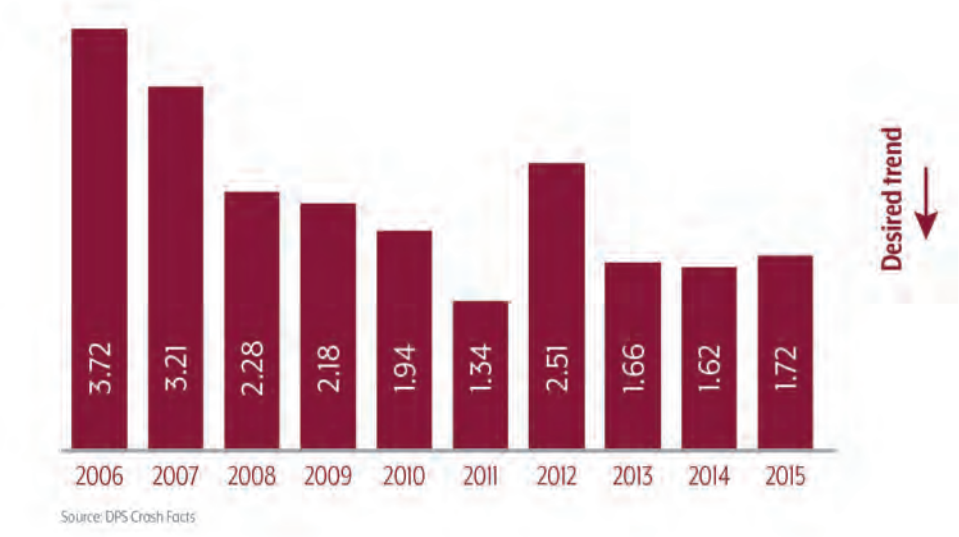


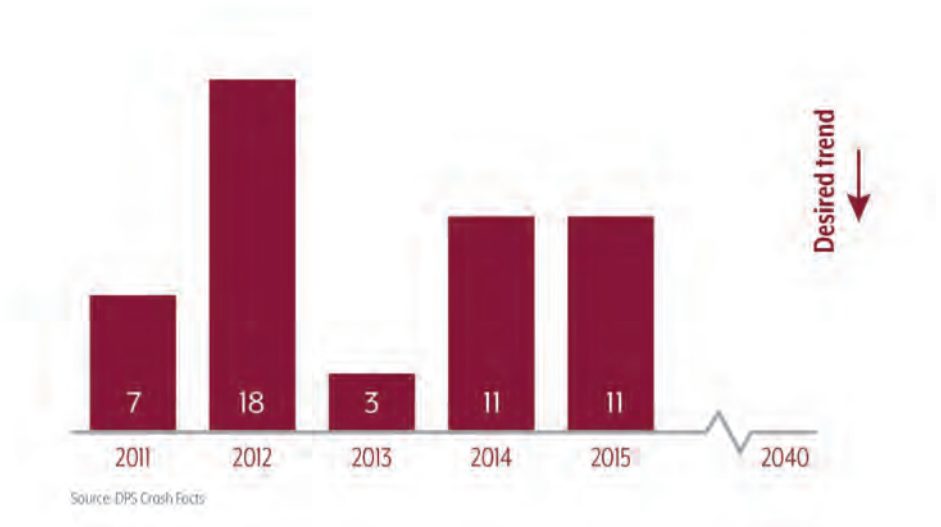
Figure 20 indicates that in 2015, there were 1.72 serious injuries per 100 million vehicle miles traveled, which is the fourth lowest in the ten-year timeframe between 2006 and 2015.

Figure 20 - 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 21).

Figure 21 - 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 Crashes[2]		137	63	-74	-54%

[1] Note: Severe crashes involving inattentive drivers are likely underreported and should be evaluated with caution.
[2] Note: 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.

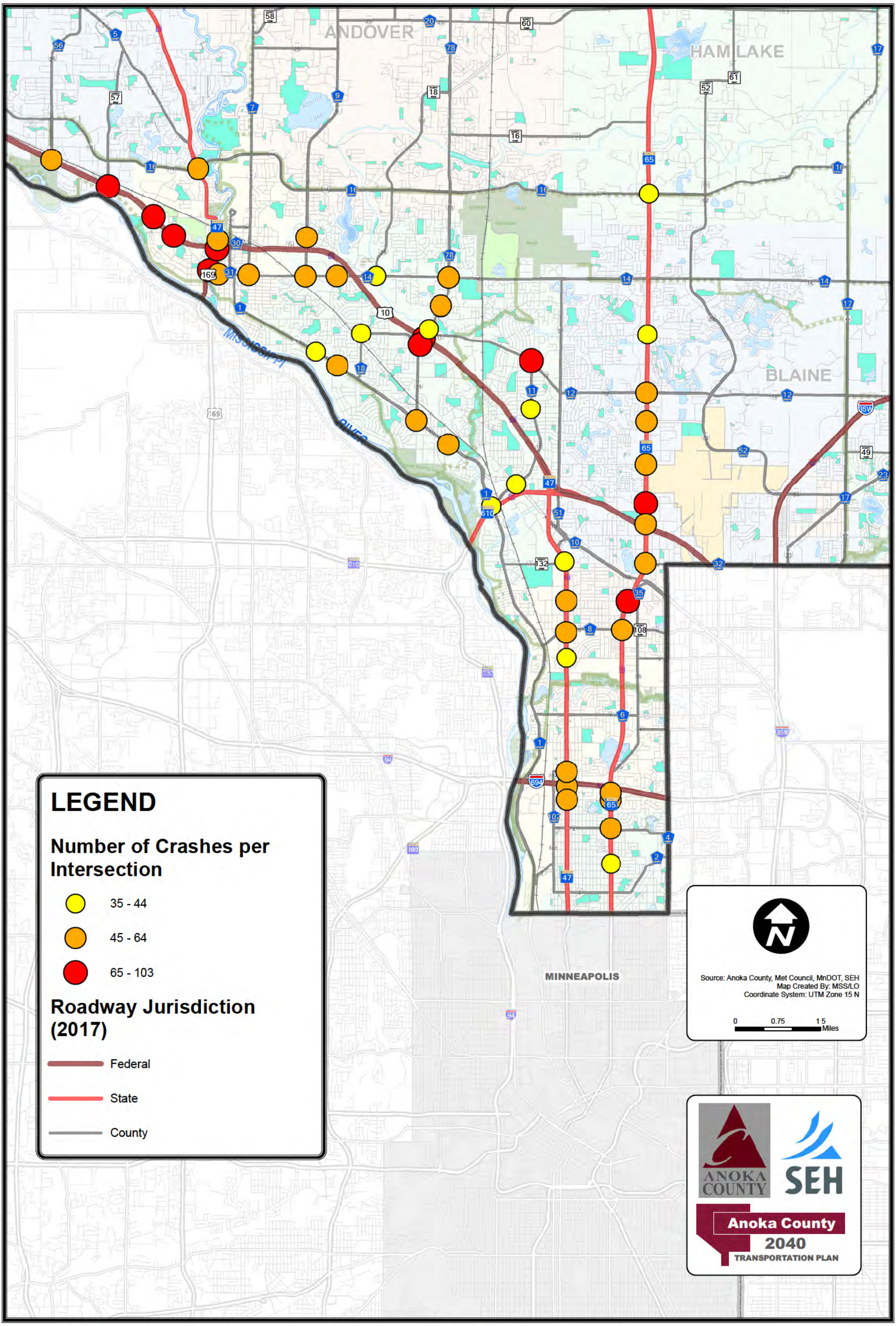
Intersection crashes were sorted utilizing an intersection buffer to aggregate crashes at each intersection. An approximate 250-foot radius surrounding each intersection was used for the majority of intersection. On some of the more access controlled corridors, such as Trunk Highway 47 and Trunk Highway 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 22 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 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.



Anoka County intersection (Source: Anoka County)



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

FIGURE 22

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)



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 intersections 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 intersections, 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.

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 E 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

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 23 and 24 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.

Table 23 – Populations and Households in Anoka County

	1970	1980	1990	2000	2010	2020	2030	2040
Population	154,712	195,998	243,641	298,084	330,844	360,880	401,950	440,420
Households	39,688	60,716	82,437	106,428	121,227	136,940	155,400	172,030

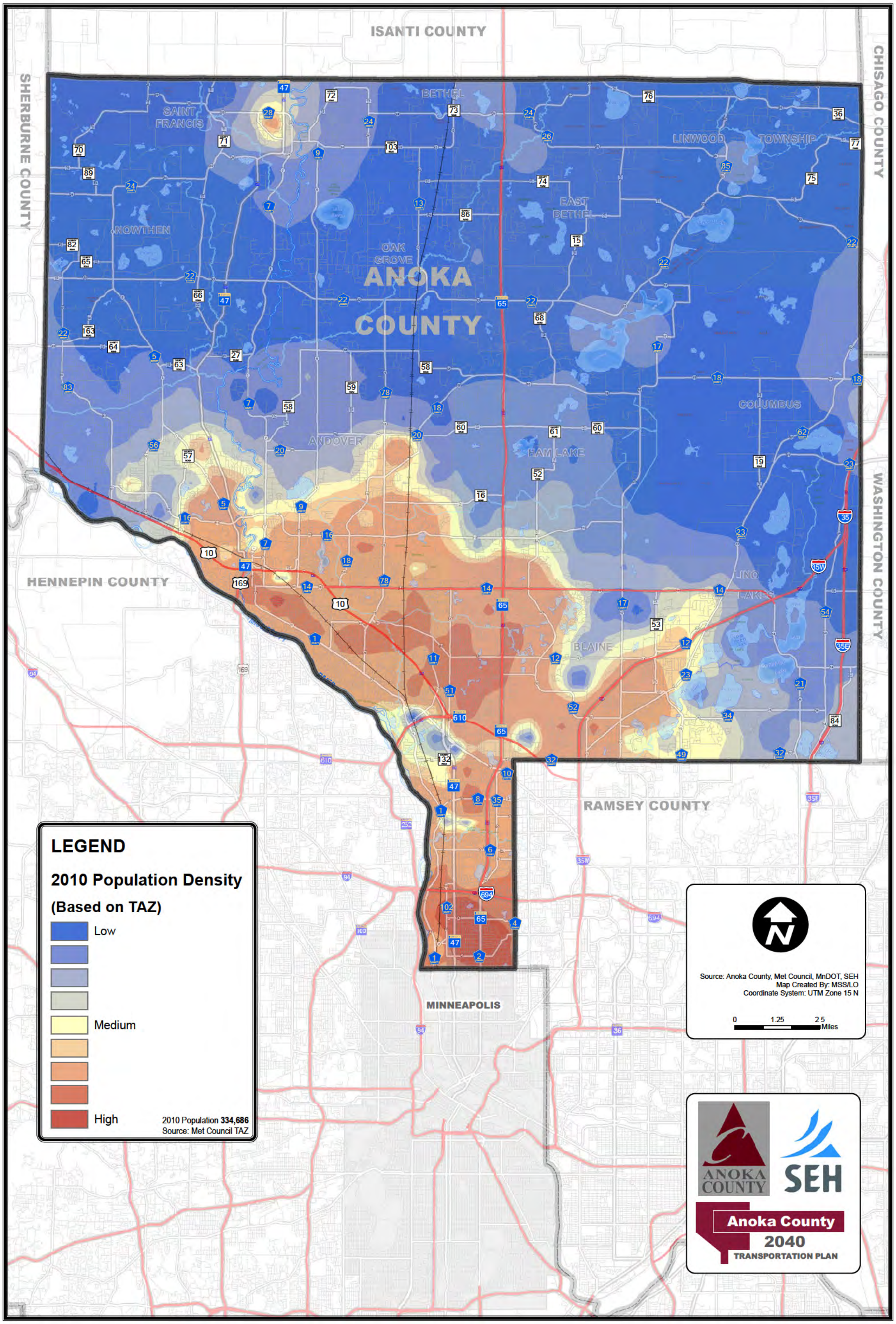
Sources: U.S. Census Bureau Decennial Census, Metropolitan Council Annual Estimates, and Metropolitan Council Forecasts

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, particularly for those who

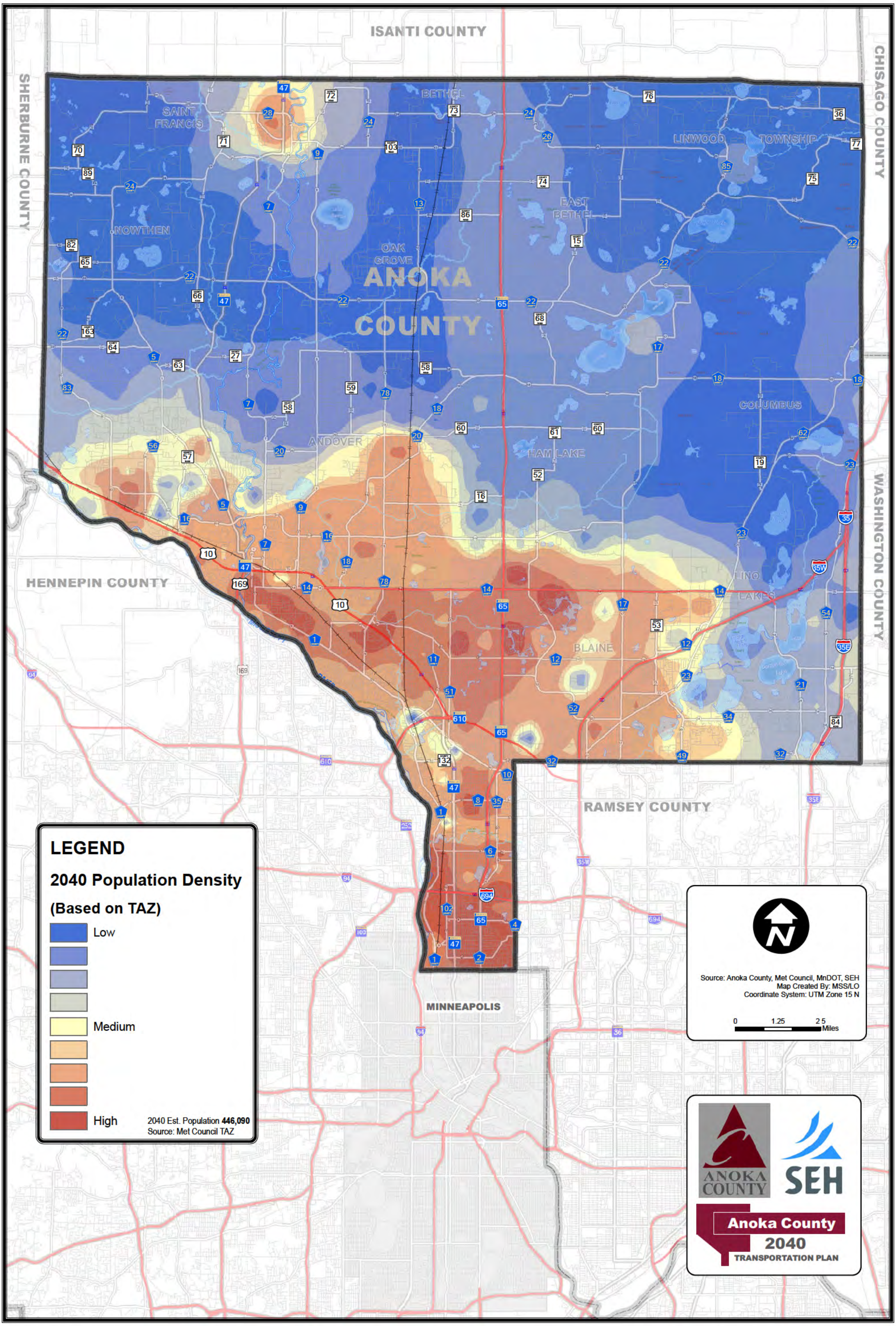


Roadway in Anoka County (Source: Anoka County)



2010 POPULATION DENSITY

FIGURE 23



2040 POPULATION DENSITY

FIGURE 24

Employment Trends

Figures 25 and 26 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

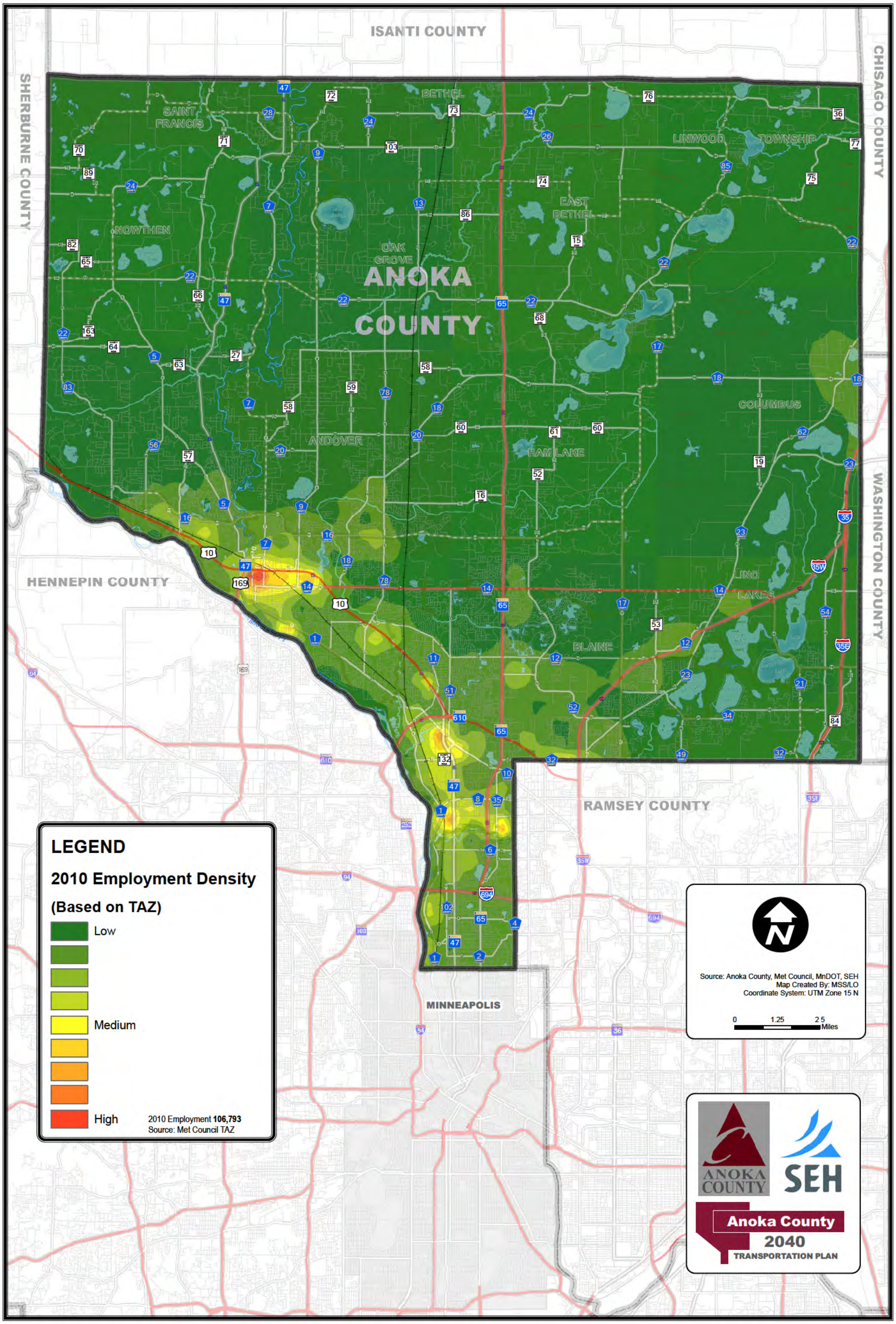
Housing Trends

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.

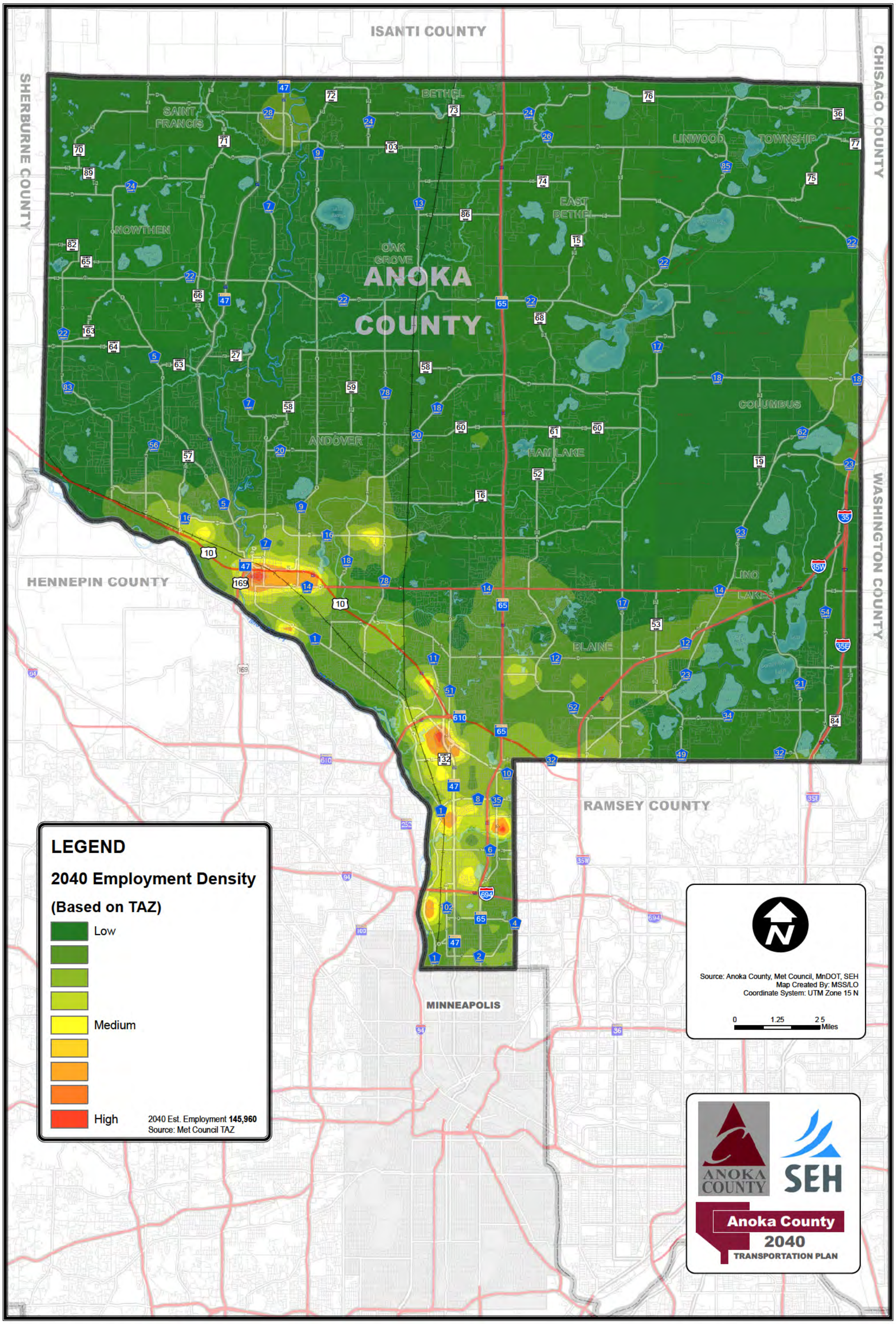
The Minnesota Housing Finance Agency has determined that Minnesota needs more affordable housing. In recent years, the number of Minnesota households that are cost burdened by their housing payment has increased by 63 percent as median incomes have declined and housing costs have increased. Households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

FIGURE 25



2040 EMPLOYMENT DENSITY

FIGURE 26

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%

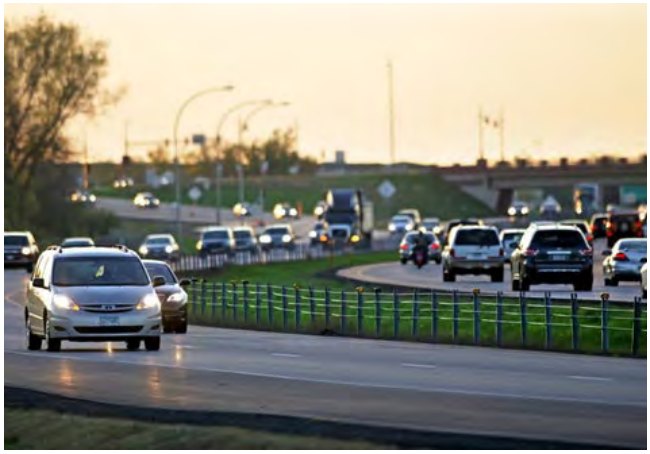
Source: 2012-2016 American Community Survey 5-Year Estimates, county-level data

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 of residents 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 American Community Survey (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 Centracs 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.

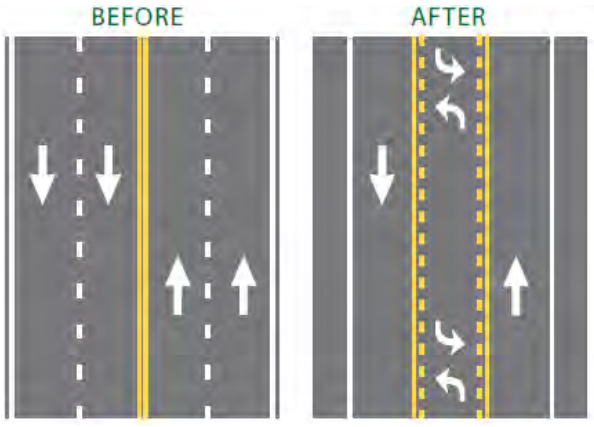


Illustration of the "before" and "after" of a road diet (Source: FHWA)

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

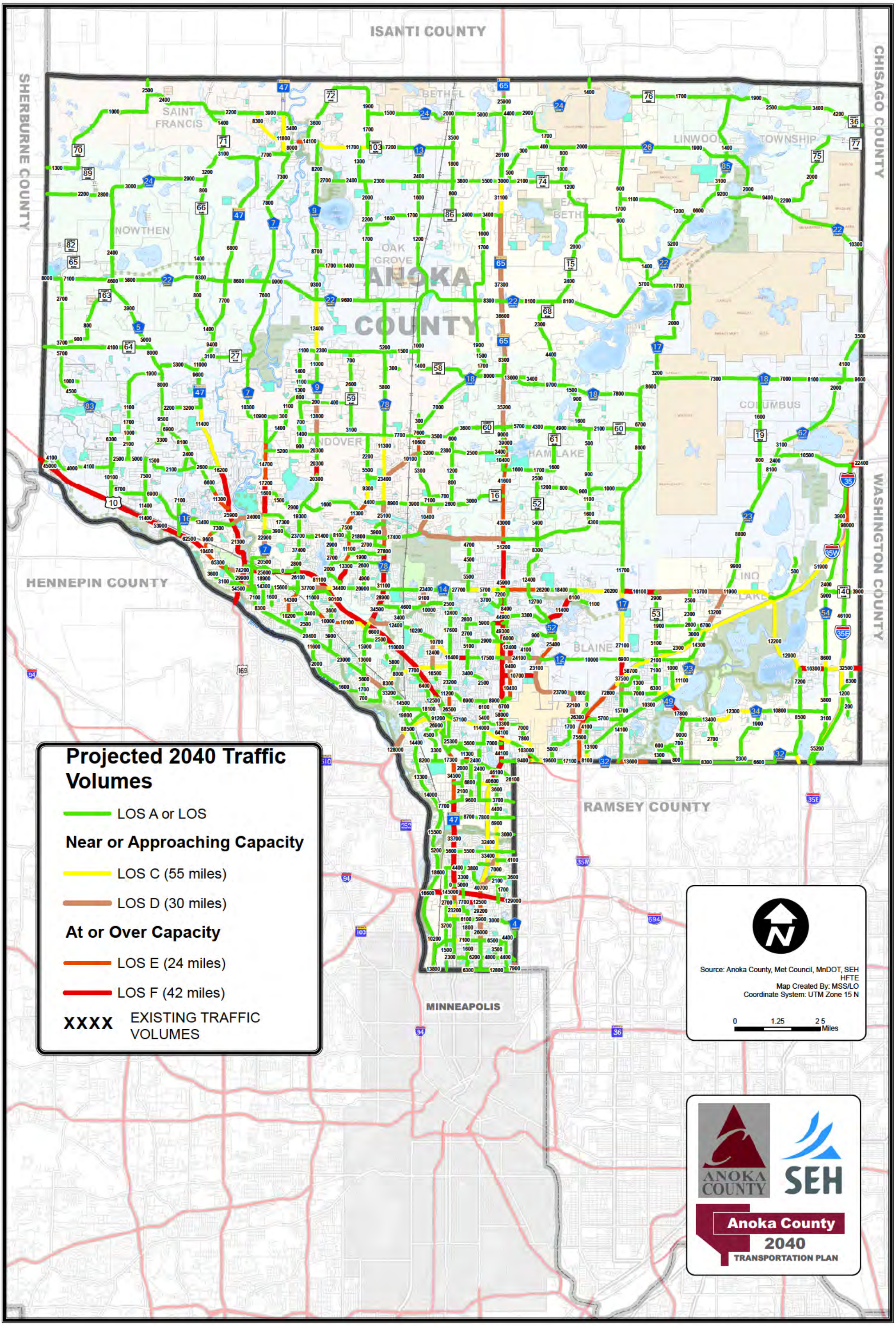
The Anoka County Highway Department prepared average daily traffic forecasts for the year 2040 for the arterial and collector roads in Anoka County. The 2040 forecasts are depicted on Figure 27. The forecast methodology is described in greater detail in Appendix F.

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 28. The detailed socioeconomic data at the TAZ level is included in Table 11 in Appendix F.

Table 25 – Households, Population and Employment Forecasts

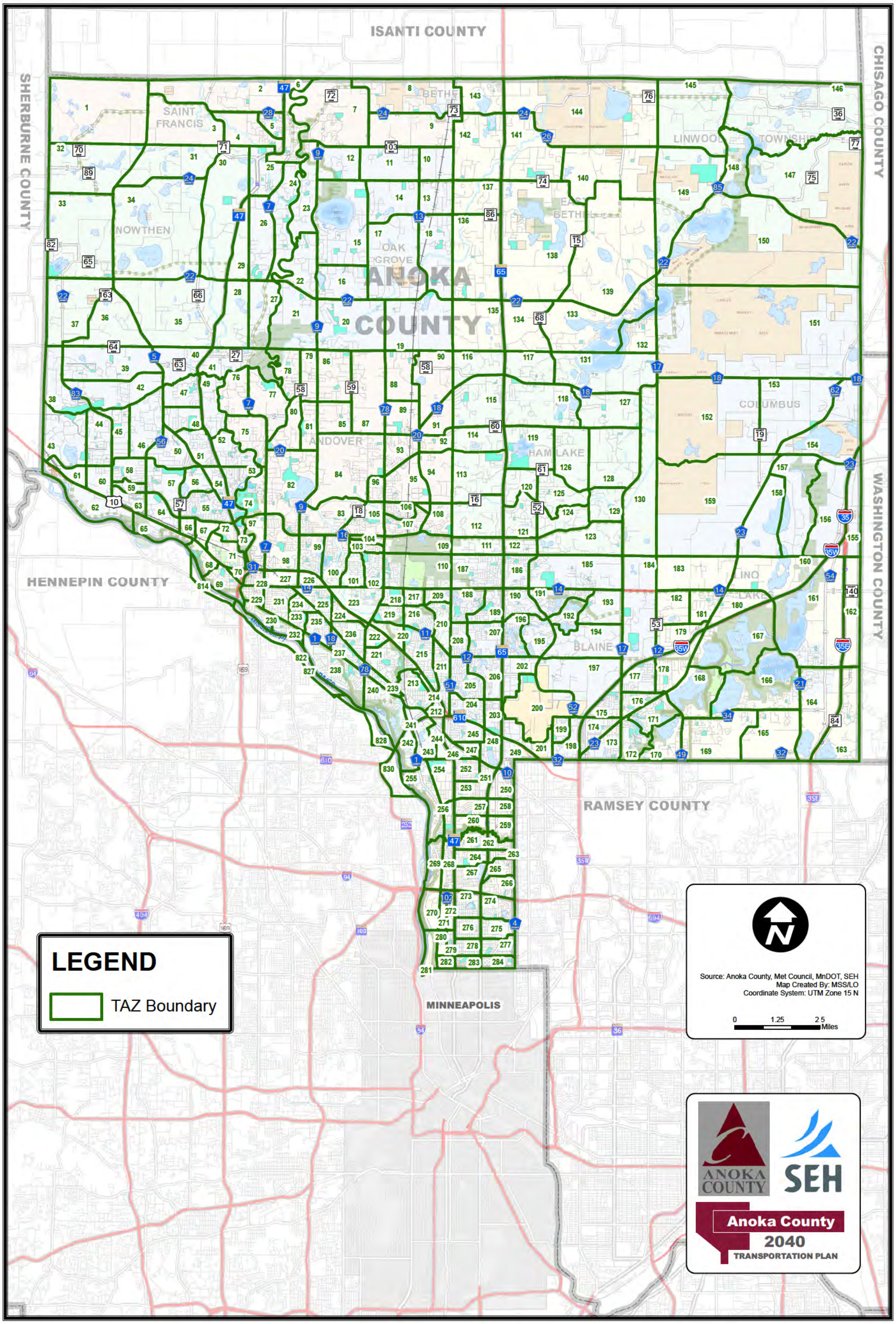
Community	Households			Population			Employment		
	2020	2030	2040	2020	2030	2040	2020	2030	2040
Andover	11,400	13,500	15,400	34,000	38,200	41,900	5,400	5,800	6,200
Anoka	7,900	8,400	8,900	18,700	20,000	21,200	13,800	14,200	14,400
Bethel	190	220	230	480	520	550	130	150	180
Blaine	25,100	29,200	33,300	66,300	76,700	87,300	24,800	27,300	29,900
Centerville	1,400	1,450	1,500	3,840	3,930	4,060	540	560	590
Circle Pines	2,100	2,160	2,200	5,000	5,200	5,300	900	950	1,000
Columbia Heights	8,400	8,900	9,300	20,500	21,800	23,100	4,280	4,440	4,600
Columbus	1,600	1,930	2,200	4,220	4,950	5,500	1,500	1,670	1,800
Coon Rapids	25,500	27,500	29,300	64,800	68,400	72,100	27,100	28,900	30,900
East Bethel	4,700	6,000	7,400	12,400	15,400	18,400	1,700	1,950	2,200
Fridley	12,200	13,300	13,600	29,300	31,600	32,500	23,700	24,900	26,100
Ham Lake	5,800	6,600	7,100	16,200	17,700	18,700	3,700	4,010	4,300
Hilltop	450	500	550	840	960	1,090	460	480	500
Lexington	820	880	950	2,100	2,270	2,430	600	630	640
Lino Lakes	7,300	9,000	10,600	22,800	26,900	31,100	4,700	5,300	6,000
Linwood Twp.	2,000	2,000	2,000	5,100	4,930	4,820	330	390	430
Nowthen	1,600	1,860	2,100	4,590	5,100	5,500	500	590	680
Oak Grove	3,100	3,600	4,100	8,600	9,500	10,400	920	980	1,000
Ramsey	9,400	11,300	13,000	26,400	30,700	34,700	6,700	7,500	8,100
Spring Lake Park	2,800	2,900	3,100	6,510	6,790	7,170	3,200	3,350	3,500
St. Francis	3,100	4,100	5,100	8,200	10,400	12,600	2,200	2,550	2,900
County Total	136,860	155,300	171,930	360,880	401,950	440,420	127,160	136,600	145,920

Source: Metropolitan Council



PROJECTED 2040 ROADWAY DAILY TRAFFIC AND CONGESTION LEVELS

FIGURE 27



TRANSPORTATION ANALYSIS ZONES

FIGURE 28

Figure 27 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

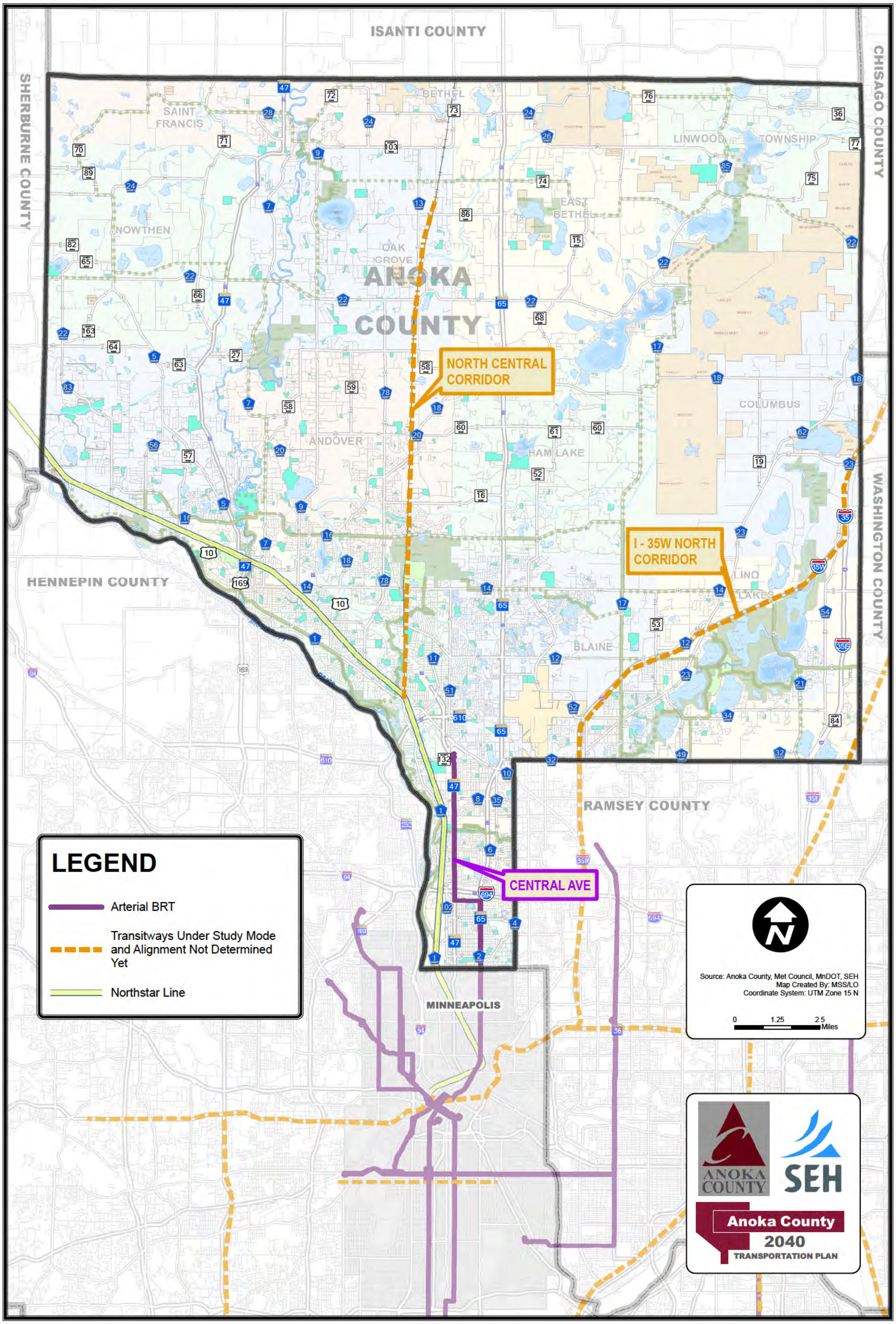
Alternative 2040 Highway Network Scenario

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 G for details.

4.3 TRANSIT

The region's existing bus and dial-a-ride service described in the "Existing Transit Service" Section on page 34 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 three additional transitway corridors in Anoka County beyond the scope of the plan's adopted and fiscally constrained Transit Investment Plan (the Current Revenue Scenario). This first referred to as the "North Central" Arterial Bus Rapid Transit (BRT) corridor and is shown on Figure 29, 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. Two additional corridors extend along Highway 65 and I-35W respectively. The County will continue to coordinate with Metro Transit in potential future transitway corridor development activities.



INCREASED REVENUE SCENARIO-TRANSITWAYS

FIGURE 29

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



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 12 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.

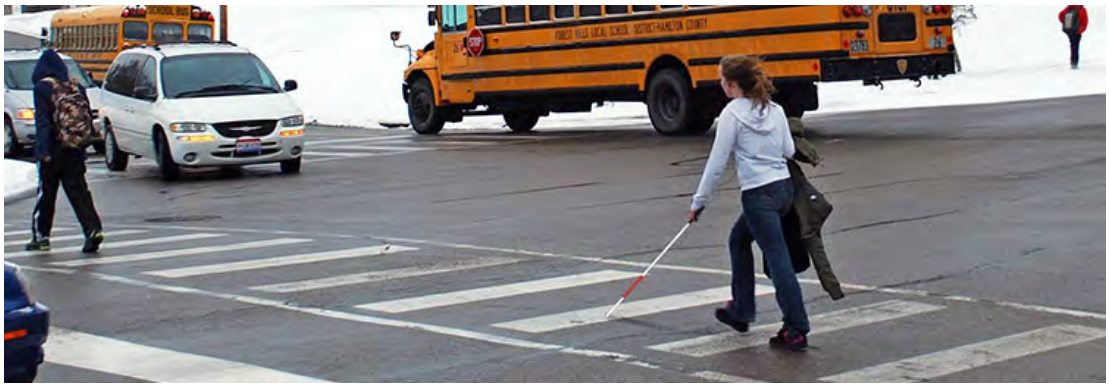
The RBTN is currently being modified as part of the Metropolitan Council's 2040 TPP Update process. In 2017, Metropolitan Council staff met with Anoka County officials and compiled a list of proposed changes to the RBTN. These proposed changes (see Table 27) are assumed to be added to the RBTN for Anoka County that is shown in Figure 12.

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 H 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.



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

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. In addition there are other height restrictions and requirements around the Anoka County-Blaine airport. See the report plan at: https://www.metroairports.org/General-Aviation/Airports/Anoka-County-Blaine.aspx. 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.

These forms must be submitted at least 45 days before alteration/construction begins or the construction permit is filed, whichever is earlier. MnDOT must also be notified (see MnDOT Rules Chapter 8800). 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

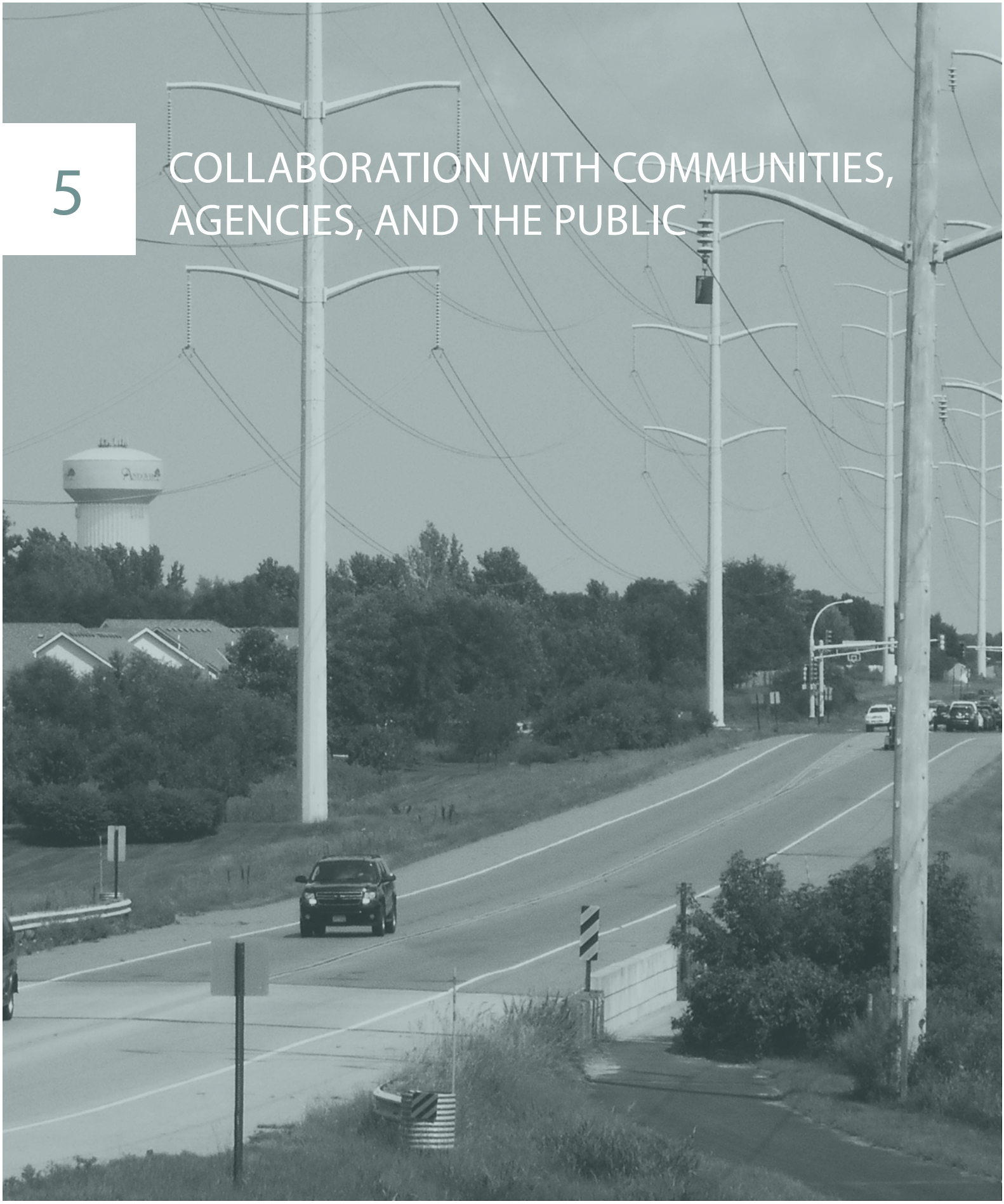
The County recognizes that many aspects of freight movement are controlled by the private sector. It is also important to note that there are known roadway issues or problem areas for goods movement in Anoka County that have been identified in the Metropolitan Council's Regional Truck Highway Corridor 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 I 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 safety needs for multi-modal transportation infrastructure on arterial roadways;
- 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 J.

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.



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

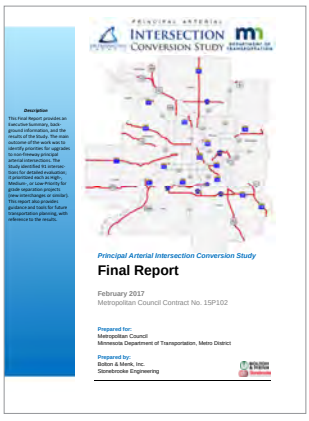
6.1 RECOMMENDATIONS FROM RECENT PLANS AND STUDIES

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

Description

Principal Arterial Intersection Conversion Study
Final Report

February 2017
Metropolitan Council Contract No. 15P102

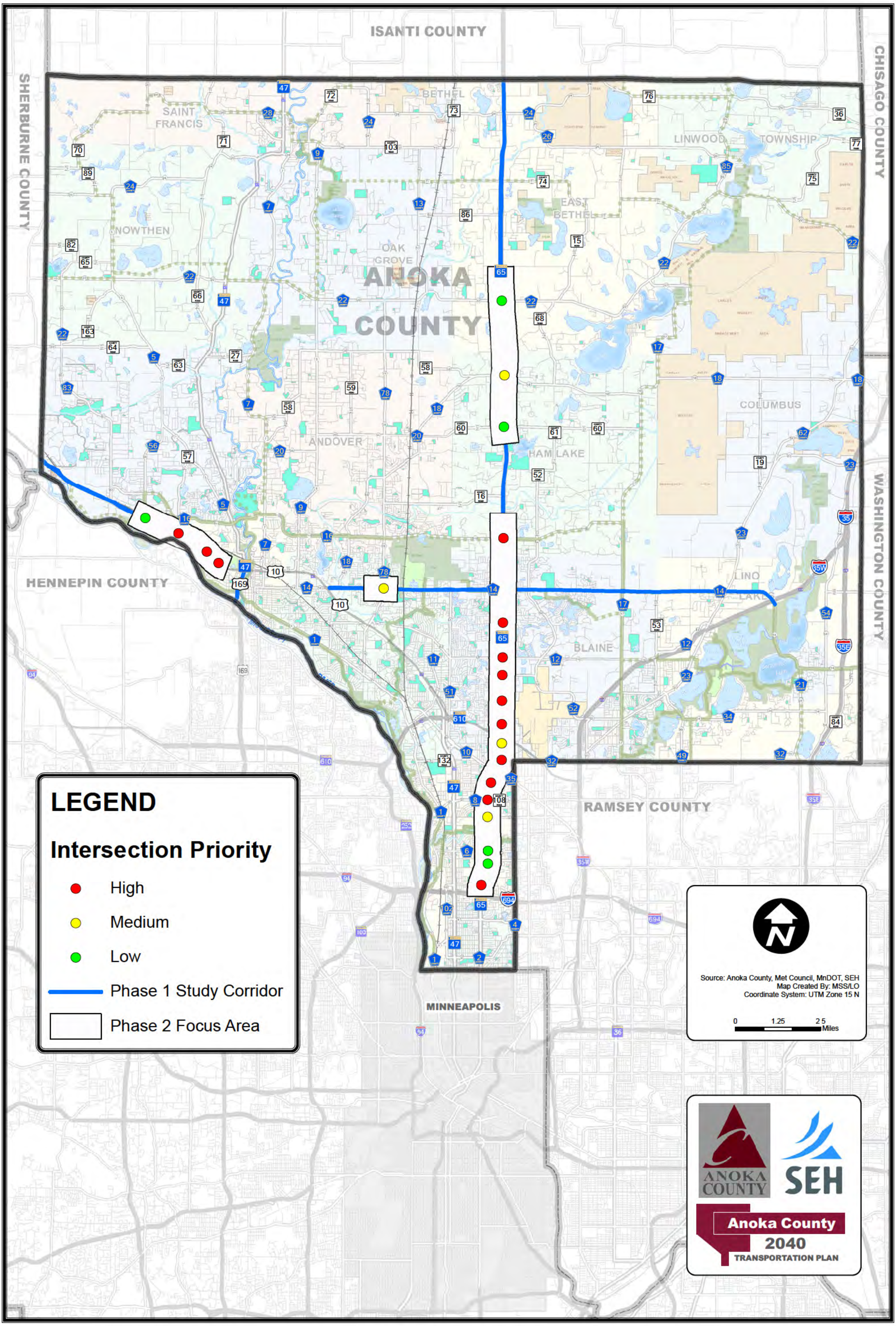
Prepared for:
Metropolitan Council
Minnesota Department of Transportation, Metro District

Prepared by:
Bolton & Menk, Inc.
Stonebrooke Engineering

Principal Arterial Intersection Conversion Study

https://metrocouncil.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Highways-Roads/Principal-Arterial-Intersection-Conversion-Study.aspx

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 30 and listed in Table 29.



PRINCIPAL ARTERIAL INTERSECTION CONVERSION STUDY GRADE-SEPARATION PRIORITIES

FIGURE 30

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

Table Notes:
[1] The 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.
[2] The 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.
[3] The 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.

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

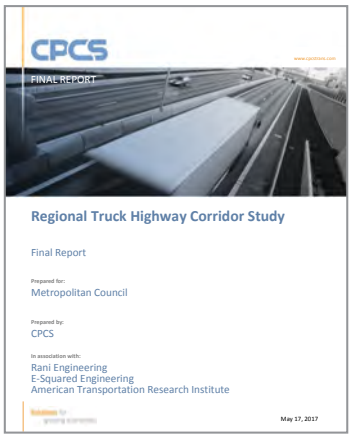
Highway System Investment Prioritization Factor	Solicitation Criteria
Safety and Security; Operate, Maintain, and Rebuild	Critical crash rate index, observed safety deficiencies or concerns, crash frequency, crash severity
Improves Economic Vitality	Need for new infrastructure, HCAADT
Improves Critical 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

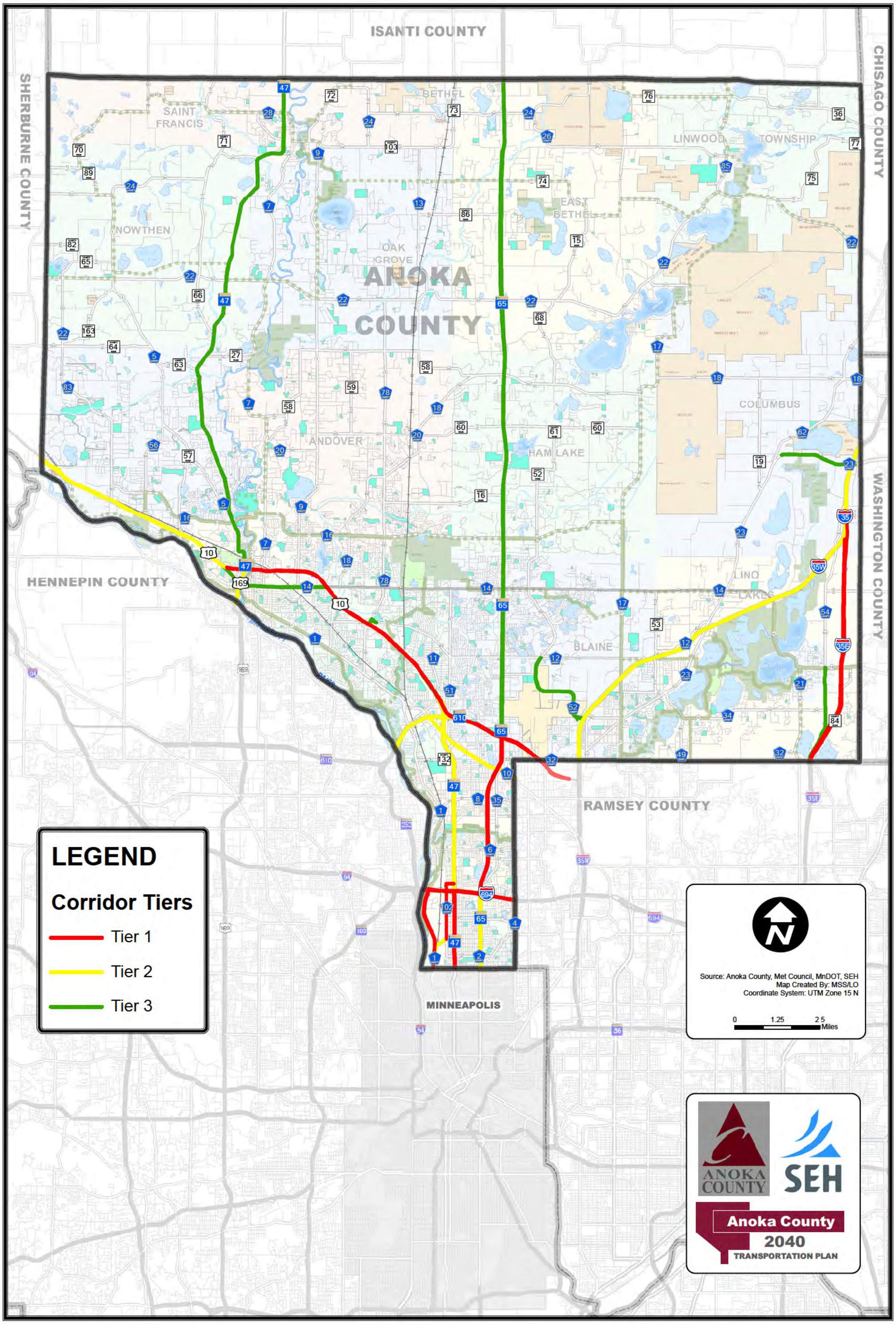
Source: Metropolitan Council

Regional Truck Highway Corridor Study

https://metrocouncil.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Highways-Roads/Truck-Freight-Corridor-Study.aspx

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 31 and listed in Table 31.





TIERED TRUCK CORRIDORS IN ANOKA COUNTY

FIGURE 31

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 54: 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

https://www.srfconsulting.com/news/projects/congestion-management-safety-plan-cmsp-phase-4/

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

http://www.dot.state.mn.us/metro/projects/mnpass-study/

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.

System Preservation Guide

http://www.dot.state.mn.us/research/TS/2016/201634A.pdf

Appendix C of this regional 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 K.

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.

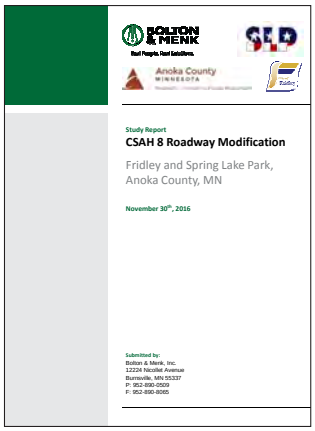
Table 35 – Impacts of Proposed Jurisdictional Transfers on Anoka County Agencies

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

https://www.anokacounty.us/2506/Osborne-Road-CSAH-8-Corridor-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

https://www.coonrapidsmn.gov/753/Coon-Rapids-BlvdEast-River-Rd-Corridor-S

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

https://www.anokacounty.us/413/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

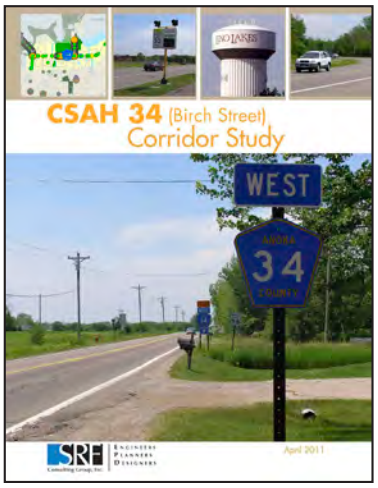
https://www.anokacounty.us/469/Northern-Anoka-County-River-Crossing-Stu

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 14: I-35W to I-35E Alternatives Analysis Report

https://linolakesrebuild.govoffice2.com/vertical/Sites/%7B92EFCBF5-B800-4B28-AD6A-B8C3B7009FB0%7D/uploads/County_Rd_14_Study.pdf

A study report was completed in July 2004 that included a review of existing and proposed land use, socio-economic data, traffic volumes, and evironmental resources in order to assist with the development of design concepts that could address long-term needs along the CSAH 14 (Main Street) corridor between I-35W and I-35E.



CSAH 34 (Birch Street) Study

https://www.anokacounty.us/427/Birch-Street-CSAH-34-Corridor-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

http://www.dot.state.mn.us/metro/projects/hwy65rci/index.html

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. 10 Corridor Management Plan

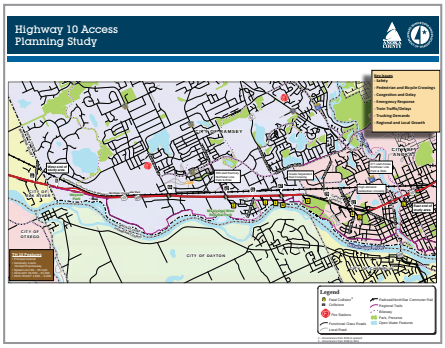
MnDOT completed the U.S. 10 Corridor Management Plan (CMP) on a 48-mile section of US 10 between I-35W in Ramsey County and Highway 24 in Clear Lake, Minnesota, under the Interregional Corridor Program.

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



Highway 10 Access Planning Study

https://www.dot.state.mn.us/metro/projects/hwy10study/index.html

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)

Highway 47/65 Safety Audit

https://www.dot.state.mn.us/metro/projects/hwy47andhwy65safetyaudit/

MnDOT completed a safety audit to analyze crash information on Highway 47/65 between the Hennepin-Anoka County line in Columbia Heights and Highway 10 in Coon Rapids. The final report provides safety recommendations related to engineering/design improvements, enforcement, emergency management, and education opportunities.

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			

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.

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 Designation1	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

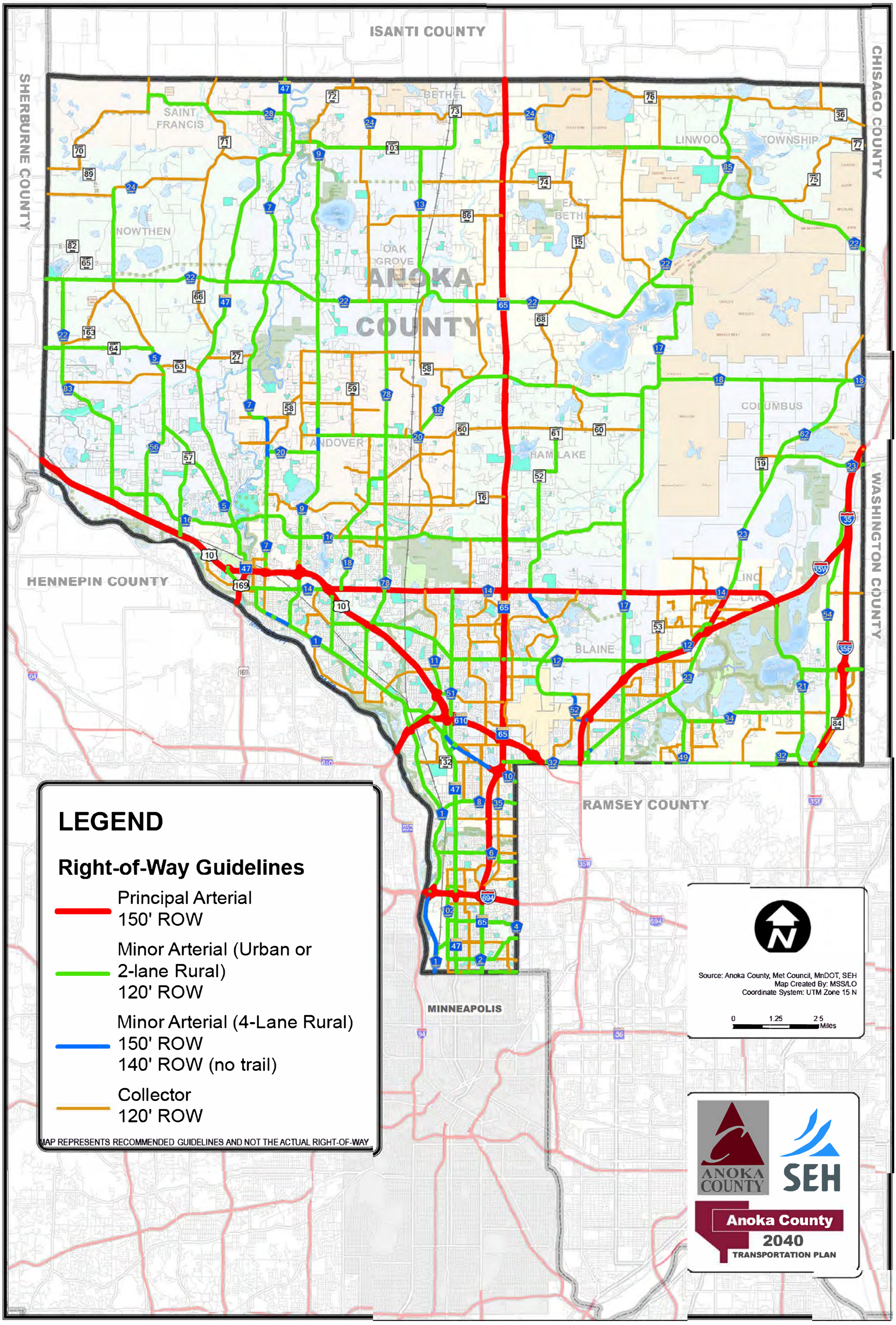
Throughout this entire process, the property owner has many rights and the County has numerous responsibilities. The County follows the federal "Uniform Real Estate Acquisition and Relocation Act" procedures to ensure that appropriate issues are addressed.

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 presents rights-of-way guidelines that shall be considered for preserving principal and A-minor arterials (see Figure 32 for a visual depiction; not to scale).



MINIMUM RIGHT-OF-WAY GUIDELINES

FIGURE 32

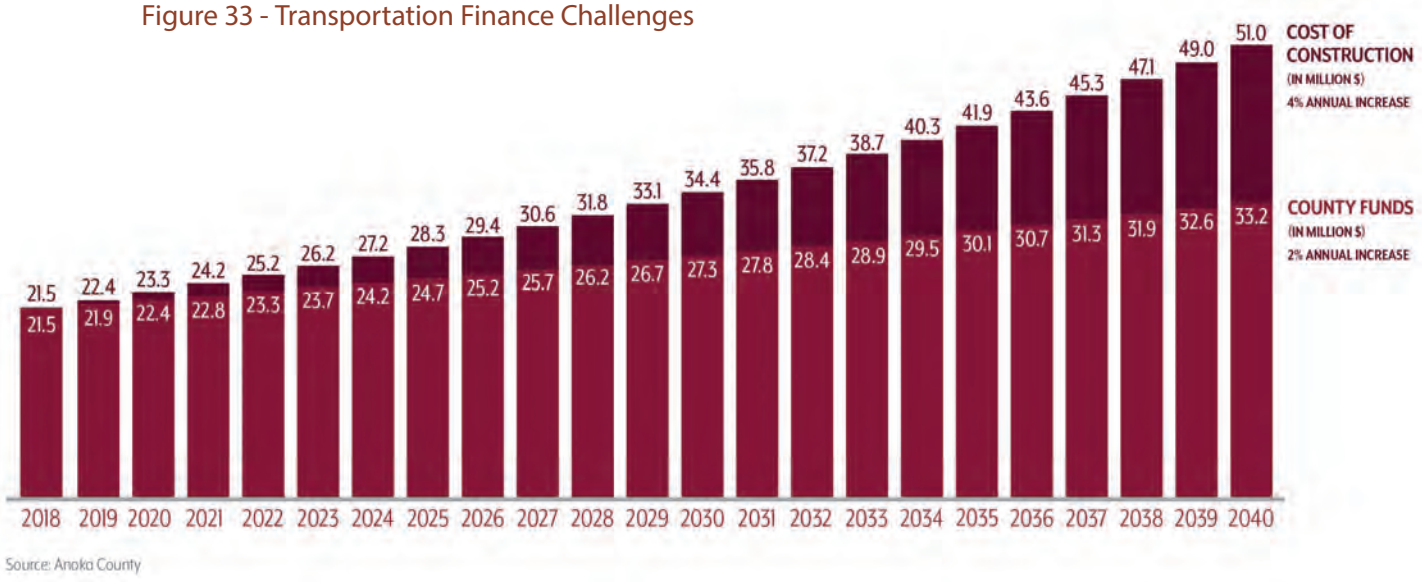
6.3 TRANSPORTATION DEFICIENCIES & PROGRAMMED IMPROVEMENTS

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 33 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 33 - Transportation Finance Challenges



Source: Anoka County

System Deficiencies Audit



Roadway in Anoka County (Source: Anoka County)

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 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

Summary of Highway System Capacity Needs

As documented in Section 4.2, the highway system capacity needs will continue to increase into the future. As illustrated in Figure 34, by the year 2040, there will be approximately 150 miles of state and county highways with capacity deficiencies. The shorter term needs identified in the figure reflect highway segments exceeding capacity while the longer term needs are segments approaching capacity. Moving forward it will be essential for the County to continue to work closely with MnDOT to assess and address these capacity needs, given a large portion of the deficiencies are on state highways.

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.

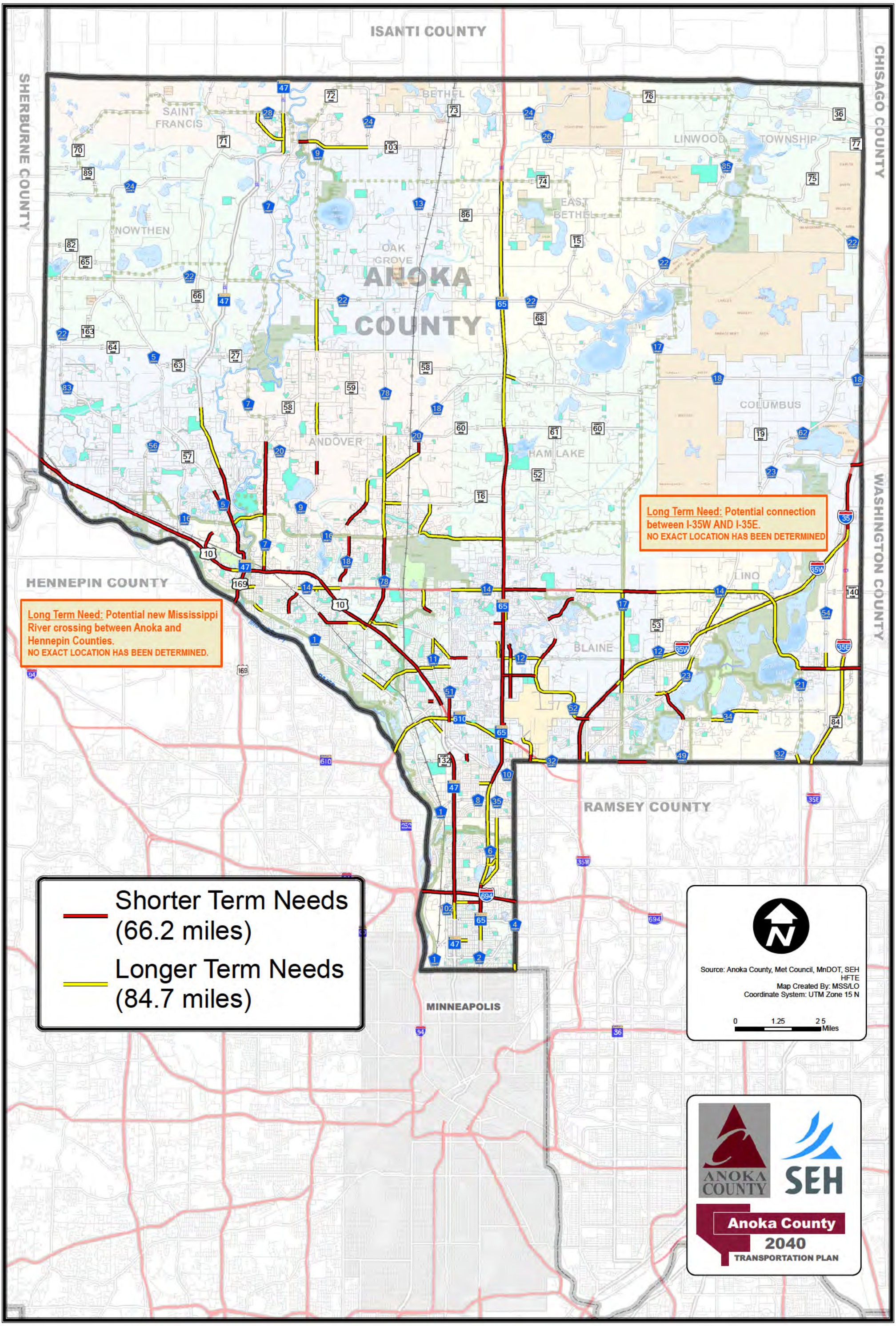
Mid- to Long-Term Plan (2023-2040)

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.

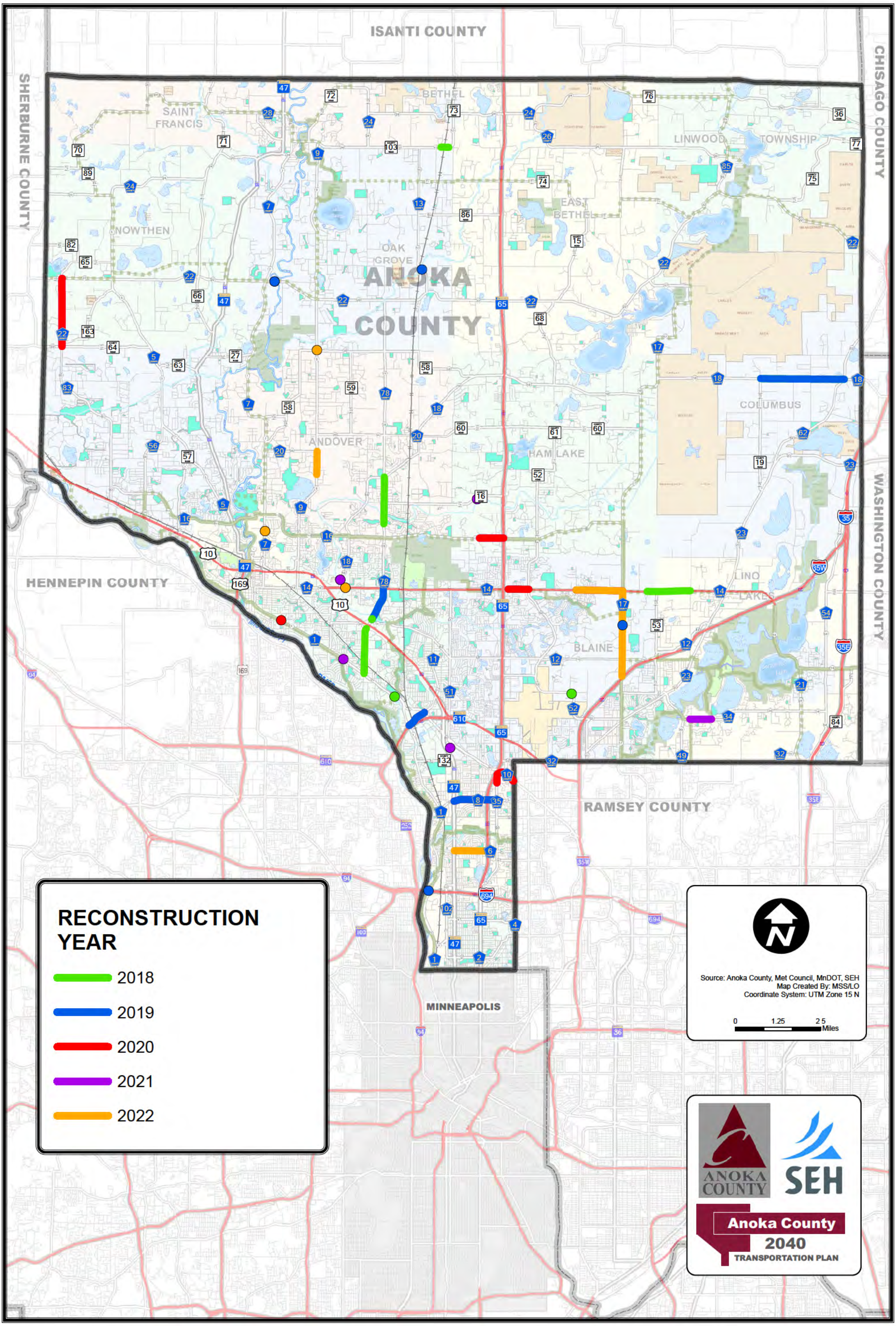


Reconstruction of an Anoka County Roadway (Source: Anoka County)



HIGHWAY SYSTEM CAPACITY NEEDS

FIGURE 34



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 Steward-ship	Safety	Mobility		
CSAH 1 5th Ave. Coon Rapids Blvd. NW East River Rd. NE River Rd. E	CSAH 14 (Main Street) to 37th Avenue (South County Line)	☒	☒	☐	**System Stewardship** Future Pavement Needs (4.9 miles) • Fridley Cl. to 1200' N. of 90th Ave. – 1.3 miles • Yucca St. NW to Dakotah 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 Structurally Deficient County Bridge • Over BNSF RR in Coon Rapids (Br. No. 02521) **Safety** High Frequency Intersection Crash Locations (6 intersections) • 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) Rail/Hwy. Public Crossing w/ Passive Warning Device • BNSF in Fridley (USDOT No. 082711U) • BNSF in Fridley (USDOT No. 082709T)	None
CSAH 2 40th Ave. NE 44th Ave. NE 45th Ave. NE Main St. NE Reservoir Blvd. NE	CSAH 1 (East River Road) to CSAH 4 (Stinson Blvd. / East County Line)	☒	☐	☐	**System Stewardship** Future Pavement Needs (1.1 miles) • 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 49th Ave. NE Fairway Dr. NE Stinson Blvd. NE	TH 47 (University Ave.) to CSAH 2 (45th Ave.)	☒	☒	☐	**System Stewardship** Future Pavement Needs (0.5 miles) • TH 47 (University Ave.) to Monroe St. NE – 0.5 miles **Safety** High Frequency Intersection Crash Location (1 intersection) • 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)	☒	☐	☒	**System Stewardship** Future Pavement Needs (0.2 miles) • Viking Blvd. to Old Viking Blvd. – 0.2 miles Potential Jurisdictional Transfer (Long-Term 2030+) • 2.0 miles from CR 57 to TH 47 –> Ramsey **Mobility** Future Roadway Segments At or Over Capacity (0.67 miles) • 0.67 miles NW of TH 47 in Ramsey	None
CSAH 6 Mississippi St. NE Rice Creek Rd. NE	CSAH 1 (East River Road) to Stinson Blvd. (East County Line)	☒	☐	☐	**System Stewardship** Future Pavement Needs (0.7 miles) • East River Rd. to 5th St. – 0.7 miles Structurally Deficient Bridge • Under BNSF Railroad in Fridley (Br. No. 02524) Proposed Jurisdictional Transfer (Mid-Term 2021-2030) • 0.5 miles from CSAH 35 (Old Central Ave.) to Ramsey County Line –> Fridley	CSAH 6 from TH 47 to TH 65 • 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 Steward-ship	Safety	Mobility		
CSAH 7 7th Ave./7th Ave. NW Roanoke St. NW Rum River Blvd. NW	CSAH 14 (Main Street) to CSAH 24 (227th Ave.)	☒	☒	☒	**System Stewardship** Future Pavement Needs (2.6 miles) • TH 10 to 530' N. of 38th Ln. – 1.4 miles • 1,130' N. of 165th Ave. NW to Andover Cl. – 1.2 miles Structurally Deficient Bridge • Under BNSF RR in Anoka (Br. No. 02525) **Safety** High Frequency Intersection Crash Location (1 intersection) • CSAH 14 (Main St.) in Anoka (50 crashes) **Mobility** Future Roadway Segments At or Over Capacity (2.35 miles) • 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	CSAH 7 at 38th Avenue • 2020 = Engineering Services • 2021 = ROW Acquisition • 2022 = Reconstruction CSAH 7 from CSAH 116 to CSAH 20 • 2023+ = Candidate Project
CSAH 8 73rd Ave. NE Osborne Rd. NE	CSAH 1 (East River Road) to Stinson Blvd. (East County Line)	☒	☒	☐	**System Stewardship** Proposed Jurisdictional Transfer (Mid-Term 2021-2030) • 0.5 miles from CSAH 35 (Old Central Ave.) to Ramsey County Line –> Fridley **Safety** High Frequency Intersection Crash Locations (2 intersections) • TH 47 (University Ave.) in Fridley (58 crashes) • TH 65/CSAH 8 in Spring Lake Park (48 crashes)	CSAH 8 from TH 47 to TH 65 • 2019 = ROW Acquisition • 2020 = Reconstruction
CSAH 9 Lake George Blvd. NW Round Lake Blvd. NW	CSAH 14 (Main St.) to CSAH 24 (Bridge St.)	☒	☒	☐	**System Stewardship** Future Pavement Needs (1.5 miles) • 217th Ave. to Oak Grove City Limit – 1.5 miles **Safety** High Frequency Intersection Crash Locations (2 intersections) • Northdale Blvd. in Coon Rapids (63 crashes) • CSAH 14 (Main St.) in Coon Rapids (50 crashes)	CSAH 9 from 152nd Lane to CSAH 20 • 2021 = Consultant Services • 2022 = ROW Acquisition • 2023+ = Reconstruction CSAH 9 at CR 58 Intersection • 2021 = Consultant Services • 2022 = ROW Acquisition • 2023+ = Reconstruction
CSAH 10 County Road 10	TH 47 (University Ave.	☒	☐	☐	**System Stewardship** Future Pavement Needs (0.6 miles) • 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 Steward-ship	Safety	Mobility		
CSAH 11 Foley Blvd. NW Hanson Blvd. NW Northdale Blvd. NW,	CSAH 18 (Crooked Lake Blvd.) to CSAH 1 (East River Rd.)	☒	☒	☒	**System Stewardship** Future Pavement Needs (1.5 miles) • 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 Potential Jurisdictional Transfer (Long-Term 2030+) • 1.1 miles from CSAH 18 to CSAH 78 –> Coon Rapids **Safety** High Frequency Intersection Crash Locations (7 intersections) • 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** Future Roadway Segments At or Over Capacity (0.51 miles) • 0.51 miles E. of CSAH 18 (Crooked Lake Blvd.)	CSAH 11 Reconstruction Project (2016-2017)* • Egret to Northdale Blvd. CSAH 11 RR Grade Separation Project • 2018 = EA • 2019 = ROW Acquisition • 2020 = Reconstruction
CSAH 12 109th Ave. NE Apollo Dr. Sunset Ave. Northdale Blvd. NW	CSAH 11 (Foley Blvd.) to CSAH 23 (Lake Dr.)	☐	☒	☒	**Safety** High Frequency Intersection Crash Locations (2 intersections) • CSAH 11 (Foley Blvd.) in Coon Rapids (68 crashes) • TH 65 (Central Ave.) in Blaine (52 crashes) **Mobility** Future Roadway Segments At or Over Capacity (0.51 miles) • 0.51 miles E. of CSAH 51 (University Ave.) in Blaine	None
CSAH 13 229th Ave. NW Cedar Dr. NW University Ave. Ext.	CSAH 22 (Viking Blvd.) to CSAH 24 (237th Ave.)	☒	☐	☐	**System Stewardship** Future Pavement Needs (4.4 miles) • Viking Blvd. to 229th Ave. – 4.4 miles Structurally Deficient Culvert • Over Ped. Trail in St. Francis (Br. No. 02J19) Potential Jurisdictional Transfer (Long-Term 2030+) • 1.5 miles from T-Extension with Viking Blvd. to New Proposed Extension of CSAH 78 –> Oak Grove	CSAH 13 Bridge Replacement & RR Crossing • 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 Steward-ship	Safety	Mobility		
CSAH 14 125th Ave. NE Main St. NW	CSAH 1 (5th Ave.) to East County Line	☒	☒	☒	**System Stewardship** Future Pavement Needs (2.3 miles) • 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 Potential Jurisdictional Transfer (Short-Term 2014 – 2020) • 0.3 miles from CSAH 31 to CSAH 7 –> Anoka **Safety** High Frequency Intersection Crash Location (5 intersections) • 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** Future Roadway Segments At or Over Capacity (3.54 miles) • 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	CSAH 14 White-Topping from Lexington to 4th Ave • 2018 = Reconstruction CSAH 14 from Aberdeen to CSAH 52 • 2019 = ROW Acquisition • 2020 = Reconstruction CSAH 14 Over Coon Creek Bridge Rehabilitation • 2020 = Engineering Services • 2021 = ROW Acquisition • 2022 = Reconstruction CSAH 14 from Harpers to CSAH 17 • 2020 = Engineering Services • 2021 = ROW Acquisition • 2022 = Reconstruction
CSAH 17 185th Ave. 197th Ave NE Coon Lake Dr. N Lexington Ave. NE	County J (85th Ave.) to CSAH 22 (Viking Blvd.)	☒	☐	☒	**System Stewardship** Future Pavement Needs (0.7 miles) • Lake Dr. to Lovell Rd. – 0.1 miles • Blaine Cl. to Pheasant Ridge Dr. – 0.6 miles Structurally Deficient Culvert • Over Coon Creek in Ham Lake (Br. No. 93674) **Mobility** Future Roadway Segments At or Over Capacity (0.64 miles) • 0.64 miles N. of I-35W in Blaine	CSAH 17 (Lexington Ave.) and CSAH 18 (Broadway Ave.) North Intersection Improvement Project • 2018 = Reconstruction CSAH 17 from I-35W to CSAH 14 (4-lane to 6-lane) • 2021 = Consultant Services • 2022 = ROW Acquisition • 2023+ = Reconstruction
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	☒	☒	☒	**System Stewardship** Future Pavement Needs (1.7 miles) • 40' W. of Soderville Dr. to East Lake Netta Dr. – 1.7 miles Structurally Deficient Bridge • Over Coon Creek in Coon Rapids (Br. No. 02549) Potential Jurisdictional Transfer (Short-Term 2014 – 2020) • 0.8 miles from CSAH 1 to CSAH 11 (Northdale Blvd.) –> Coon Rapids Potential Jurisdictional Transfer Candidate (Long-Term 2030+) • 2.1 miles from CSAH 78 to 139th Ave. –> Andover **Safety** High Frequency Intersection Crash Locations (2 intersections) • CSAH 11 (Northdale Blvd.) in Coon Rapids (40 crashes) • CSAH 14 (Main St.) in Coon Rapids (35 crashes) **Mobility** Future Roadway Segments At or Over Capacity (2.34 miles) • 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.	CSAH 17 (Lexington Ave.) and CSAH 18 (Broadway Ave.) North Intersection Improvement Project • 2018 = Reconstruction CSAH 18 from Potomac to Kettle River • 2018 = ROW Acquisition CSAH 18 from CR 19 to CSAH 62 • 2019 = Reconstruction CSAH 18 Over Coon Creek Bridge Rehabilitation • 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 Steward-ship	Safety	Mobility		
CSAH 20 157th Ave. NW 161st Ave. NW	CSAH 7 (7th Ave.) to CSAH 78 (Hanson Blvd.)	☒	☐	☐	**System Stewardship** Proposed Jurisdictional Transfer (Mid-Term 2021-2030) • 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.)	☐	☐	☐	None	None
CSAH 22 181st Ave. NW Baugh St. NW Viking Blvd. NE/NW	West County Line to East County Line	☒	☐	☐	**System Stewardship** Future Pavement Needs (0.2 miles) • Lake George Blvd. to 425' W. of Heather St. NW – 0.2 miles Potential Jurisdictional Transfer (Long-Term 2030+) • 26.8 miles from Sherburne County Line to Chisago County Line –> State of Minnesota	CSAH 22 Over Rum River Bridge Rehabilitation • 2019 = ROW Acquisition, Engineering Services • 2020 = Reconstruction CSAH 22 from CR 64 to CR65 • 2019 = Engineering Services • 2020 = ROW Acquisition • 2021 = Reconstruction
CSAH 23 Lake Dr./Lake Dr. NE Naples St. NE	County J (85th Ave.) to I-35	☒	☐	☐	**System Stewardship** Future Pavement Needs (0.6 miles) • 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	CSAH 23 West of TH 97 • 2018 = Reconstruction CSAH 23 from I-35W to Lexington Ave. • 2018 = Reconstruction
CSAH 24 227th Ave NW 229th Ave. NW 237th 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)	☒	☐	☒	**System Stewardship** Future Pavement Needs (3.4 miles) • University Ave. Ext. to TH 65 – 1.5 miles • Jarvis St. to Nowthen Blvd. – 1.9 miles **Mobility** Future Roadway Segments At or Over Capacity (0.3 miles) • 0.30 miles W. of W. Junction of CR 72 (Rum River Blvd.)	None
CSAH 26 229th Ave. NE Gopher Dr. NE	CSAH 24 (237th Ave.) to CSAH 85 (Typo Creek Dr.)	☒	☐	☐	**System Stewardship** Future Pavement Needs (6.5 miles) • 237th Ave. to Durant St. – 3.4 miles • Durant St. to Typo Creek Dr. – 3.1 miles Potential Jurisdictional Transfer (Long-Term 2030+) • 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.)	☒	☐	☐	**System Stewardship** Future Pavement Needs (2.3 miles) • 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 (7th Ave.)	☒	☒	☐	**System Stewardship** Potential Jurisdictional Transfer (Short-Term 2014 – 2020) • 0.6 miles from CSAH 7 to TH 47 –> Anoka **Safety** High Frequency Intersection Crash Location (1 intersection) • TH 47 (Ferry St.) in Anoka (59 crashes)	None
CSAH 31 4th Ave. Grant St.	East Main St. to CSAH 7 (7th Ave.)	☒	☐	☐	**System Stewardship** Potential Jurisdictional Transfer (Short-Term 2014 – 2020) • 1.2 miles from Main Street to CSAH 7 (7th Ave.) –> 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 Steward-ship	Safety	Mobility		
CSAH 32 85th Ave. NE Ash St. County Road J W Lincoln St. NE	TH 65 (Central Ave.) to CSAH 21 (Centerville Rd.)	☒	☒	☒	**System Stewardship** Future Pavement Needs (1.6 miles) • 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** High Frequency Intersection Crash Location (1 intersection) • TH 65 (Central Ave.) in Blaine (50 crashes) **Mobility** Future Roadway Segments At or Over Capacity (0.83 miles) • 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.)	☒	☐	☐	**System Stewardship** Future Pavement Needs (3.6 miles) • Hodgson Rd. to Centerville Rd. – 3.6 miles Structurally Deficient Culvert • Over County Ditch #25 in Lino Lakes (Br. No. 94197)	CSAH 34 from Ware Road to W. Shadow Lake Drive • 2019 = Engineering Services • 2020 = ROW Acquisition • 2021 = Reconstruction
CSAH 35 Old Central Ave. NE	TH 65 (Central Ave.) to CSAH 10 (County Road 10)	☒	☐	☐	**System Stewardship** Future Pavement Needs (0.4 miles) • Mississippi St. to Rice Creek Bridge – 0.4 miles Structurally Deficient Culvert • Over Rice Creek in Fridley (Br. No. 3310)	CSAH 35 from 81st to CSAH 10 • 2019 = Engineering Services • 2020 = ROW Acquisition • 2021 = Reconstruction
CSAH 49 Hodgson Rd.	County J to CSAH 23 (Lake Dr.)	☐	☐	☒	**Mobility** Future Roadway Segments At or Over Capacity (0.92 miles) • 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.)	☒	☐	☒	**System Stewardship** Future Pavement Needs (2 miles) • 106th Ave. to 300' N. of Northdale Blvd. – 0.4 miles • 92nd Lane to 106th Ave. – 1.6 miles **Mobility** Future Roadway Segments At or Over Capacity (0.82 miles) • 0.82 miles S. of 99th Ave. in Coon Rapids	None
CSAH 52 101st Ave. NE 95th Ave. NE Lovell Rd. Radisson Rd. Radisson Rd. NE		☒	☐	☒	**System Stewardship** Future Pavement Needs (0.4 miles) • 95th Ave. NE to Naples St. NE – 0.4 miles **Mobility** Future Roadway Segments At or Over Capacity (1.15 miles) • 0.75 miles NE of CSAH 12 (109th Ave.) in Blaine • 0.40 miles W. of I-35W in Blaine	None
CSAH 54 20th Ave. N/S Freeway Dr. W	County J (South County Line) to CSAH 23 (Lake Dr.)	☐	☐	☐	None	CSAH 54 Realignment So. of CSAH 23 • 2018 = Reconstruction
CSAH 56 Ramsey Blvd. NW	US 10 to CSAH 5 (Nowthen Blvd.)	☐	☐	☐	None	CSAH 56 Railroad Grade Separation • 2018 = Consultant Services
CSAH 57 Sunfish Lake Blvd. NW	US 10 to CSAH 116 (Bunker Lake Blvd.)	☐	☒	☐	**Safety** High Frequency Intersection Crash Location (1 intersection) • US Highway 10 in Ramsey (75 crashes)	None

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

County Route	From / To	2040 Transportation Needs			Identified Deficiencies	County Programmed Improvements (2018-2022)
		System Steward-ship	Safety	Mobility		
CSAH 58 177th Ave. NE 181st Ave. NW Palm St. NW	CSAH 9 (Round Lake Blvd.) to CSAH 18 (Crosstown Blvd.)	☐	☐	☐	None	None
CSAH 62 Kettle River Blvd. NE	CSAH 23 (Lake Dr.) to East County Line	☒	☐	☐	**System Stewardship** Potential Jurisdictional Transfer (Long-Term 2030+) • 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.)	☐	☐	☐	None	None
CSAH 78 Hanson Blvd. NW Flamingo St. NW	CSAH 1 (Coon Rapids Blvd.) to CSAH 22 (Viking Blvd.)	☒	☒	☒	**System Stewardship** Future Pavement Needs (0.9 miles) • Coon Creek Bridge to 470' S. of 150th Ln. NW – 0.9 miles Structurally Deficient Culvert • Over Ped. in Coon Rapids (Br. No. 02J31) **Safety** High Frequency Intersection Crash Locations (6 intersections) • 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** Future Roadway Segments At or Over Capacity (2.51 miles) • 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.)	CSAH 78 from 139th Ave to Crosstown • 2018 = Reconstruction CSAH 78 Railroad Grade Separation • 2018 = Reconstruction CSAH 78 (Hanson Blvd.) from Northdale Blvd. to Main St. • 2018 = ROW Acquisition CSAH 78 from CSAH 11 to CSAH 14 • 2019 = Reconstruction
CSAH 83 Armstrong Blvd. NW Baugh St. NW	US 10 to CSAH 22 (181st Ave.)	☒	☐	☐	**System Stewardship** Potential Jurisdictional Transfer (Long-Term 2030+) • 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.)	☐	☐	☐	None	None
CSAH 102 57th Ave. NE Main St. NE	CSAH 2 (44th Ave.) to TH 47 (University Ave.)	☒	☒	☐	**System Stewardship** Future Pavement Needs (0.2 miles) • I-694 Bridge to 57th Ave. – 0.2 miles **Safety** High Frequency Intersection Crash Locations (1 intersection) • 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.)	☒	☒	☐	**System Stewardship** Future Pavement Needs (2.9 miles) • 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** High Frequency Intersection Crash Locations (2 intersections) • TH 47 (St. Francis Blvd.) in Ramsey (51 crashes) • TH 65 (Central Ave) in Ham Lake (39 crashes)	CSAH 116 from Van Buren to TH 65 • 2019 = Engineering Services • 2020 = ROW Acquisition • 2020/2021 = Reconstruction

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

County Route	From / To	2040 Transportation Needs			Identified Deficiencies	County Programmed Improvements (2018-2022)
		System Steward-ship	Safety	Mobility		
CSAH 131 4th Ave. N	CSAH 31 (Grant St.) north	☒	☐	☐	**System Stewardship** Future Pavement Needs (0.5 miles) • Grant St. to 1,550' N. of Grant St. – 0.5 miles Potential Jurisdictional Transfer (Short-Term 2014 – 2020) • 0.5 miles from North Extension to CSAH 31 (Grant St.) –> Anoka	None
CR 3 Coon Rapids Blvd. NW University Ave. NE	CSAH 1 (East River Road) to TH 47	☒	☐	☒	**System Stewardship** Future Pavement Needs (0.1 miles) • 86th Lane to TH 47 – 0.1 miles **Mobility/Accessibility** • Improved access at US 10 Interchange (ramps to/from east)	None
CR 15 Durant St. NE East Bethel Blvd. NE	CSAH 22 (Viking Blvd.) to CSAH 26 (229th Ave.)	☒	☐	☐	**System Stewardship** Future Pavement Needs (2.8 miles) • Viking Blvd. to 213th Ave. – 2.8 miles Potential Jurisdictional Transfer (Short-Term 2014 – 2020) • 1.6 miles from 217th Ave. to CSAH 26 → East Bethel	None
CR 16 Andover Blvd. NE/NW	CSAH 78 (Hanson Blvd.) to TH 65 (Central Ave.)	☒	☐	☐	**System Stewardship** Potential Jurisdictional Transfer (Mid-Term 2021 – 2030) • 3.6 miles from CSAH 78 to TH 65 (3.6 miles) → Andover, Ham Lake	CR 16 "S"-Curves at Jackson Street • 2020 = Engineering Services • 2021 = ROW Acquisition • 2022 = Reconstruction
CR 19 Potomac St. NE	CSAH 23 (Lake Dr.) to CSAH 18 (Broadway Ave.)	☐	☐	☐	None	None
CR 27 179th Ln. NW	TH 47 (St. Francis Blvd.) to CSAH 7 (Rum River Blvd.)	☒	☐	☐	**System Stewardship** Proposed Jurisdictional Transfer (Mid-Term 2021-2030) • 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	☐	☐	☐	None	None
CR 49 Hodgson Rd. North Rd.	CSAH 17 (Lexington Ave.) to CSAH 23 (Lake Dr.)	☒	☐	☐	**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 (153rd Ave.)	☐	☐	☐	None	None
CR 53 Sunset Ave.	CR 49 (North Rd.) to CSAH 14 (125th Ave./Main St.))	☒	☐	☐	**System Stewardship** Potential Jurisdictional Transfer (Long-Term 2030+) • 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.)	☐	☒	☐	None	None
CR 58 181st Ave. NW Tulip St. NW Valley Dr. NW	CSAH 7 (7th Ave.) to CSAH 9 (Round Lake Blvd.)	☒	☐	☐	**System Stewardship** Proposed Jurisdictional Transfer (Mid-Term 2021-2030) • 3.3 miles from CSAH 7 to CSAH 58 Extension → Andover	None
CR 59 Verdin St. NW	CSAH 20 (161st Ave.) to CSAH 58 (181st Ave.)	☐	☐	☐	None	None
CR 60 Constance Blvd. NE/NW	CSAH 18 (Crosstown Blvd.) to CSAH 17 (Lexington Ave.)	☒	☐	☐	**System Stewardship** Future Pavement Needs (3.0 miles) • 1550' E. of Andover Cl. to TH 65 – 1.2 miles	None
CR 61 153rd Ave. NE Xylite St. NE	TH 65 to CR 60 (Constance Blvd.)	☒	☐	☐	**System Stewardship** Potential Jurisdictional Transfer (Long-Term 2030+) • 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 Steward-ship	Safety	Mobility		
CR 63 Green Valley Rd. NW	CSAH 5 (Nowthen Blvd.) to TH 47 (St. Francis Blvd.)	☒	☐	☐	**System Stewardship** Potential Jurisdictional Transfer (Long-Term 2030+) • 1.1 miles from CSAH 5 to TH 47 –> Ramsey	None
CR 64 181st Ave. NW	CSAH 22 (Baugh St.) to CSAH 5 (Nowthen Blvd.)	☐	☐	☐	None	None
CR 65 201st Ave. NW Viking Blvd. NW	West County Line to CSAH 5 (Nowthen Blvd.)	☒	☐	☐	**System Stewardship** Future Pavement Needs (1.1 miles) • Tiger St. to Nowthen Blvd. – 1.1 miles Potential Jurisdictional Transfer (Long-Term 2030+) • 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.)	☐	☐	☐	None	None
CR 68 Greenbrook Dr. NE Xylite St. NE	CSAH 18 (Crosstown Blvd.) to CSAH 22 (Viking Blvd.)	☒	☐	☐	**System Stewardship** Future Pavement Needs (1.0 miles) • Crosstown Blvd. to Ham Lake Cl. – 1.0 miles	None
CR 70 223rd 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.)	☒	☐	☐	**System Stewardship** Future Pavement Needs (0.5 miles) • Hill and Dale Rd. to Ambassador Blvd. – 0.5 miles Potential Jurisdictional Transfer (Long-Term 2030+) • 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.)	☐	☐	☐	None	None
CR 72 243rd Ave. NW Verdin St. NW	CSAH 24 (Bridge St.) to North County Line	☒	☐	☐	**System Stewardship** Future Pavement Needs (2.6 miles) • Bridge St. to North County Line – 2.6 miles	None
CR 73 University Ave. Ext.	CSAH 24 (237th Ave.) to North County Line	☐	☐	☐	None	None
CR 74 215th Ln. NE 221st Ave. NE/NW	CSAH 13 (Cedar Dr.) to CSAH 22 (Viking Blvd.)	☒	☐	☐	**System Stewardship** Potential Jurisdictional Transfer (Short-Term 2014 – 2020) • 1.5 miles from Luan Dr. to 217th Ave. –> East Bethel	None
CR 75 Sunrise Rd. NE	CSAH 22 (Viking Blvd.) to CR 77 (Ryan Lake Dr.)	☐	☐	☐	None	None
CR 76 Fawn Lake Dr. NE	CSAH 24 (Fawn Lake Dr.) to CSAH 85 (Typo Creek Dr.)	☐	☐	☐	None	None
CR 77 Ryan Lake Dr. Lyons St. NE	CR 75 (Sunrise Rd.) to CSAH 36 (Fawn Lake Dr.)	☐	☐	☐	None	None
CR 79 North St. Northdale Blvd. NW Riverdale Dr. NW	CSAH 7 (7th Ave.) to CSAH 9 (Round Lake Blvd.)	☒	☐	☐	**System Stewardship** Future Pavement Needs • CSAH 7 to Round Lake Blvd. – 1.0 miles Potential Jurisdictional Transfer (Short-Term 2014 – 2020) • 1.3 miles from CSAH 7 to CSAH 9 –> Anoka, Coon Rapids	None
CR 82 205th Ave. NW Tiger St. NW	West County Line to CR 65 (201st Ave.)	☒	☐	☐	**System Stewardship** Potential Jurisdictional Transfer (Long-Term 2030+) • 1.4 miles from Sherburne County Line to CR 65 –> Nowthen	None

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

County Route	From / To	2040 Transportation Needs			Identified Deficiencies	County Programmed Improvements (2018-2022)
		System Steward-ship	Safety	Mobility		
CR 84 Otter Lake Rd.	County J to CSAH 14 (Main St.)	☐	☐	☐	ACHD is supportive of local efforts to extend Otter Lake Road (CR 84) to the northeast to connect with Elmcrest Avenue on the Lino Lakes/Hugo border.	None
CR 86 Sims Rd. NE/NW	CSAH 13 (Cedar Dr.) to TH 65 (Central Ave.)	☒	☐	☐	**System Stewardship** Potential Jurisdictional Transfer (Long-Term 2030+) • 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.)	☒	☐	☐	**System Stewardship** Future Pavement Needs (1.0 miles) • Norris Lake Rd. to 223rd Ave. – 1.0 miles Potential Jurisdictional Transfer Candidate (Long-Term 2030+) • 1.0 miles from CSAH 24 to CR 70 –> Nowthen	None
CR 103 229th Ave. NW	CSAH 24 (Nightingale St.) to CSAH 13 (Cedar Dr.)	☐	☐	☐	None	None
CR 104 49th Ave. NE	CSAH 102 (Main St.) to TH 47 (University Ave.)	☐	☐	☐	None	None
CR 106 Mississippi St. NE	CSAH 35 (Old Central Ave.) to East County Line	☒	☐	☐	**System Stewardship** Future Pavement Needs (0.5 miles) • Old Central Ave. to East County Line – 0.5 miles	None
CR 108 Osborne Rd. NE	TH 65 (Central Ave.) to East County Line	☐	☐	☐	None	None
CR 132 85th Ave. NE/NW 86th Ave. NE	CSAH 1 (East River Rd.) to TH 47 (University Ave.)	☒	☒	☐	**System Stewardship** Future Pavement Needs (0.7 miles) • Fridley Cl. to 250' W. of Cottonwood St. – 0.4 miles • East River Rd. to Coon Rapids Cl. – 0.3 miles **Safety** High Frequency Intersection Crash Location (1 intersection) • TH 47 (University Ave.) in Blaine (36 crashes)	None
CR 140 80th St. E	CSAH 54 to East County Line	☐	☐	☐	None	None
CR 158 165th Ave. NW	CSAH 7 (7th Ave.) to CR 58 (Valley Dr.)	☒	☐	☐	**System Stewardship** Proposed Jurisdictional Transfer (Mid-Term 2021-2030) • 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.)	☒	☐	☐	**System Stewardship** Proposed Jurisdictional Transfer (Mid-Term 2021-2030) • 2.5 miles from CSAH 22 to CSAH 5 –> Nowthen	None

ANOKA COUNTY

2040 TRANSPORTATION PLAN UPDATE



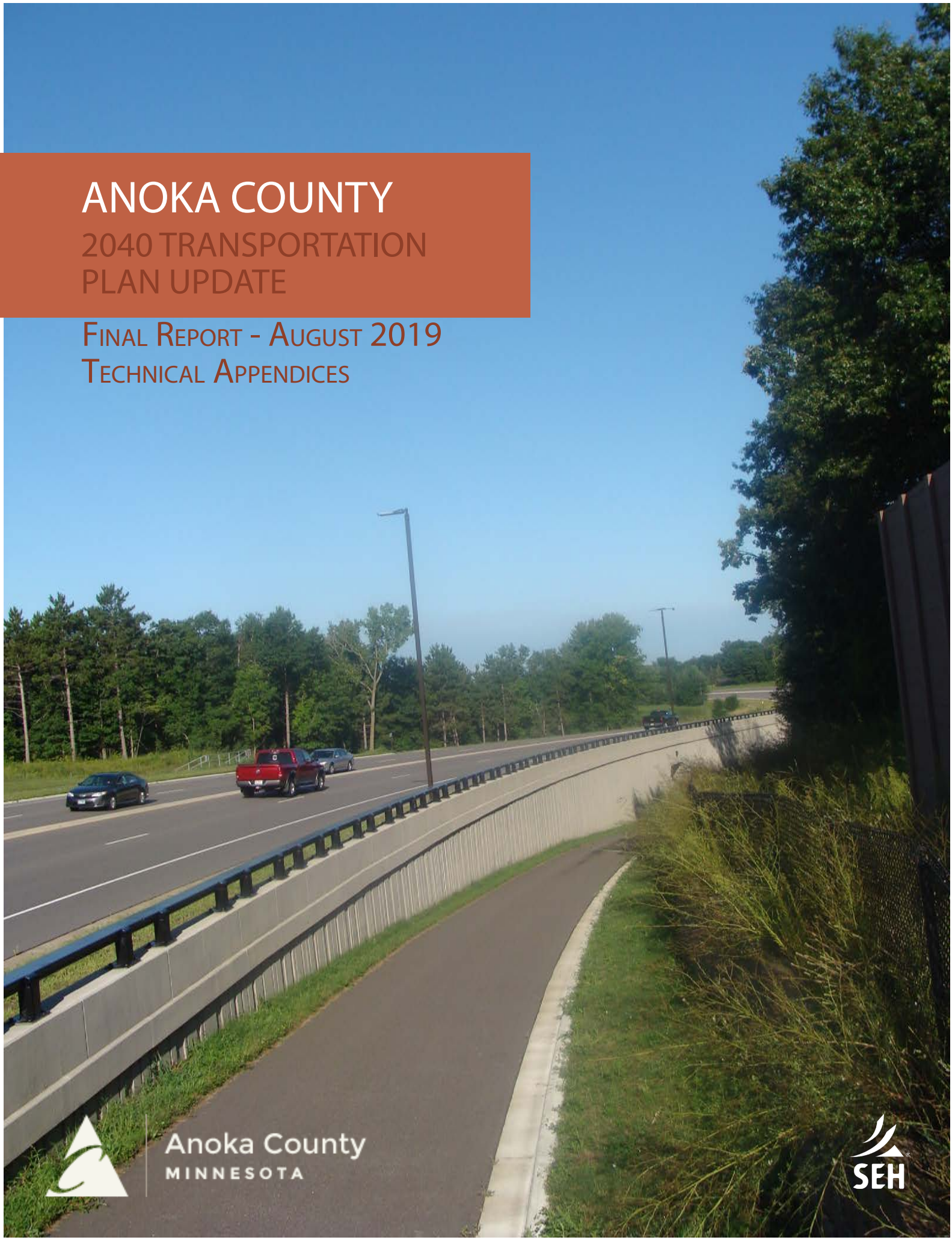
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2040 TRANSPORTATION PLAN UPDATE

Final Report - August 2019
Technical Appendices



Anoka County
MINNESOTA

SEH

LIST OF APPENDICES

Appendix A

Functional Classification

Appendix B

Number of Lanes Detailed County System Maps

Appendix C

Road Systems within Anoka County

Appendix D

Supplemental Safety and Crash Analysis

Appendix E

Funding Sources

Appendix F

Traffic Forecast Methodology and Analysis

Appendix G

2040 Alternative Highway Network Scenario Traffic Analysis

Appendix H

Regional Bicycle Transportation Network (RBTN) Inventory

Appendix I

City - County Coordination Meetings

Appendix J

Project Management Team Roster

Appendix K

Potential Jurisdictional Transfer Candidates from Anoka County System Preservation Study

Appendix L

Public Notice Affidavit

Jurisdictional Review Distribution List

Initial Jurisdictional Review Comments

Final Jurisdictional Review Comments

Appendix A

Functional Classification

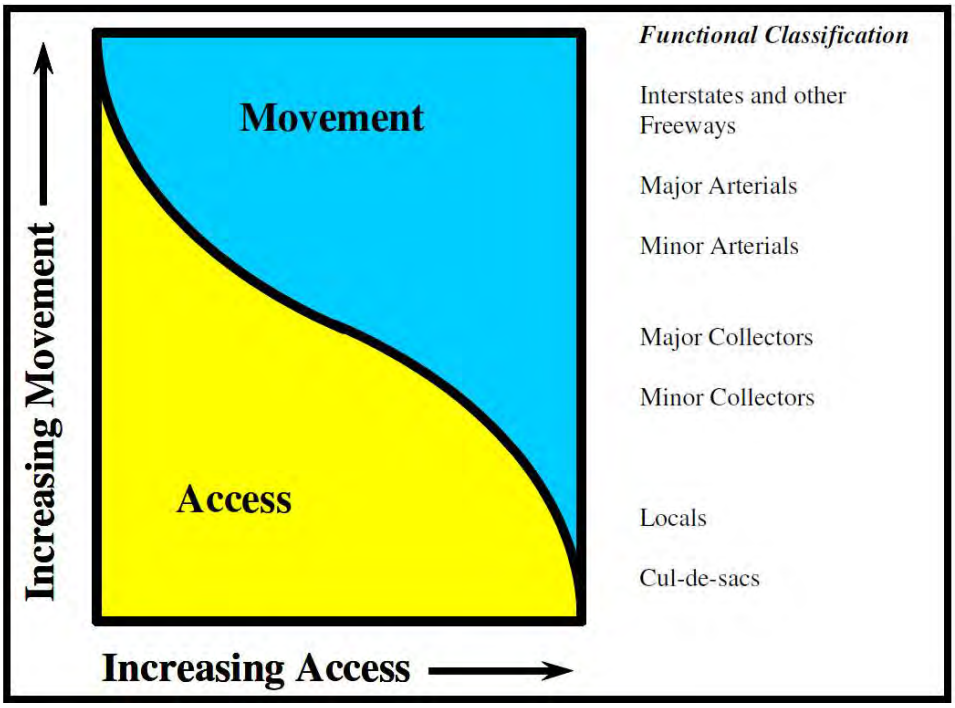
1 Functional Classification

Roadways serve two primary functions—providing access to land uses, and providing mobility to travelers. The functional classification of a roadway depends on its ability to serve the competing functions of land access and mobility. The Metropolitan Council has developed definitions and criteria for roadway classification within the seven-county Metropolitan Area based on function[1]. This functional classification system, which includes four classes, is summarized below.

- Principal Arterials (Includes Interstate Freeways) – Provides the greatest speed for the longest uninterrupted distance, with access control.
- Minor Arterials (A Minor and B Minor) – Provides a combination of mobility and access with reasonable speed for some extended distance, with some access control.
- Collector Streets – Collects traffic from local roads and connects them with arterials; usually lower speed for shorter distances.
- Local Streets – Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

The general relationship between mobility and access is shown in Figure 1. Principal arterials primarily move traffic, thus providing the highest level of mobility. Local streets, on the other hand, primarily provide access. Collectors and minor arterials generally serve some combination of both providing access and mobility.

Figure 1 – Access vs. Mobility Relationship



[1] Source: 2040 Transportation Policy Plan, Appendix F, Functional Classification Criteria, adopted January 14, 2015.

The roadway classification system is comprehensively described in Appendix D of the Metropolitan Council's *2040 Transportation Policy Plan (TPP)*. The following sub-sections are excerpts from the 2040 TPP and identify the criteria and characteristics for use in assigning roadway functional classification.

1.1 Principal Arterials

The emphasis of principal arterials is on moving large volumes of traffic over long distances rather than providing direct access to land. They connect the region with other areas in the state, the nation, and the world. Principal arterials also connect regional concentrations and freight terminals within the metropolitan area. Principal arterials should support the longest trips in the region, including intercity bus, express bus, and highway bus rapid transit services.

Principal arterials consist primarily of interstate freeways and other freeways or highways. Most are owned and operated by the Minnesota Department of Transportation (MnDOT). The Metropolitan Highway System, as defined in the 2040 TPP, is composed of all principal arterials in Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties.

Principal arterial spacing and access spacing vary based on the density of surrounding development. Table 1 shows principal arterial spacing varies from two to three miles in the most densely developed parts of the region to six to 12 miles in rural areas. Where an urban or suburban level of development is planned, spacing of principal arterials or future principal arterials may be two to three miles. Table 1 also shows access spacing to principal arterials; non-interstate freeways provide land access somewhat more frequently than interstate freeways. At present, principal arterials connect with other principal and minor arterials, and select collectors and local streets.

Principal arterials are not intended to serve pedestrian and bicycle travel directly and they often act as barriers to bicycle and pedestrian travel in the centers and neighborhoods through which they pass. Adequate pedestrian and bicycle crossings separate from general traffic lanes are an important consideration along principal arterials.

When a decision about the functional classification of a principal arterial is not clear based on the criteria provided, characteristics (see Table 2) may be used as supplementary decision factors.

Table 1 – Functional Classification System Criteria for Principal Arterials

Criterion	Interstate and Freeway Principal Arterial		Other Principal Arterial	
	Urban Service Area	Rural	Urban Service Area	Rural
Place Connections	Connect regional job concentrations and freight terminals within the urban service area.	Connect the urban service area with urban areas and major cities in Minnesota and other states.	Connect regional job concentrations and freight terminals within the urban service area.	Connect the urban service area with major cities in Minnesota and other states.
Spacing	Within urban community designations: 2-3 miles Within suburban Community designations: Spacing should vary in relation to development density of land uses served, 2-6 miles	6-12 miles Closer spacing may be required to connect portions of the urban service area to each other or to Rural Centers.	Urban community designations: 2-3 miles. Suburban community designations: Spacing should vary in relation to development density of land uses served, 2 6 miles	6-12 miles Closer spacing may be required to connect portions of Rural community designations to each other or to Rural Centers.
Operations	Designed for speeds of 45 miles per hour or more			
System Connections and Access Spacing*	To other Interstate freeways, other principal arterials and selected A-minor arterials. Connections between principal arterials should be of a design type that does not require vehicles to stop. Access at distances of 1-2 miles.	To other Interstate freeways, principal arterials, and selected A-minor arterials. Access at distances of 2-6 miles.	To Interstate freeways, other principal arterials, and selected A-minor arterials. Connections between principal arterials should be of a design type that does not require vehicles to stop. Intersections should be limited to 1-2 miles.	To Interstate freeways, other principal arterials, and selected A-minor arterials. Intersections should be limited to 2 miles or more.
Trip-Making Service	Trips greater than 8 miles with at least 5 continuous miles on principal arterials. Express and highway bus rapid transit trips		Trips greater than 8 miles with at least 5 continuous miles on principal arterials. Express and highway bus rapid transit trips.	
Mobility vs. Land Access*	Emphasis is on mobility for longer trips rather than direct land access. No direct land access should be allowed.	Emphasis is on mobility rather than land access. No direct land access should be allowed.	Emphasis is on mobility for longer trips rather than direct land access. Little or no direct land access within the urbanized area.	Emphasis is on mobility rather than land access. Little or no direct land access.

Table Notes: *The key objective is stated under “Operations” heading in this table.

Source: Metropolitan Council’s 2040 Transportation Policy Plan (January 2015).

Table 2 – Functional Classification System Characteristics for Principal Arterials

Criterion	Interstate and Freeway Principal Arterial		Other Principal Arterial	
	Urban Service Area	Rural	Urban Service Area	Rural
System Mileage	FHWA suggests statewide mileage for Interstate and other freeway principal arterials at 1 – 5% of system	FHWA suggests statewide mileage for Interstate and other freeway principal arterials at 1-5% of system	FHWA suggests statewide mileage for other principal arterials at 4-9% of system	FHWA suggests statewide mileage for other principal arterials at 2-6% of system
Percent of Vehicle Miles Traveled	FHWA suggests 17-43% of statewide VMT	FHWA suggests 18-45% of statewide VMT	FHWA suggests 16-33% of statewide VMT	FHWA suggests 15-31% of statewide VMT
Intersections	Grade separated	Grade separated	Grade separated desirable where appropriate. At a minimum, high-capacity controlled at-grade intersections	High-capacity controlled at-grade intersections
Parking	None	None	None	None
Large Trucks	No restrictions	No restrictions	No restrictions	No restrictions
Management Tools	Ramp metering, preferential treatment for transit, interchange spacing	Interchange spacing	Ramp metering, preferential treatment for transit, access control, median barriers, traffic signal progression, staging of reconstruction, intersection spacing	Access control, intersection spacing
Typical Average Daily Traffic Volumes	25,000-200,000+	5,000-50,000+	15,000-100,000+	2,500 - 25,000+
Posted Speed Limit	45-70 mph	55-70 mph	40-65 mph	Legal limit
Right-of-Way	300 feet	300 feet	100 - 300 feet	100 - 300 Feet
Transit Accommodations	Transit advantages that provide priority access and reliable movement for transit in peak periods where needed	None	Transit advantages that provide priority access and reliable movement for transit in peak periods where possible and needed	None
Bicycle and Pedestrian Accommodations	On facilities that cross or are parallel to the principal arterial, with greater emphasis along transit routes and in activity centers. Crossings should be spaced to allow for adequate crossing opportunities	On facilities that cross or are parallel to the principal arterial	On facilities that cross or are parallel to the principal arterial, with greater emphasis along transit routes and in activity centers. Crossings should be spaced to allow for adequate crossing opportunities	On facilities that cross or are parallel to the principal arterial

Source: Metropolitan Council's 2040 Transportation Policy Plan (January 2015).

1.2 Minor Arterials

The minor arterial system supplements the principal arterial system and provides connections to the principal arterial system. Minor arterials also support access to major traffic generators, including regional job concentrations and freight terminals, and between rural centers within and just outside the region. Minor arterials should serve medium-to-short trips, including arterial bus rapid transit, limited-stop bus, and local bus service.

In the urban service area the emphasis of minor arterials is on supplementing principal arterial mobility as opposed to providing direct access to land, and only concentrations of commercial, industrial, or residential land uses should have direct access to them. Minor arterials should connect to principal arterials, other minor arterials and collectors. Connections to some local streets are acceptable.

The spacing of minor arterials and access along them vary based on the density of surrounding development. Table 3 shows minor arterial spacing varies from one-fourth mile to three-fourths mile in the most densely developed parts of the region, to every one to two miles in the emerging suburban areas. Where an urban or suburban level of development is planned, minor arterials should be spaced every one-half mile to two miles. The criteria and characteristics in Table 3 and Table 5 apply to all minor arterials. The A-minor arterials are grouped into four categories – Augmentors, Relievers, Expanders, and Connectors – and are described in Table 4.

Table 3 – Functional Classification System Criteria for Minor Arterials

Criterion	Minor Arterial (A-minor or other)	
	Urban Service Area	Rural
Place Connections	Provide supplementary connections between regional job concentrations, local centers, and freight terminals within the urban service area	Connect the urban service area with cities and towns in Minnesota outside the Twin Cites region. Connect rural growth centers inside the Twin Cities region and comparable places near the Twin Cities region
Spacing	Regional job concentrations: 1/4-3/4 mile Urban community designations: 1/2-1 mile Suburban community designations: 1-2 miles	Rural Areas: As needed, in conjunction with the major collectors, provide adequate interconnection of places identified in “Place Connections” criterion
System Connections	To most Interstate freeways and other principal arterials, other minor arterials, collectors, and some local streets	To most Interstate freeways and other principal arterials, other minor arterials, collectors, and some local streets
Trip-Making Service	Medium-to-short trips (2-6 miles depending on development density) at moderate speeds. Longer trips accessing the principal arterial network. Local, limited-stop, and arterial bus rapid transit trips	
Operations	Designed for speeds less than 45 miles per hour	Designed for speeds ranging from 45 to 55 miles per hour
Mobility vs. Land Access*	Emphasis on mobility for longer trips rather than on direct land access. Direct land access limited to concentrations of activity including regional job concentrations, local centers, freight terminals, and neighborhoods.	Emphasis on mobility for longer trips rather than on direct land access
Table Notes: *The key objective is stated under “Operations” heading in this table.		

Source: Metropolitan Council’s 2040 Transportation Policy Plan (January 2015).

Table 4 – Additional Criteria for A-Minor Arterials

Criterion in addition to Table 3	Relievers	Augmentors	Expanders	Connectors
Purpose	Provide supplementary capacity for congested, parallel principal arterial	Supplement the principal arterial system in more densely developed or redeveloping areas	Supplement the principal arterial system in less densely developed or redeveloping areas	Provide safe, direct connections between rural centers and to principal arterials in rural areas without adding continuous general purpose lane capacity
Location in Thrive MSP 2040 Community designations	Urban service area: Consists of urban center, urban, suburban, suburban edge, and emerging suburban edge community designations as defined in Thrive MSP 2040	Urban center and urban community designations	Urban, suburban, suburban edge, and emerging suburban edge community designations	Rural community designations. One end may be outside the seven county area or may be in the urban service area
Existing System	400 miles	200 miles	650 miles	680 miles

Source: Metropolitan Council's 2040 Transportation Policy Plan (January 2015).

Table 5 – Functional Classification System Characteristics for Minor Arterials

Characteristic	Minor Arterial (A-or other)	
	Urban Service Area	Rural
System Mileage	FHWA suggests statewide mileage for minor arterials in urbanized areas at 7-14% of system	FHWA suggests statewide mileage for minor arterials in rural areas at 2-6% of system
Percent of Vehicle Miles Traveled	FHWA suggests 14-27% of statewide VMT	FHWA suggests 7-14% of statewide VMT
Intersections	Traffic signals, roundabouts, and cross-street stops	Roundabouts and cross-street stops
Parking	Restricted as necessary	Restricted as necessary
Large Trucks	Candidates for local truck network, large trucks restricted as necessary	Candidates for local truck network, large trucks restricted as necessary
Management Tools	Traffic signal progression and spacing, land access management/control, preferential treatment for transit	Land access management/control
Typical Average Daily Traffic Volumes	5,000-30,000+	1,000-10,000+
Posted Speed Limit	30-45 mph	Legal limit
Right-of-Way	60-150 feet	60-150 feet
Transit Accommodations	Transit advantages for reliable movement where needed	None
Bicycle and Pedestrian Accommodations	On facilities that cross or are parallel to the minor arterial, with greater emphasis along transit routes and in activity centers. Crossings should be spaced to allow for adequate crossing opportunities	On facilities that cross the minor arterial

Source: Metropolitan Council's 2040 Transportation Policy Plan (January 2015).

Minor arterials are designed to carry higher volumes of general traffic than other local roads and these design characteristics often create a barrier for bicycle and pedestrian travel. Priority should be placed on addressing these barriers in areas with pedestrian traffic, such as within regional job concentrations, within local centers, and along major transit routes.

1.3 Collector Roads

Mobility and land access are equally important on the collector road system. The collector system provides connections between neighborhoods and from neighborhoods to regional job concentrations and local centers. It also provides supplementary connections between major traffic generators within regional job concentrations. Direct land access should primarily be to development concentrations. Connectors typically serve short trips of one to four miles. Collectors connect primarily to minor arterials, other collectors, and local streets.

Major and minor collectors should be identified in the urban and rural areas. Major collectors serve higher density residential areas (often penetrating residential neighborhoods for significant distances), job and activity centers and freight terminals that are not on the arterial system, and they serve longer local trips, including local bus service. Minor collectors serve shorter local trips and lower density land uses (often penetrating residential neighborhoods only for a short distance). Spacing in regional job concentrations and local centers may vary from one-eighth to one-half mile. In urban center and urban communities, collectors are needed one-fourth to three-fourths mile apart. In communities with suburban designations, spacing may range from one-half to one mile and may service existing development, but one-fourth to three-fourth mile spacing may be required in the future. Major collectors should be spaced farther apart than minor collectors.

Collector roads can be good candidates for bicycle routes because they serve shorter trips that bicyclists make and generally have more compatible traffic speeds and volumes as compared to arterials. Collectors in the urban service area should include pedestrian accommodations and may be candidates for traffic calming, especially where pedestrian traffic is greatest, such as within regional job concentrations and local centers and along transit routes.

Table 6 – Functional Classification System Criteria for Collectors

Criterion	Collector	
	Urban Service Area	Rural
Place Connections	Connect neighborhoods and centers within the urban service area. Major collectors provide supplementary connections of major traffic generators within job and activity centers.	Provide supplementary connection between rural centers inside the Twin Cities region and comparable places near the Twin Cities region.
Spacing	Job concentrations: 1/8 - 1/2 mile Urban community designations: 1/4 - 3/4 mile Suburban community designations: 1/2 - 1 mile Minor collectors should be spaced more closely than major collectors.	Rural Areas: As needed in conjunction with minor arterials, to provide adequate connections for places identified in "Place Connections" criterion. In addition, minor collectors should be designated at an average spacing of not less than 4 miles.
System Connections	To minor arterials, other collectors, and local streets. Major collectors may connect to principal arterials under exceptional circumstances	To minor arterials, other collectors, and local streets.
Trip-Making Service	Short trips (1-4 miles depending on development density) at low-to-moderate speeds. Major collectors may support longer trips accessing the arterial network including local bus transit and bicycle trips.	
Mobility vs. Land Access	Equal emphasis on mobility and land access. Direct land access predominantly to development concentrations.	

Source: Metropolitan Council's 2040 Transportation Policy Plan (January 2015).

Table 7 – Functional Classification System Characteristics for Collectors

Characteristic	Collector	
	Urban Service Area	Rural
System Mileage	Suggested federal statewide range for major and minor collectors: 3-16%	Suggested federal statewide range: 8-19% for major collectors, 3-15% for minor collectors
Percent of Vehicle Miles Traveled	Suggested federal statewide range for major and minor collectors: 2-13%	Suggested federal statewide range: 10-23% for major collectors, 1-8% for minor collectors
Intersections	Four-way stops and some traffic signals	Local street traffic should be required to stop
Parking	Restricted as necessary	Unrestricted
Large Trucks	May be candidates for local truck network, large trucks restricted as necessary	May be candidates for local truck network, large trucks restricted as necessary
Management Tools	Number of lanes, traffic signal timing, land access management	Land access management
Typical Average Daily Traffic Volumes	1,000-15,000	250-2,500+
Posted Speed Limit	30-40 mph	35-45 mph
Right-of-Way	60-100 feet	60-100 feet
Transit Accommodations	Cross-sections and geometrics designed for use by regular-route buses, transit advantages for reliable movement, where needed	None
Bicycle and Pedestrian Accommodations	On, along, or crossing the collector with higher emphasis along transit routes and in activity centers. Crossings should be spaced to allow for adequate crossing opportunities	On, along, or crossing the collector

Source: Metropolitan Council's 2040 Transportation Policy Plan (January 2015).

1.4 Local Roads

Local roads connect blocks and land parcels, and the primary emphasis is on land access. In most cases, local roads connect to other local roads and collectors. In some cases, they connect to minor arterials. Local roads serve short trips at low speeds. In the urban center, local roads could be are spaced as close as 300 feet, while in the rural area, one-mile spacing may be adequate.

Local roads serve local travel for pedestrians and bicyclists. Transit is occasionally a consideration for local roads, depending on the surrounding land uses.

Table 8 – Functional Classification System Criteria for Local Streets

Criterion	Local	
	Urban Service Area	Rural
Place Connections	Connect blocks and land parcels within neighborhoods and within commercial or industrial developments.	
Spacing	As needed to access land uses.	As needed to access land uses.
System Connections	To a few minor arterials. To collectors and other local streets.	To a few minor arterials. To collectors and local roads.
Trip-Making Service	Short trips (under 2 miles) at low speeds, including bicycle and pedestrian trips. Longer trips accessing the collector or collector and arterial network.	
Mobility vs. Land Access	Emphasis on land access, not on mobility. Direct land access predominantly to residential land uses.	Emphasis on land access, not on mobility. Direct land access predominantly to agricultural land uses.

Source: Metropolitan Council's 2040 Transportation Policy Plan (January 2015).

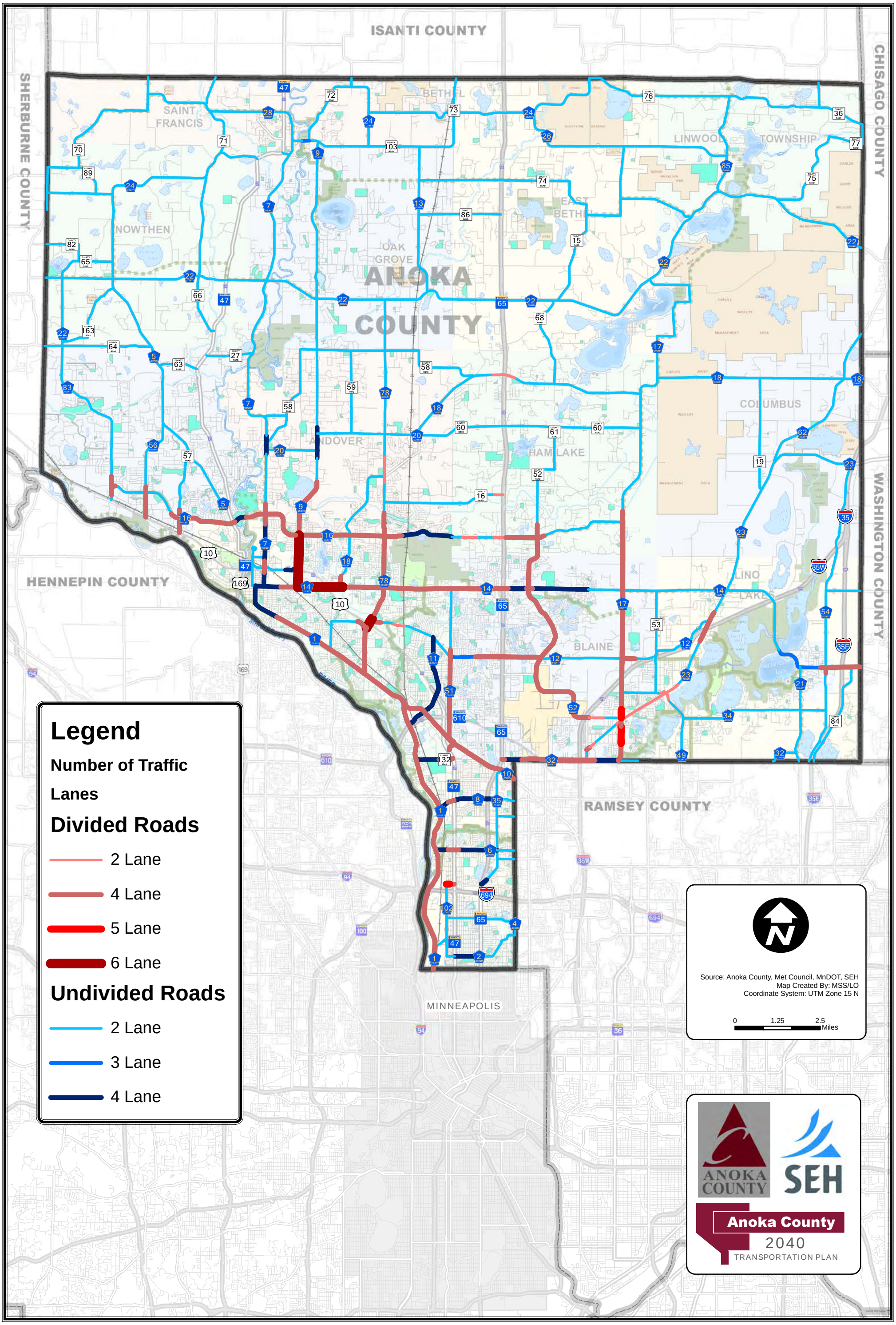
Table 9 – Functional Classification System Characteristics for Local Streets

Characteristic	Local	
	Urban Service Area	Rural
System Mileage	Suggested federal statewide range: 62-74%	Suggested federal statewide range: 62-74%
Percent of Vehicle Miles Traveled	Suggested federal statewide range: 9-25%	Suggested federal statewide range: 8-23%
Intersections	As required	As required
Parking	Permitted as necessary	Permitted as necessary
Large Trucks	Permitted as necessary	Permitted as necessary
Management Tools	Intersection control, cul-de-sacs, diverters	
Typical Average Daily Traffic Volumes	Less than 1,000	Less than 1,000
Posted Speed Limit	Maximum 30 mph	Maximum 30 mph
Right-of-Way	50-80 feet	50-80 feet
Transit Accommodations	Normally used as bus routes only in nonresidential areas	None
Bicycle and Pedestrian Accommodations	On, along, or crossing the local road	On, along, or crossing the local road

Source: Metropolitan Council's 2040 Transportation Policy Plan (January 2015).

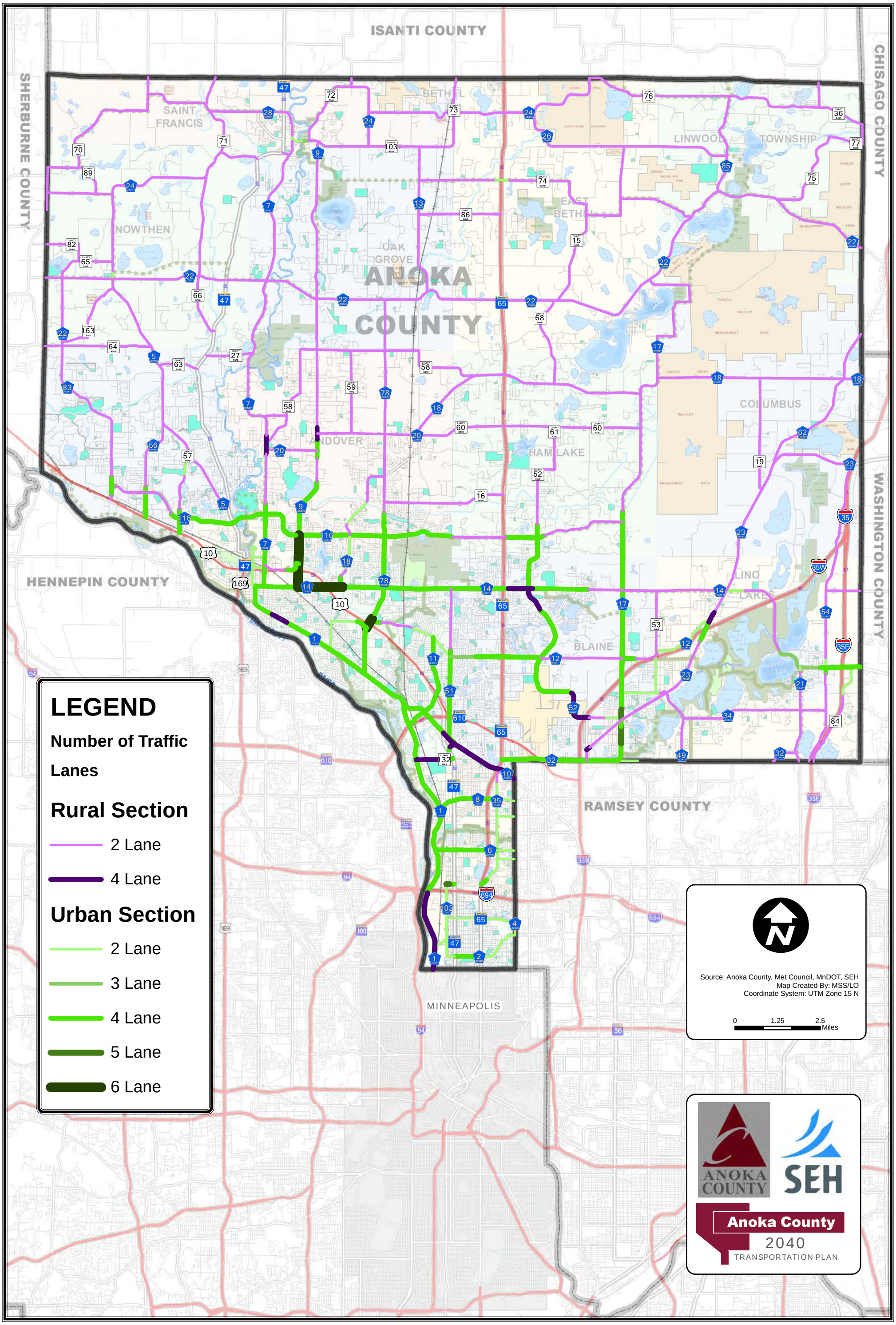
Appendix B

Number of Lanes Detailed County System Maps



EXISTING NUMBER OF TRAFFIC LANES (DIVIDED / UNDIVIDED SECTION)

APPENDIX B1



EXISTING NUMBER OF TRAFFIC LANES (RURAL / URBAN SECTION)

APPENDIX B2

Appendix C

Road Systems within Anoka County

1 Road Systems within Anoka County

People travel on many types of roads throughout their day as they commute to work, run errands, or drive to a spot for recreation. While traveling within Anoka County, drivers may be on roads operated and maintained by one of several government agencies. For example, each community within the County is responsible for its own roads; the County, itself, operates and maintains a system of roads; and the State of Minnesota also operates a portion of its roadway system within the County. The following sub-sections provide an explanation of the differences between these three road systems.

1.1 Local Roads

Local streets account for up to 80 percent of the total road system mileage. Most often found in a residential setting, driveways are freely permitted and intersections of local streets are often uncontrolled—without stop signs or signal lights. Local streets may also be cul-de-sacs. If needed, stop signs or signals are installed where traffic dictates, such as at intersections with collector streets.

The cities and township within the County maintain local roads. They are also responsible for the naming system used on the roads, which usually corresponds to an established grid system. Construction of the local roads is accomplished either by the city/township or by development that occurs within the community.

Another distinction of local roads is that, generally, they connect neighborhoods within the community. The speed on local roads is often 30 to 35 miles per hour.

1.2 County Roads and County State Aid Highways

In Anoka County, there are 420 miles of roads within the County's jurisdiction. In urbanized or developing areas, roads in the County's system frequently provide access to commercial and industrial areas. All-way stop signs or signal systems are common at major intersections in such areas. A small portion of the roads on the County's system support rural residential neighborhoods, where the parcels are often multiple acres in size. Intersections are controlled, either by stop signs or by signal systems. The intersections often include additional lanes for vehicles turning right and left.

The County maintains these roads. The existing system is frequently expanded by the addition of lanes (a two-lane road expanded to a four-lane road) or by improvements at intersections by addition of turn lanes and signals. Access points (driveways and side streets) are limited due to safety and mobility concerns.

A distinction between county roads and other roads is that, generally, county roads connect communities within the county to each other or they provide connection to adjacent counties. County roads also provide connection to the State Highway system. The speed on county roads ranges from 30 to 55 miles per hour.

The County Highway system is comprised of County State Aid Highways and County Roads. What is the difference between a County State Aid Highway (CSAH) and a County Road (CR)? 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 (HUTDF) for maintenance and construction, as outlined in the State Constitution. Funding for the CR system comes almost entirely from county property taxes. The CR system comprises the remaining roads under the County's jurisdiction, which are not eligible to use the HUTDF monies.

1.3 State Roads

State roads account for the remainder of the public roadways in the County and are noted as State Trunk Highways (TH), United States Highways (US), or Interstate Highways (I). These roads often have no direct access to residential or commercial areas, except in undeveloped areas. They are also roads that provide access to the County road systems at a regional level, most often at a signalized intersection or at a freeway level interchange.

The speeds on State roads are up to 70 miles per hour. There are no new roads on the State system, but occasionally, these roads are expanded by addition of lanes or safety improvements at intersections. These roads are maintained by MnDOT and generally are numbered, instead of named. In Anoka County these roads include: US 10, US 169, TH 47, TH 65, TH 97, TH 610, I-35, I-35E, I-35W, and I-694.

Appendix D

Supplemental Safety and Crash Analysis

1 Supplemental Safety and Crash Analysis

1.1 Findings: All Crashes

Figure 1 depicts the location of all reported crashes (15,751) in Anoka County for the five-year period between 2011 and 2015. While the majority of collisions involved two or more vehicles colliding, there is a substantial number of single vehicle crashes with non-motorized users, animals and roadside objects. These key crash findings from Table 1 are also summarized below.

- 75 percent involved two or more vehicles; 65 percent involved two vehicles; 9 percent involved three vehicles; less than 2 percent involved four or more vehicles
- 18 percent involved a vehicle hitting an object or considered a non-collision
- 2.7 percent involved a single vehicle hitting an animal
- 2.3 percent involved a vehicle and a non-motorized user (pedestrian or bicyclist)

Table 1 – All Reported Crashes by Crash Type, 2011-2015

Year	Vehicle	Bicycle	Pedestrian	Animal	Object	Non-Collision	Other/ Unknown	Total
2011	2,288	48	20	91	397	148	48	3,040
2012	2,180	44	50	71	372	111	47	2,875
2013	2,390	34	28	86	539	139	50	3,266
2014	2,613	39	29	96	443	165	50	3,435
2015	2,385	36	37	89	431	97	60	3,135
TOTAL	**11,856**	**201**	**164**	**433**	**2,182**	**660**	**255**	**15,751**

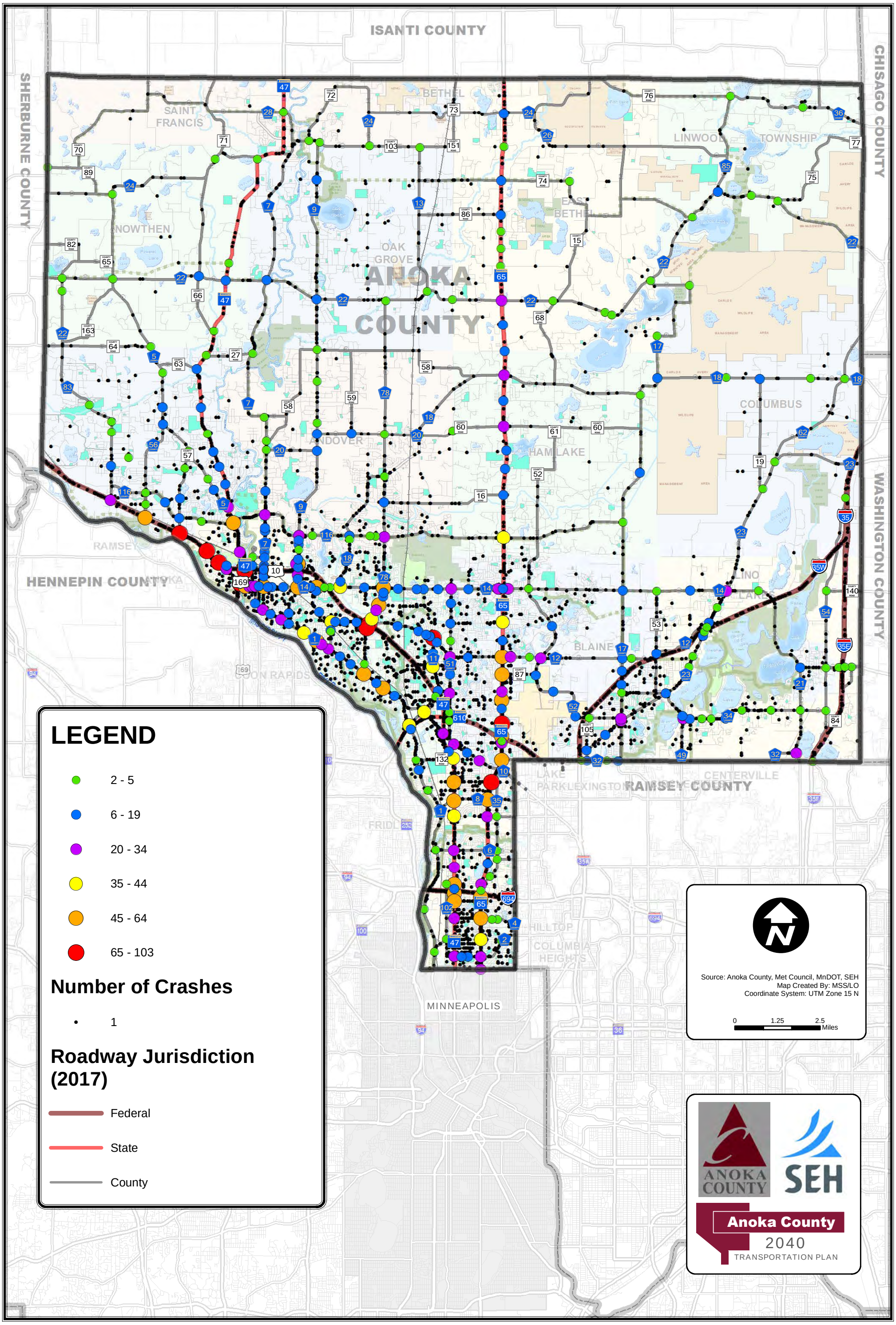
Source: Minnesota Crash Mapping Analysis Tool (MnCMAT).

Table 2 shows that distracted driving accounts for approximately 27 percent of all crashes. Failure to yield accounts for just over 18 percent and speed was only a factor in approximately 11 percent of the crashes. Driver impairment, either with illicit drugs or alcohol, accounts for just over 5 percent of all crashes.

Table 2 – All Reported Crashes by Crash Contributing Factors, 2011-2015

Year	Impairment	Distraction	Fail Yield	Speed	Disregard Control	Inexperience
2011	152	899	612	374	192	65
2012	186	857	529	279	154	70
2013	173	845	533	403	182	84
2014	174	881	630	428	206	95
2015	143	802	592	285	185	86
TOTAL	**828**	**4,284**	**2,896**	**1,769**	**919**	**400**

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT).



CRASH LOCATIONS 2011-2015

FIGURE 1

Table 3 shows that crashes are mainly located at or near intersections (approximately 48 percent). Non-junction crashes have approximately 40 percent of the crashes with the remaining occurring at driveways or within an interchange area.

Table 3 – All Reported Crashes by Junction Type, 2011-2015

Year	Not at Junction	At/Near an Intersection	Driveway Access	Interchange Area	Other	Total
2011	1,122	1,527	65	191	135	3,040
2012	1,086	1,442	55	170	122	2,875
2013	1,341	1,509	54	202	160	3,266
2014	1,455	1,597	58	149	176	3,435
2015	1,282	1,555	40	102	156	3,135
TOTAL	**6,286**	**7,630**	**272**	**814**	**749**	**15,751**

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT).

Table 4 shows that 35 percent of all roadway crashes are located on the County Road system. Approximately 64 percent of these crashes occurred at an intersection or access location. This data suggests that a continued focus on intersection safety should result in keeping the declining crash trend line down.

Table 4 – All Reported Crashes by Roadway Jurisdictional Class, 2011-2015

Year	Interstate	US / MnDOT Highway	County Road	City	Other	Total
2011	357	905	1,118	646	14	3,040
2012	268	847	1,105	639	16	2,875
2013	385	1,061	1,139	672	9	3,266
2014	359	1,030	1,145	879	22	3,435
2015	371	900	1,009	822	33	3,135
TOTAL	**1,740**	**4,743**	**5,516**	**3,658**	**94**	**15,751**

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT).

Table 5 shows that the PM peak traffic period between 3 pm and 6 pm accounts for over 27 percent of all crashes.

Table 5 – All Reported Crashes by Time of Day, 2011-2015

Year	12AM to 6AM	6AM to 9AM	9AM to 12PM	12PM to 3PM	3PM to 6PM	6PM to 12AM
2011	178	457	362	559	834	650
2012	173	433	365	483	820	601
2013	204	590	415	553	842	662
2014	209	625	434	578	921	668
2015	173	508	418	511	896	629
TOTAL	**937**	**2,613**	**1,994**	**2,684**	**4,313**	**3,210**

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT).

Weather, pavement surface, or light conditions did not seem to play a major role in a high percentage of collisions. Rain/snow/sleet account for less than 15 percent of all crashes. The winter months did see a spike in crashes throughout the county. Between March and September, each month averages approximately 7 percent of the total crashes. The period between October and January starts at approximately 9 percent and then ramps up to over 11 percent.

1.2 Findings: Fatal and Serious Injury Crashes

Figures 2 through 7 depict the location of all reported Fatal and Serious Injury crashes (339) in Anoka County for the five-year period between 2011 and 2015. While the majority of fatal and serious crash collisions involved two or more vehicles colliding, there is a substantially higher number of single vehicle crashes with non-motorized users, animals and roadside objects. Other key crash findings from Table 6 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)

Table 6 – Fatal and Serious Injury Reported Crashes by Crash Type, 2011-2015

Year	Vehicle	Bicycle	Pedestrian	Animal	Object	Non-Collision	Other/ Unknown	Total
2011	25	2	5	0	9	6	4	51
2012	55	6	12	3	15	6	1	98
2013	32	3	0	0	20	5	3	63
2014	37	4	7	2	7	6	1	64
2015	36	4	7	0	9	3	4	63
TOTAL	**185**	**19**	**31**	**5**	**60**	**26**	**13**	**339**

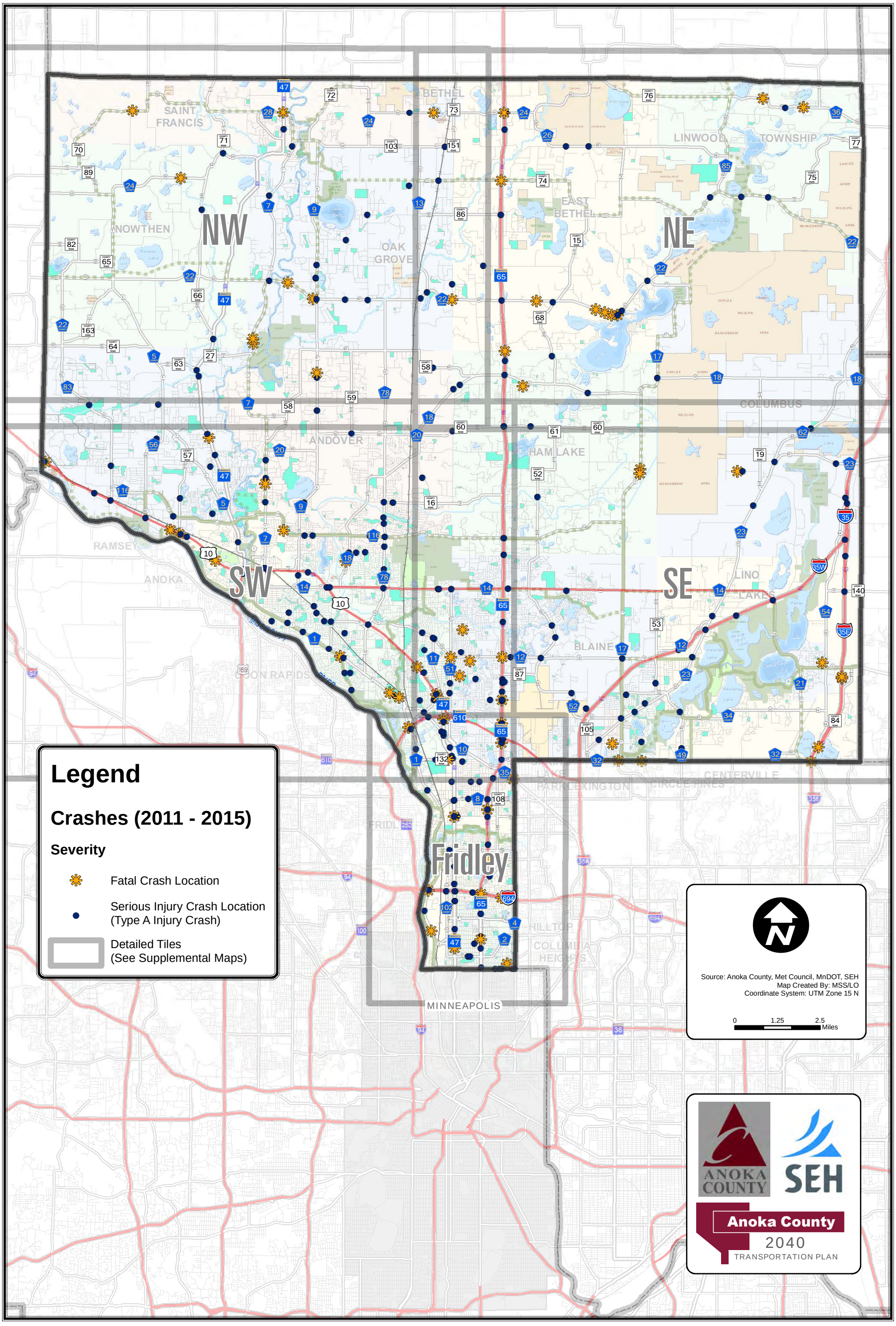
Source: Minnesota Crash Mapping Analysis Tool (MnCMAT).

Table 7 shows that distracted driving accounts for approximately 20 percent of all Fatal and Serious Injury crashes. Failure to yield also accounts for 20 percent and speed was only a factor in approximately 15 percent of the crashes. Driver impairment, either with illicit drugs or alcohol, increases and accounts for just almost 18 percent of all severe crashes.

Table 7 – Fatal and Serious Injury Reported Crashes by Crash Contributing Factors, 2011-2015

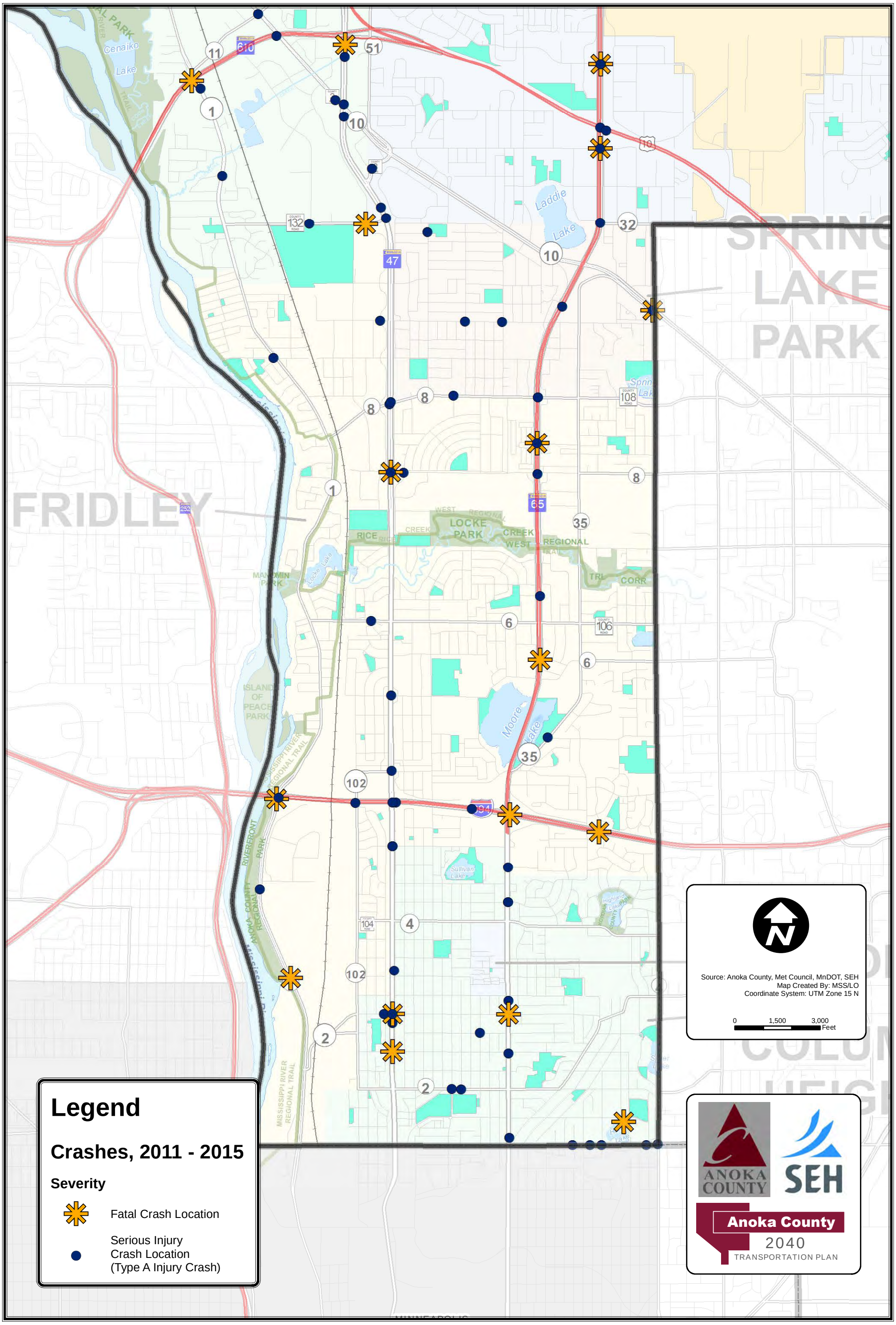
Year	Impairment	Distraction	Fail Yield	Speed	Disregard Control	Inexperience
2011	11	13	11	6	5	1
2012	23	19	22	14	12	1
2013	9	14	6	8	6	0
2014	8	12	14	13	8	2
2015	9	8	15	8	6	3
TOTAL	**60**	**66**	**68**	**49**	**37**	**7**

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT).



TRAFFIC CRASHES, 2011- 2015

FIGURE 2



TRAFFIC CRASHES, 2011- 2015 (FRIDLEY INSET)

FIGURE 3

FIGURE 4

TRAFFIC CRASHES, 2011- 2015 (NE Inset)

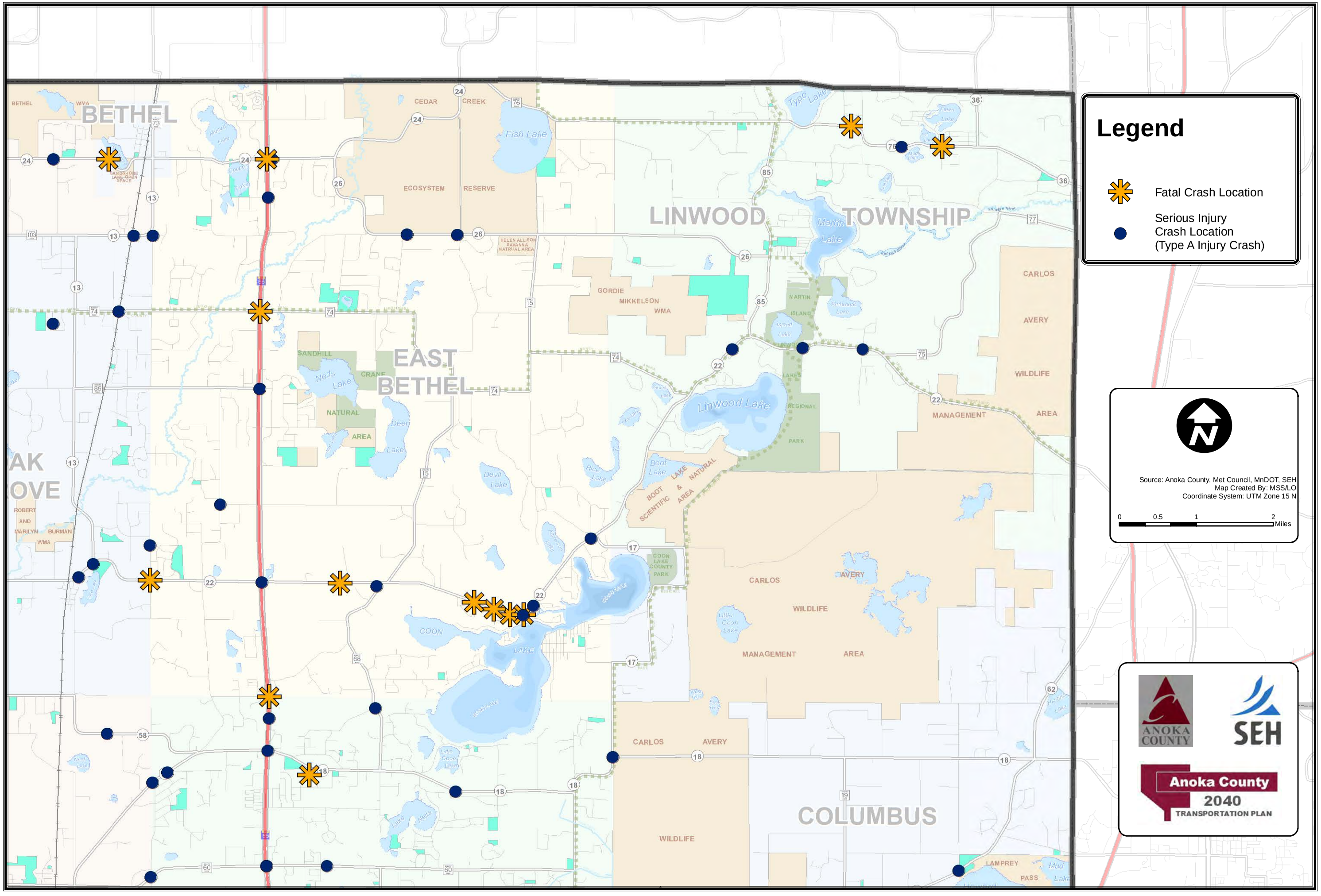


FIGURE 5

TRAFFIC CRASHES, 2011- 2015 (SE Inset)

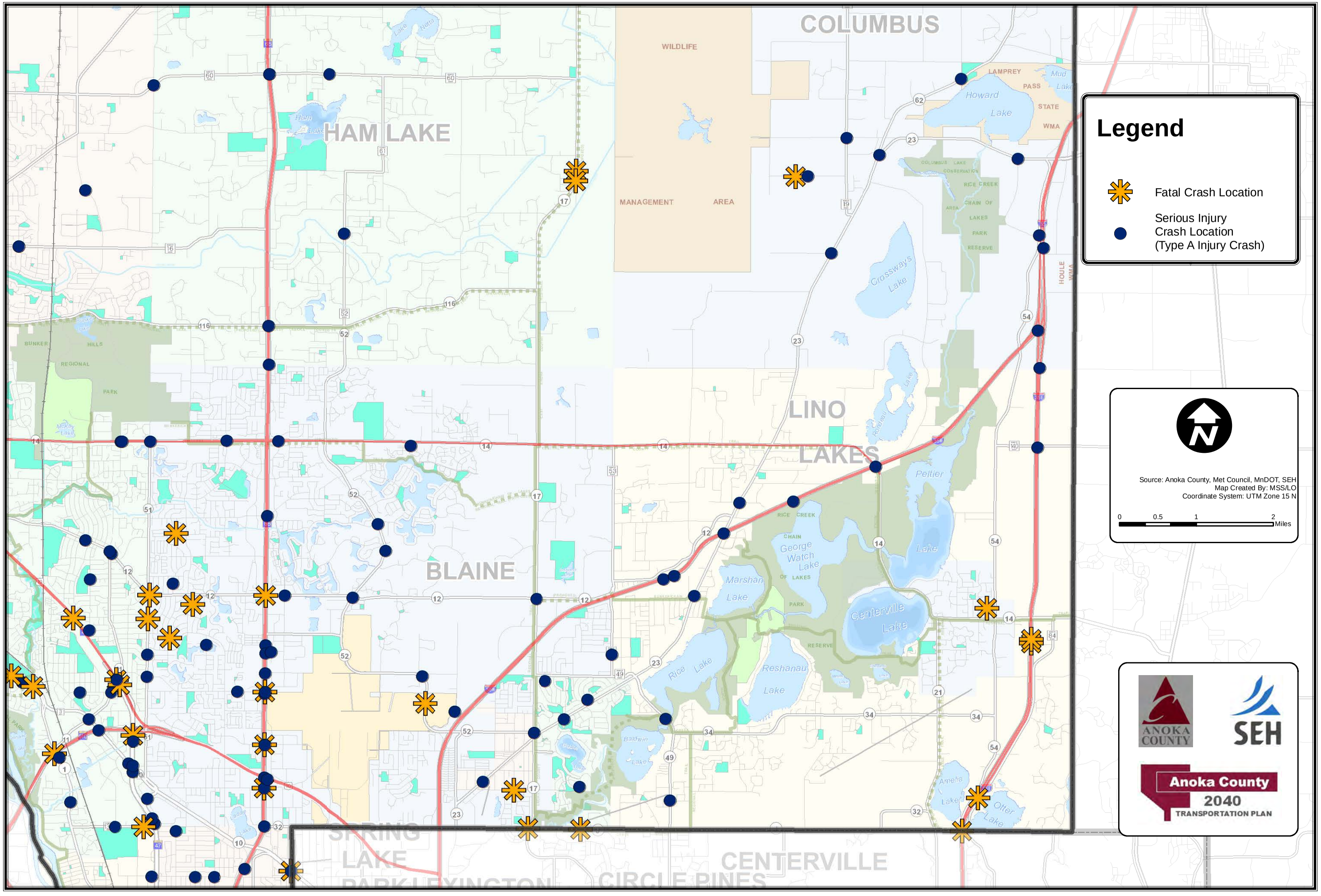


FIGURE 6

TRAFFIC CRASHES, 2011- 2015 (NW Inset)

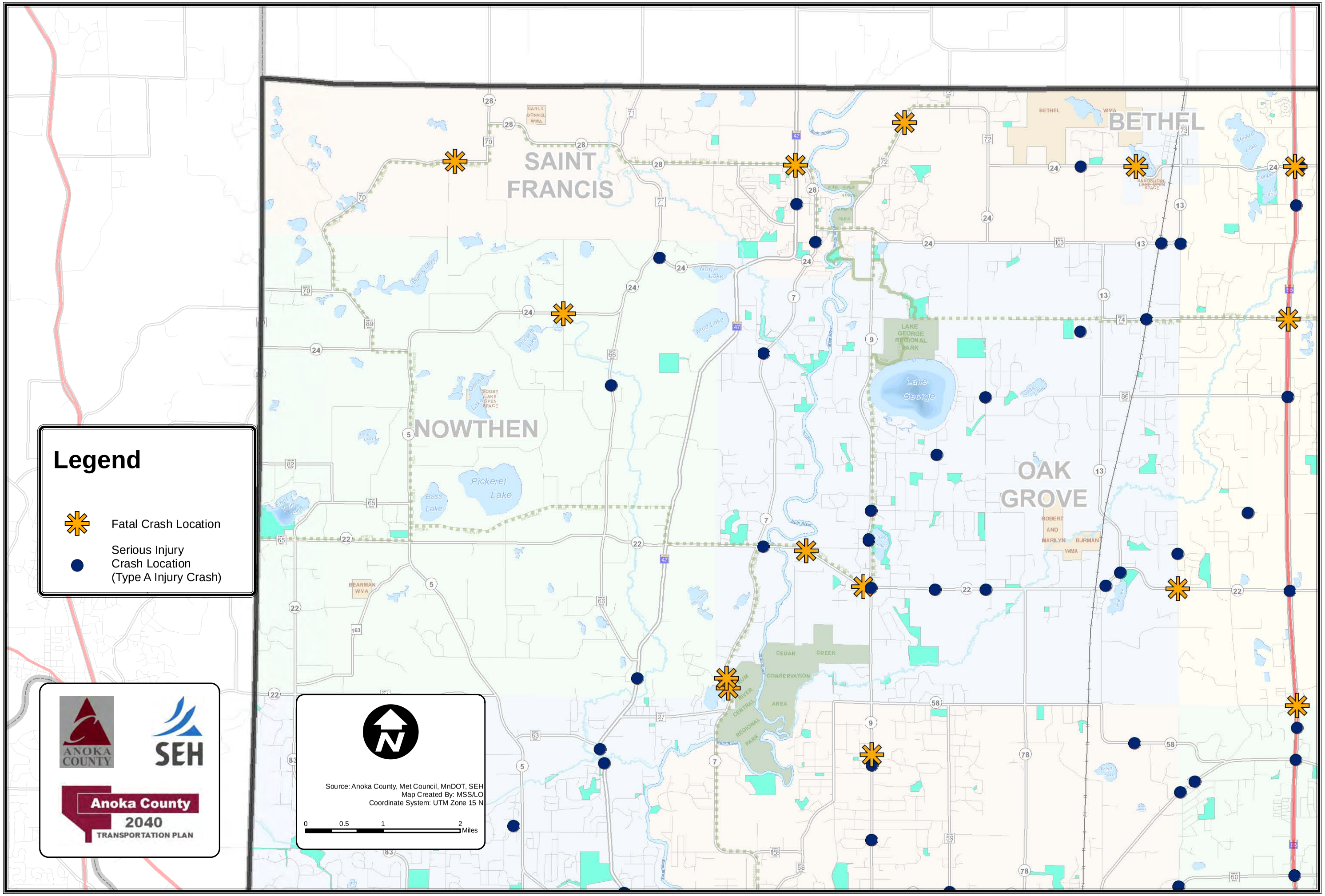


FIGURE 7

TRAFFIC CRASHES, 2011- 2015 (SW Inset)

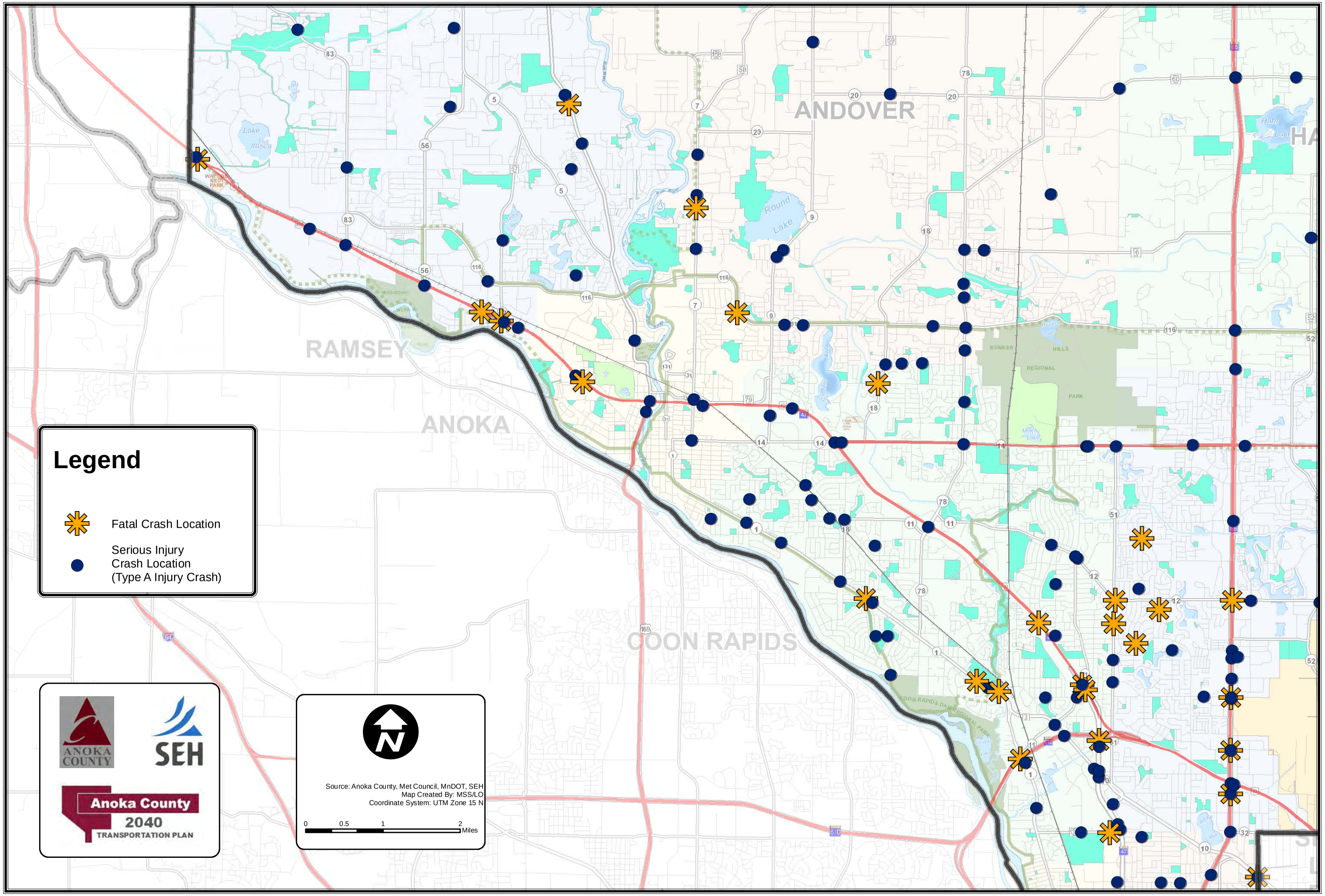


Table 8 shows that 44 percent of Fatal and Serious Injury crashes are located on the County Road system.

Table 8 – Fatal and Serious Injury Reported Crashes by Roadway Jurisdictional Class, 2011-2015

Year	Interstate	US / MnDOT Highway	County Road	City	Other	Total
2011	4	17	18	12	0	51
2012	4	28	49	17	0	98
2013	4	19	34	6	0	63
2014	2	21	23	18	0	64
2015	5	13	25	20	0	63
TOTAL	**19**	**98**	**149**	**73**	**0**	**339**

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT).

Table 9 shows that the PM peak traffic period between 3 pm and 6 pm accounts for 22 percent of all fatal and serious crashes. The 6 pm to 12 am time period also shows a substantial amount of fatal and serious crashes (28 percent).

Table 9 – Fatal and Serious Reported Crashes by Time of Day, 2011-2015

Year	12AM to 6AM	6AM to 9AM	9AM to 12PM	12PM to 3PM	3PM to 6PM	6PM to 12AM
2011	5	6	10	8	11	11
2012	12	18	9	10	17	32
2013	6	9	9	7	17	15
2014	7	4	2	14	18	19
2015	12	4	5	10	13	19
TOTAL	**42**	**41**	**35**	**49**	**76**	**96**

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT).

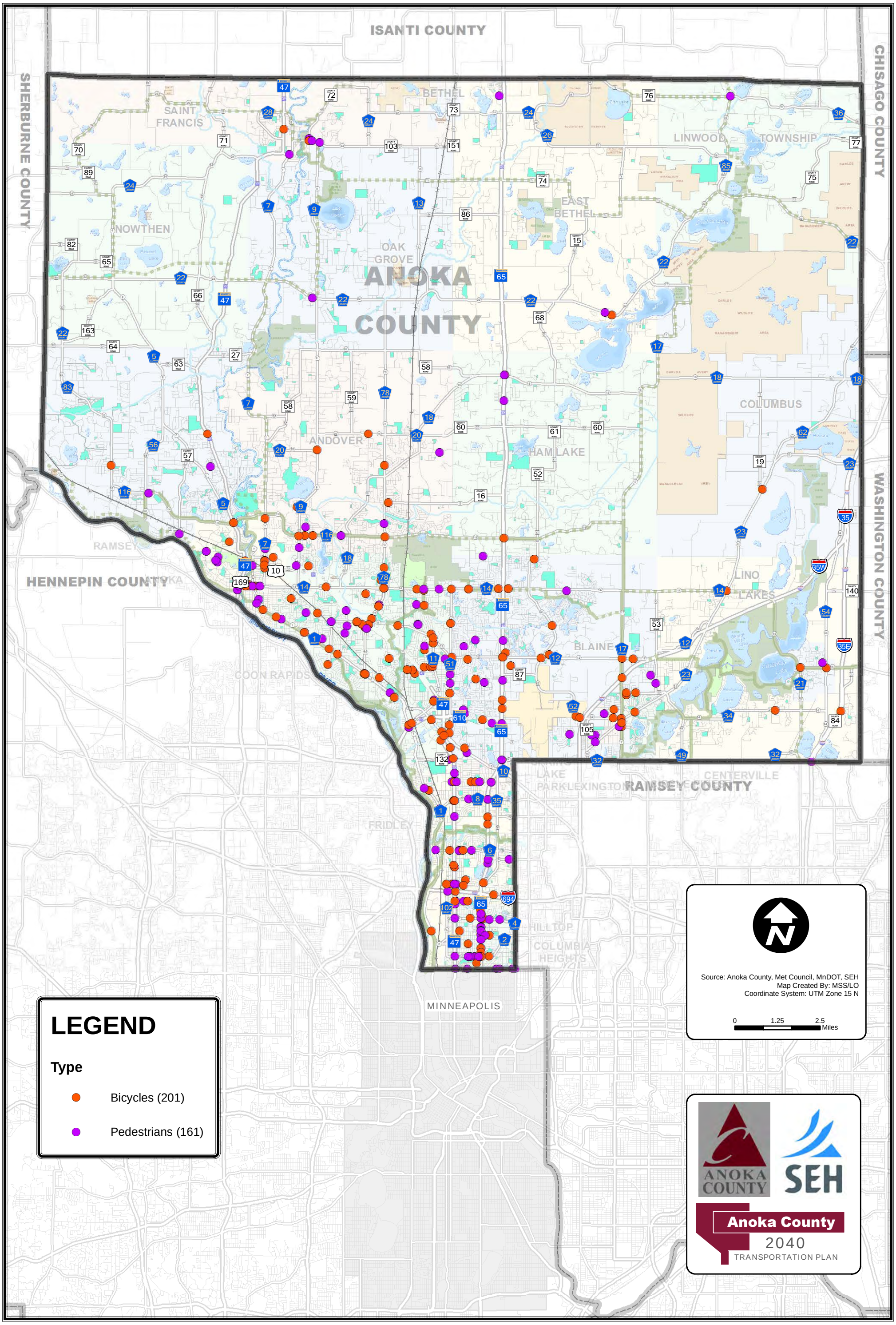
1.3 Findings: Non-Motorized Crashes

Figure 8 depicts the location of all reported cyclist and pedestrian crashes in Anoka County for the five-year period between 2011 and 2015. Table 10 shows that there were a total of 9 fatal pedestrian crashes (one of the crashes involved two fatalities). Approximately 62 percent of all pedestrian-related collisions involved a Severity of B or worse, with the remaining 38 percent having a possible injury. A substantial spike in pedestrian-related crashes occurred in 2012 which included a high fatality frequency. Table 11 shows that there were a total of 3 fatal bicycle crashes. Approximately 39 percent of all bicycle-related collisions involved a Severity of B or worse, with the remaining 61 percent having a possible injury.

Table 10 – Reported Pedestrian Crash Severity, 2011-2015

Year	Fatal Crashes	Severity A	Severity B	Severity C	Property Damage	Total
2011	1	4	6	9	0	20
2012	5	7	22	16	0	50
2013	0	0	16	12	0	28
2014	2	5	11	11	0	29
2015	1	6	15	14	1	37
TOTAL	**9**	**22**	**70**	**62**	**1**	**164**

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT).



PEDESTRIAN AND BICYCLE CRASH LOCATIONS 2011-2015

FIGURE 8

Table 11 – Reported Bicycle Crash Severity, 2011-2015

Year	Fatal Crashes	Severity A	Severity B	Severity C	Property Damage	Total
2011	0	2	15	31	0	48
2012	2	4	14	24	0	44
2013	0	3	10	21	0	34
2014	0	4	9	26	0	39
2015	1	3	12	18	2	36
TOTAL	**3**	**16**	**60**	**120**	**2**	**201**

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT).

Table 12 shows that distracted driving, failure to yield, and pedestrian or bicycle improper use of the roadway accounts for 19 percent, 33 percent, and 35 percent of pedestrian and bicycle crashes, respectively. Pedestrian improper use of the roadway accounts for approximately 51 percent of the total pedestrian crashes with the failure to yield dropping to 23 percent of the crashes. Bicycle improper us of the roadway accounts for only 22 percent of the total bicycle crashes with the failure to yield approaching 41 percent of the crashes.

Table 12 – Pedestrian and Bicycle Reported Crashes by Crash Contributing Factors, 2011-2015

Year	Impairment	Distraction	Fail Yield	Speed	Disregard Control	Inexperience	Ped or Bike Improper
2011	6	18	25	1	6	1	22
2012	8	16	30	0	7	1	42
2013	8	11	18	0	6	0	22
2014	8	13	22	2	8	1	22
2015	5	12	25	1	9	1	19
TOTAL	**35**	**70**	**120**	**4**	**36**	**4**	**127**

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT).

Table 13 shows that pedestrian and bicycle-related crashes are mainly located at or near intersections (approximately 70 percent). Approximately 83 percent of the bicycle-related crashes occur at or near intersections. Approximately 55 percent of the pedestrian-related crashes occur at or near intersections. Non-junction pedestrian-related crashes have approximately 39 percent of the total crashes.

Table 13 – Pedestrian and Bicycle Reported Crashes by Junction Type, 2011-2015

Year	Not at Junction	at Intersection	Access	Interchange Area	Other	Total
2011	15	51	2	0	0	68
2012	23	67	2	0	2	94
2013	17	39	4	0	2	62
2014	14	47	3	0	4	68
2015	16	52	1	0	4	73
TOTAL	**85**	**256**	**12**	**0**	**12**	**365**

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT).

Table 14 shows the time of day spread of the pedestrian and bicycle-related crashes. Both types of non-motorized users have similar time spreads with approximately 60 percent of the crashes occurring between 3 pm and 9 pm; this time correlates to the PM peak traffic period as well as increased non-motorized usage. The majority of bicycle crashes (183 of the 201 crashes) occurred between March and October. Pedestrian crashes occurred more spread out throughout the year, with the three highest crash total months being October, November, and December with a total of 58 of the 164 crashes.

Table 14 – Pedestrian and Bicycle Reported Crashes by Time of Day, 2011-2015

Year	12AM to 6AM	6AM to 9AM	9AM to 12PM	12PM to 3PM	3PM to 6PM	6PM to 12AM
2011	5	8	7	10	20	18
2012	8	11	10	10	24	31
2013	2	2	8	8	16	26
2014	3	7	5	9	19	25
2015	1	9	9	3	23	28
TOTAL	**19**	**37**	**39**	**40**	**102**	**128**

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT).

Appendix E

Funding Sources

1 Funding Sources

Highway improvement projects are funded from a variety of sources, and most often from a combination of several sources. Some of these include:

1.1 County Funds

1.1.1 Property Taxes

One source of County funding is from property taxes levied by the County Board of Commissioners after careful consideration and balancing of the overall needs of its citizens. Levying of taxes is not done lightly. The County Board has worked very hard to keep the basic tax rate low for all residents and businesses.

Whenever possible, the County Board leverages the property taxes with other funds from some of sources below. For example, the County looks for funding of projects that require the County to put up only 20 percent of the cost, a matching fund amount, while the majority of the cost is funded by other sources.

1.1.2 Bonding

For special projects, those that are urgently needed, or those for which there are no alternative funding sources, the County may utilize the benefits of its good financial rating and bond for a project. In effect, the project is purchased “on time” as the County pays off the bonds.

1.1.3 Sales Tax

With the establishment of the Counties Transit Improvement Board (CTIB) in 2008, Anoka County along with four other Metro Area counties, began collecting a $0.25 sales tax to help fund major new transit projects in the region. In 2017, CTIB disbanded and the County Board of Commissioners decided to retain the sales tax to fund transportation projects solely within Anoka County. As part of these changes, the County Board of Commissioners eliminated the wheelage tax which had been in effect since 2007.

1.2 Federal Funds

1.2.1 ISTEA, TEA-21, SAFETEA-LU, FAST

This form of funding first became available in the early 1990s. It provided a long-needed injection of funding from the federal level into local projects. The funding is available to local governments, like the County, at an 80-20 ratio: 80 percent of the project is funded by the federal government, while the County and its local partners fund the remaining 20 percent of the project. Maximum funding available per project is currently $7,000,000. Each state is allowed a portion of the federal allotment. In the Twin Cities Metropolitan Area, a competitive process is developed and managed by the Metropolitan Council, in collaboration with its Transportation Advisory Board (TAB). Every two years, projects applications are solicited from the local government units. Those projects meeting the goals established by the process receive funding. Staff is currently preparing for applications that will be submitted this year for funding in 2020-2021. The County’s submittals will be coordinated with the cities and towns within Anoka County.

1.2.2 HSIP—Highway Safety Improvement Project Funds

These funds are available for smaller projects, such as intersection improvements. HSIP funds most often provide a good return on investment. The projects funded typically improve safety at an intersection in such a way as to reduce the number and severity of crashes at a particular location.

Once again, the process is a competitive one, with those projects providing the most benefit receiving funding before others. The maximum funding available has been $1,000,000 per project. Any additional funding needed to complete projects is often split between the County and the local city or township within which the project occurs.

1.2.3 HPP—High Priority Project Funds

Each member of Congress is provided a portion of federal funds to contribute to important, high priority projects, within their own district. Local officials prepare information about each of these projects for review and assessment by the respective Congress member. Funding from this resource is very rare on County projects.

1.2.4 Railroad Safety Projects

Railroad safety projects compete from a very limited pool of funds and are limited to small projects. The higher the "incidence rating" (number of trains per day, times highway traffic volumes), the better the chance of receiving funds from this program.

1.2.5 Highway User Tax Distribution Fund

The County receives a portion of its funds for projects from the Highway User Tax Distribution Fund. These funds are collected through the State's gas tax, license plate registration, and motor vehicle sales tax. The formula is complex and is diagrammed below.

1.3 State Funds

1.3.1 Chapter 152 – Comprehensive Transportation Finance Bill

In 2008, the legislature adopted Chapter 152, a transportation funding bill, which was a welcome change to the funding of the County road projects. The bill increased the gas tax, removed current caps on tab fees for new vehicles, and changed the formula which divides the monies to be shared by the counties. The bill represents "new" money for highways that will provide an additional revenue source to the HUTDF, ultimately trickling down to the 29 percent County State Aid Highway Fund.

In addition to this "new" money, Anoka County will receive extra monies due to other technical changes from the leased vehicle sales tax and a direct appropriation from the "Flex" account. Furthermore, the bill provides other funding sources for which the County can compete, including bond funds to repair local bridges, bond funds for the local safety improvement projects, and "Flex" account funds for improvements to routes of regional significance. It also included many other provisions, such as transit funding that will benefit the County.

1.3.2 State Aid Cooperative Agreements

It has been acknowledged by MnDOT that projects may have both trunk highway and local purposes. Cooperative Agreements may be initiated either by the County, or by MnDOT. Financial participation is assigned to each jurisdiction depending upon the degree of "trunk highway" and "local" purpose for the improvement. The funds are available for a variety of projects, including studies, preliminary engineering, design, and construction. MnDOT's Metro State Aid Office has established guidelines for the level of financial participation for each type of project.

1.3.3 Turnback

Each road performs a function or purpose within the overall roadway system. Occasionally, the function or purpose of a road is not aligned with the appropriate jurisdiction. For example, when U.S. Highway 10 was reconstructed in the southern portion of the County, a portion of the road was rerouted to meet Trunk Highway 610. When this occurred, a remnant portion of old U.S. Highway 10 was left in the Northtown Shopping Center area. No longer appropriate on the trunk highway system, the road, was transferred by MnDOT to the County through the turnback process. The County renamed the road CSAH 10.

Key to the County's acceptance of the turnback agreement was the fact that the State was able to provide funding for upgrade of the road to County standards at the time of the turnback. As these remnants of trunk highways change function and become the responsibility of the County, MnDOT provides similar funding.

1.3.4 Bridge Bonds

Both federal and state bridge funds are available, but generally for bridges in very poor structural condition. Because the County's bridges are in good to excellent structural condition, most of the County's bridges do not qualify for these funds. Unfortunately, there is not a funding program for obsolete bridge widths that are the County's primary bridge problem.

1.4 City/Township Funds

Communities within the County often participate in the costs of projects affecting County roads. The County has established a cost-sharing policy for this purpose. Generally, the County's cost-sharing policy is limited to those road items that are "urban" appurtenances, such as curb and gutter, storm sewers, sidewalks, lighting, etc., that are specifically requested by the City where the project occurs. The County's cost sharing policy is available online.

Appendix F

Traffic Forecast Methodology and Analysis

1 Traffic Forecast Methodology and Analysis

This section summarizes the existing traffic conditions analysis and the 2040 traffic forecast assumptions, modeling procedures and results.

1.1 Roadway Existing Traffic and Capacity Analysis

A planning level congestion analysis was performed for the existing roadways based on the daily traffic and roadway capacity. The degree of congestion is measured in terms of Level of Service (LOS). LOS can range from “A” (free flow, no delay) to “F” (excessive congestion and delay). Table 1 illustrates the level of service categories, approximate volume-to-capacity (V/C) ratios, and a general description of the traffic operations.

Table 1 – Roadway Segment LOS Description Versus V/C

LOS	V/C	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.

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 2 summarizes the capacity for the different roadway types.

Table 2 – 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

Table Notes: Estimated based on freeway daily capacity in HCM and hourly capacity in the Metro Council ABM 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 CBDs of Minneapolis and St Paul).

Based on the capacity and LOS definitions detailed in Tables 1 and 2, the daily traffic thresholds for different level of service were calculated and are illustrated in Table 3.

Table 3 – Average Daily Traffic Lower Limit Thresholds for Different LOS

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. Table 4 summarizes the miles of congested roadways.

Table 4 – Existing Roadway Capacity Deficiencies Summary

Roadway Class	LOS	Length (Mile)	LOS	Length (Mile)
		Existing		Existing
Freeway	E	4.59	C	5.43
	F	5.55	D	0.18
	Subtotal	10.14	Subtotal	5.60
Expressway	E	3.49	C	3.04
	F	4.43	D	6.58
	Subtotal	7.92	Subtotal	9.61
Divided Arterial	E	0.00	C	0.88
	F	2.56	D	2.51
	Subtotal	2.56	Subtotal	3.39
Undivided Arterial	E	4.42	C	9.9
	F	6.46	D	5.41
	Subtotal	10.88	Subtotal	15.31
Collector Road	E	2.24	C	4.63
	F	2.38	D	6.00
	Subtotal	4.63	Subtotal	10.63
Total		**36.13**		**44.54**

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

Source: Metropolitan Council Travel Demand Model.

Table 5 summarizes the miles of congested freeways. A freeway is a divided roadway with limited access and no traffic signals or other traffic control.

Table 5 – Existing Planning Level Capacity Deficiencies for Freeways

Roadway	Location	Length (Mile)	V/C Ratio	LOS
I-694	West of TH 47 in Fridley	0.56	1.03	E
US 10	Southeast of CSAH 11 (Hanson Boulevard NW)	3.49	0.97	E
US 10	West of TH 288 (7th Avenue) in Anoka	0.54	1.02	E
I-694	East of TH 47 in Fridley	0.94	1.23	F
I-694	West of Silver Lake Road	1.08	1.09	F
US 10	Southeast of TH 242 in Coon Rapids	1.56	1.18	F
US 10	Northwest of TH 242	1.14	1.08	F
US 10	West of CSAH 9 (Round Lake Boulevard) in Coon Rapids	0.83	1.11	F
LOS E/F Subtotal		**10.14**		
I-35	South of TH 97 at Truck Weighing Location	1.65	0.83	C
I-35W	Southwest of CSAH 17 (Lexington Avenue) in Blaine	1.44	0.81	C
I-35W	North of CSAH 32 (County Road J) in Blaine	1.15	0.85	C
US 10	Southeast of Fairoak Avenue in Anoka	0.91	0.85	C
US 10	West of East Junction of TH 169 (Ferry Street) in Anoka	0.28	0.79	C
I-694	West of CSAH 1 (East River Road)	0.18	0.92	D
LOS C/D Subtotal		**5.6**		

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

Source: Metropolitan Council Travel Demand Model.

Table 6 summarizes the miles of congested expressways. 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.

Table 6 – Existing Planning Level Capacity Deficiencies for Expressways

Roadway	Location	Length (Mile)	V/C Ratio	LOS
US 10	Northwest of CSAH 57 (Sunfish Lake Boulevard)	1.11	0.99	E
TH 65	CSAH 116 (Bunker Lake Boulevard NE) in Ham Lake	1.00	1.05	E
TH 65	Northeast of CSAH 10 in Spring Lake Park	0.52	0.98	E
TH 65	South of CSAH 14 (Main Street) in Blaine	0.86	0.95	E
US 10	Southeast of CSAH 57 (Sunfish Lake Boulevard)	0.95	1.24	F
TH 65	North of US 10 in Blaine	0.51	1.39	F
TH 65	North of 101st Avenue NE in Blaine	1.94	1.24	F
TH 65	North of CSAH 12 (109th Avenue NE) in Blaine	1.03	1.06	F
	LOS E/F Subtotal	**7.92**		
TH 65	North of County Road 16 (Andover Boulevard) in Ham Lake	0.76	0.83	C
TH 65	South of County Road 60 (Constance Boulevard) in Ham Lake	1.26	0.77	C
TH 65	South of CSAH 6 (Mississippi Street) in Fridley	1.01	0.77	C
US 10	Northwest of County Road 56 (Ramsey Boulevard) in Ramsey	1.14	0.88	D
US 10	East of MSAS 112 (153rd Avenue NW) in Ramsey	2.40	0.87	D
TH 65	South of 89th Avenue in Blaine	0.55	0.94	D
TH 65	North of County Road 116 (Bunker Lake Boulevard) in Ham Lake	1.26	0.85	D
TH 65	Southwest of CSAH 10 in Spring Lake Park	0.22	0.89	D
TH 65	North of I-694 in Fridley	0.38	0.94	D
TH 65	North of CSAH 14 (Main Street) in Blaine	0.61	0.93	D
	LOS C/D Subtotal	**9.61**		

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

Source: Metropolitan Council Travel Demand Model.

Table 7 summarizes the miles of congested divided arterials. A divided roadway has a raised median separating opposing traffic, left-turn lanes and right-turn lanes.

Table 7 – Existing Planning Level Capacity Deficiencies for Divided Arterials

Roadway	Location	Length (Mile)	V/C Ratio	LOS
TH 47	South of CSAH 6 (Mississippi Street) in Fridley	0.99	1.13	F
TH 47	South of 73rd Avenue in Fridley	1.46	1.08	F
TH 47	North of I-694 in Fridley	0.11	1.25	F
LOS E/F Subtotal		**2.56**		
MSAS 116	Southeast of TH 610	0.26	0.76	C
TH 65	North of 47th Avenue NE	0.62	0.83	C
TH 47	South of County Road 132 (85th Avenue)	1.49	0.91	D
TH 47	South of I-694 in Fridley	0.39	0.93	D
TH 65	South of MSAS 118 (53rd Avenue N)	0.63	0.92	D
LOS C/D Subtotal		**3.39**		

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

Source: Metropolitan Council Travel Demand Model.

Table 8 summarizes the miles of congested undivided arterials. An undivided roadway does not have a raised median separating opposing traffic or left-turn lanes for turning traffic.

Table 8 – Existing Planning Level Capacity Deficiencies for Undivided Arterials

Roadway	Location	Length (Mile)	V/C Ratio	LOS
CSAH 17	North of I-35W in Blaine	0.64	0.96	E
CSAH 7	North of CSAH 116 in Andover	1.08	0.97	E
CSAH 78	North of CSAH 14 (Main Street) in Coon Rapids	1.03	0.99	E
TH 169	South of US 10 (Ferry Street) in Anoka	0.45	1.04	E
TH 47	South of 149th Avenue NW in Ramsey	1.22	1.01	E
CSAH 9	South of CSAH 20	0.39	1.13	F
CSAH 49	Southeast of CSAH 23 (Lake Drive) in Lino Lakes	0.24	1.16	F
CSAH 49	Southeast of CSAH 23 (Lake Drive) in Lino Lakes	0.68	1.16	F
CSAH 78	North of County Road 16 (Andover Boulevard) in Andover	0.64	1.07	F
CSAH 78	Northeast of CSAH 11 (Northdale Boulevard)	0.47	1.13	F
CSAH 78	North of CSAH 116 (Bunker Lake Boulevard)	1.01	1.17	F
CSAH 78	North of County Road 16 (Andover Boulevard) in Andover	0.11	1.07	F
TH 169	South of Rice Street in Anoka	0.54	1.83	F
TH 47	South of CSAH 5 (Nowthen Boulevard) in Ramsey	0.49	1.53	F
TH 47	North of Garfield Avenue in Anoka	1.53	1.37	F
TH 97	East of Hornsby Street	0.36	1.23	F
LOS E/F Subtotal		**10.88**		
CSAH 11	Southeast of CSAH 78 (Hanson Boulevard) in Coon Rapids	0.82	0.77	C
CSAH 11	South of CSAH 12 (Northdale Boulevard) in Coon Rapids	0.85	0.80	C
CSAH 14	East of County Road 84 (22nd Avenue South) in Lino Lakes	0.41	0.75	C
CSAH 14	East of County Road 84 (22nd Avenue South) in Lino Lakes	0.19	0.75	C
CSAH 14	West of US 10 & TH 47	0.78	0.79	C
CSAH 17	South of I-35W in Blaine	0.37	0.80	C
CSAH 23	Northeast of CSAH 49 (Hodgson Road) in Lino Lakes	0.11	0.80	C
CSAH 23	Northeast of CSAH 49 (Hodgson Road) in Lino Lakes	1.27	0.80	C
CSAH 23	Southwest of CSAH 49 (Hodgson Road) in Lino Lakes	0.76	0.76	C
CSAH 32	East of CSAH 17 & 51 (University & Cord Street)	0.83	0.81	C
CSAH 52	Northeast of CSAH 12 (109th Avenue) in Blaine	0.75	0.77	C
CSAH 7	South of CSAH 20 (157th Avenue NW) in Andover	1.07	0.81	C
CSAH 78	South of CSAH 116 (Bunker Lake Boulevard)	0.48	0.76	C
CSAH 9	North of North Junction of CSAH 20 (161st Avenue NW)	0.94	0.82	C
MSAS 134	West of CSAH 1 (5th Avenue)	0.28	0.81	C
CSAH 12	East of CSAH 51 (University Avenue) in Blaine	0.51	0.94	D
CSAH 14	0.7 Miles West of CSAH 17 (Lexington Avenue North)	1.38	0.87	D
CSAH 51	South of 99th Avenue in Coon Rapids	0.82	0.87	D
CSAH 7	North of CSAH 30 (Pierce Street) in Anoka	0.20	0.87	D
CSAH 78	South of CSAH 14 (Main Street) in Coon Rapids	0.53	0.92	D
CSAH 102	West of TH 47 in Fridley	0.23	0.93	D

Roadway	Location	Length (Mile)	V/C Ratio	LOS
CSAH 34	East of CSAH 49 (Hodgson Road) in Lino Lakes	0.82	0.86	D
M-864	North of CSAH 32 (85th Avenue NE)	0.20	0.92	D
MSAS 121	South of CSAH 14 (Main Street)	0.72	0.93	D
LOS C/D Subtotal		**15.31**		

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

Source: Metropolitan Council Travel Demand Model.

Table 9 summarizes the miles of congested collectors.

Table 9 – Existing Planning Level Capacity Deficiencies for Collectors

Roadway	Location	Length (Mile)	V/C Ratio	LOS
CR 18	Northeast of Coon Creek Drive	0.92	1.01	E
CR 87	East of TH 65 in Blaine	0.98	0.95	E
MSAS 109	West of TH 65	0.25	1.01	E
MSAS 122	North of US 10 (Main Street)	0.10	1.02	E
CSAH 18	North of CSAH 14 (Main Street) in Coon Rapids	0.64	1.24	F
CSAH 52	West of I-35W in Blaine	0.40	1.09	F
MSAS 103	West of CSAH 11 (Foley Boulevard)	0.16	1.17	F
MSAS 115	South of CSAH 10	0.22	1.11	F
MSAS 118	West of TH 65 (Central Avenue)	0.39	1.28	F
MSAS 125	East of TH 65	0.16	1.05	F
MSAS 130	North of CSAH 12 (109th Avenue NE)	0.41	1.21	F
LOS E/F Subtotal		**4.63**		
CR 132	West of TH 47 in Brooklyn Park	0.14	0.77	C
CSAH 1	South of CSAH 14 (Main Street) in Anoka	0.50	0.78	C
CSAH 1	Northwest of CSAH 7 (7th Avenue) in Anoka	0.30	0.75	C
CSAH 35	South of South Junction of CSAH 6 (Rice Creek Road)	0.58	0.76	C
MSAS 104	Northeast of Coon Rapids Boulevard	0.55	0.76	C
MSAS 114	South of CSAH 14 (Main Street)	0.47	0.78	C
MSAS 119	North of Bunker Lake Boulevard	0.43	0.77	C
MSAS 130	North of MSAS 109 (119th Avenue NE)	0.41	0.76	C
MSAS 140	South of CSAH 20 & CR 60 (161st Avenue NW)	0.50	0.82	C
MSAS 272	West of TH 65 (Central Avenue)	0.40	0.78	C
MSAS 101	West of TH 65	0.34	0.78	C
CR 18	North of MSAS 110 (Andover Boulevard)	0.69	0.93	D
CSAH 11	East of CSAH 18 (Crooked Lake Boulevard)	0.51	0.93	D
CSAH 18	South of CSAH 116 (Bunker Lake Boulevard)	0.78	0.91	D
CSAH 35	Northeast of TH 65 in Fridley	0.28	0.91	D
CSAH 35	Northeast of TH 65 in Fridley	0.09	0.91	D
CSAH 5	Northwest of TH 47 in Ramsey	0.22	0.88	D
CSAH 5	Northwest of TH 47 in Ramsey	0.45	0.88	D
MSAS 114	South of MSAS 102 (121st Avenue)	0.27	0.92	D
MSAS 127	West of CSAH 18 (Crooked Lake Boulevard)	0.48	0.94	D
MSAS 130	North of CR 87(105th Avenue NE)	0.50	0.86	D
MSAS 130	North of 101st Avenue	0.68	0.92	D
MSAS 302	East of TH 65 East Frontage Road	0.33	0.88	D
MSAS 113	South of 38th Avenue NE	0.17	0.87	D
MSAS 122	North of Frontage Road North of US 10 (Main Street)	0.55	0.94	D
LOS C/D Subtotal		**10.63**		

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

Source: Metropolitan Council Travel Demand Model.

1.2 2040 Traffic Forecast Analysis

1.2.1 Twin Cities Regional Model

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 Transportation Policy Plan (Thrive MSP 2040) 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. Figure 1 illustrates the model framework for the four major categories. *(Source: Metropolitan Council Model Estimation and Validation Report, July 30, 2015)*

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.

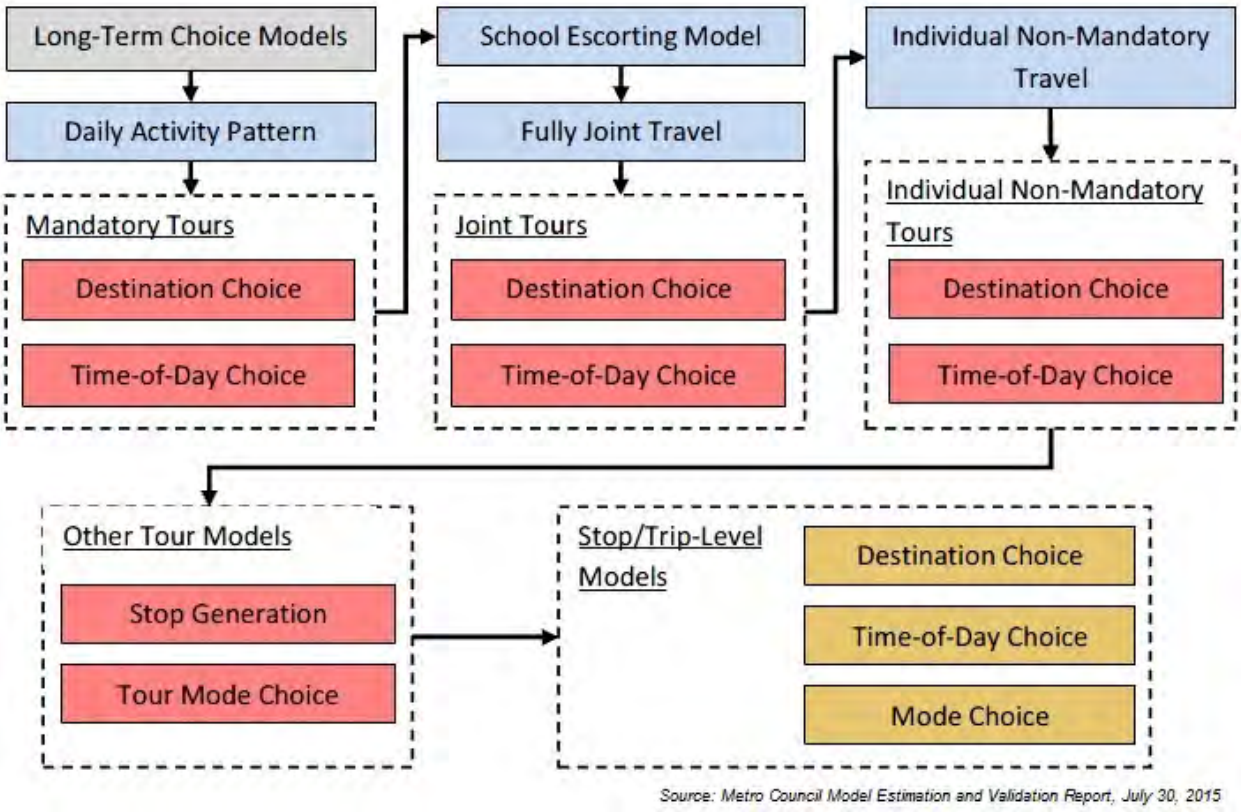
3. **Tour Level Models:** The models in this category incorporate interrelationship among trips that are components of a "tour" which typically departs from home, visits one or more activity locations, and then return home.

   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.

Figure 1 – Metropolitan Council Active-Based Model Structure



Source: Metro Council Model Estimation and Validation Report, July 30, 2015

1.2.2 Land Use Assumptions

The use of the ABM model requires the allocation of socioeconomic (SE) data (e.g., population and employment) to individual TAZs based on the proposed land uses. The future land use plans and development proposals for all the cities were discussed and the existing and 2040 SE data in the ABM model for all cities were reviewed for accuracy in the early stage.

Table 10 summarizes their SE data for existing, 2020, 2030 and 2040 for all the cities and townships in Anoka County. The detailed SE data at the TAZ level is included in Table 11.

Table 10 – Households, Population and Employment Forecasts

Community	Households			Population			Employment		
	2020	2030	2040	2020	2030	2040	2020	2030	2040
Andover	11,400	13,500	15,400	34,000	38,200	41,900	5,400	5,800	6,200
Anoka	7,900	8,400	8,900	18,700	20,000	21,200	13,800	14,200	14,400
Bethel	190	220	230	480	520	550	130	150	180
Blaine	25,100	29,200	33,300	66,300	76,700	87,300	24,800	27,300	29,900
Centerville	1,400	1,450	1,500	3,840	3,930	4,060	540	560	590
Circle Pines	2,100	2,160	2,200	5,000	5,200	5,300	900	950	1,000
Columbia Heights	8,400	8,900	9,300	20,500	21,800	23,100	4,280	4,440	4,600
Columbus	1,600	1,930	2,200	4,220	4,950	5,500	1,500	1,670	1,800
Coon Rapids	25,500	27,500	29,300	64,800	68,400	72,100	27,100	28,900	30,900
East Bethel	4,700	6,000	7,400	12,400	15,400	18,400	1,700	1,950	2,200
Fridley	12,200	13,300	13,600	29,300	31,600	32,500	23,700	24,900	26,100
Ham Lake	5,800	6,600	7,100	16,200	17,700	18,700	3,700	4,010	4,300
Hilltop	450	500	550	840	960	1,090	460	480	500
Lexington	820	880	950	2,100	2,270	2,430	600	630	640
Lino Lakes	7,300	9,000	10,600	22,800	26,900	31,100	4,700	5,300	6,000
Linwood Twp.	2,000	2,000	2,000	5,100	4,930	4,820	330	390	430
Nowthen	1,600	1,860	2,100	4,590	5,100	5,500	500	590	680
Oak Grove	3,100	3,600	4,100	8,600	9,500	10,400	920	980	1,000
Ramsey	9,400	11,300	13,000	26,400	30,700	34,700	6,700	7,500	8,100
Spring Lake Park	2,800	2,900	3,100	6,510	6,790	7,170	3,200	3,350	3,500
St. Francis	3,100	4,100	5,100	8,200	10,400	12,600	2,200	2,550	2,900
County Total	**136,860**	**155,300**	**171,930**	**360,880**	**401,950**	**440,420**	**127,160**	**136,600**	**145,920**

Source: Metropolitan Council.

Table 11 – Households, Population and Employment Forecasts

TAZ	Community	Households			Population			Employment		
		2020	2030	2040	2020	2030	2040	2020	2030	2040
1	St. Francis city	38	47	49	99	116	118	5	8	11
2	St. Francis city	258	540	964	670	1,341	2,329	205	336	508
3	St. Francis city	62	76	78	162	189	189	3	3	3
4	St. Francis city	424	540	598	1,098	1,339	1,443	54	67	79
5	St. Francis city	570	729	812	1,478	1,809	1,960	335	365	381
6	St. Francis city	552	788	1,019	1,431	1,955	2,460	994	1,146	1,264
7	St. Francis city	846	997	1,176	2,305	2,635	3,051	349	368	393
8	Bethel city	143	167	175	361	393	418	62	71	84
8	St. Francis city	111	122	129	300	321	334	6	6	6
9	Bethel city	47	53	55	119	127	132	68	79	96

TAZ	Community	Households			Population			Employment		
		2020	2030	2040	2020	2030	2040	2020	2030	2040
9	St. Francis city	113	123	127	309	326	331	28	27	26
10	Oak Grove city	75	90	109	210	241	279	8	8	8
11	Oak Grove city	125	156	197	350	415	503	65	64	61
12	Oak Grove city	188	211	231	526	561	589	17	17	16
12	St. Francis city	24	26	26	64	68	68	52	53	54
13	Oak Grove city	98	111	123	275	295	313	0	0	0
14	Oak Grove city	143	169	200	398	449	510	67	67	64
15	Oak Grove city	483	538	583	1,348	1,429	1,487	29	29	28
16	Oak Grove city	184	204	219	521	549	566	67	66	63
17	Oak Grove city	184	220	264	512	584	672	110	109	105
18	Oak Grove city	241	273	303	673	725	773	22	22	21
19	Oak Grove city	130	150	172	354	390	427	48	57	62
20	Oak Grove city	215	247	278	588	638	687	150	159	161
21	Oak Grove city	140	171	204	371	435	502	40	48	53
22	Oak Grove city	160	190	217	425	484	535	57	64	67
23	Oak Grove city	165	197	230	443	510	574	69	77	81
24	Oak Grove city	229	265	297	646	710	764	10	20	30
24	St. Francis city	21	22	21	60	59	55	0	0	0
25	Oak Grove city	82	97	111	233	260	287	12	13	14
26	Oak Grove city	190	225	261	536	603	671	139	149	153
27	Oak Grove city	68	84	102	191	224	262	11	13	16
28	Nowthen city	110	126	139	311	342	362	14	21	32
29	Nowthen city	19	22	25	54	60	65	12	13	15
30	Nowthen city	179	202	218	552	596	615	120	135	147
31	Nowthen city	128	144	156	362	391	404	19	21	24
32	Nowthen city	79	96	114	223	259	295	5	5	6
33	Nowthen city	140	174	213	397	472	553	170	191	209
34	Nowthen city	299	350	396	850	950	1,028	48	55	60
35	Nowthen city	347	405	459	972	1,087	1,180	64	94	128
36	Nowthen city	148	166	181	429	458	474	3	4	4
37	Nowthen city	152	175	199	440	485	524	46	51	55
38	Ramsey city	281	367	434	788	986	1,145	11	11	11
39	Ramsey city	321	426	515	900	1,143	1,355	10	13	16
40	Ramsey city	121	197	309	340	538	831	180	189	192
41	Ramsey city	207	209	211	607	601	600	3	8	12
42	Ramsey city	240	336	434	686	918	1,161	50	52	53
43	Ramsey city	421	537	574	1,207	1,488	1,558	179	220	224
44	Ramsey city	349	466	532	999	1,290	1,443	53	62	64
45	Ramsey city	245	295	323	675	788	847	9	9	9
46	Ramsey city	544	648	696	1,503	1,729	1,824	31	32	33
47	Ramsey city	228	282	342	637	769	919	33	35	36
48	Ramsey city	215	253	285	601	688	766	189	196	198

TAZ	Community	Households			Population			Employment		
		2020	2030	2040	2020	2030	2040	2020	2030	2040
49	Ramsey city	219	228	237	642	655	672	66	76	81
50	Ramsey city	535	612	662	1,496	1,661	1,770	19	20	20
51	Ramsey city	644	719	749	1,797	1,942	1,988	84	89	90
52	Ramsey city	315	318	321	923	908	898	7	12	20
53	Ramsey city	570	579	588	1,648	1,611	1,588	195	218	233
54	Ramsey city	389	396	401	1,096	1,080	1,078	174	249	310
55	Ramsey city	1,264	1,286	1,304	3,512	3,450	3,438	148	154	156
56	Ramsey city	157	160	165	436	427	430	96	114	129
57	Ramsey city	234	238	240	683	682	694	753	779	805
58	Ramsey city	368	400	389	1,016	1,066	1,018	3	3	3
59	Ramsey city	314	399	466	866	1,061	1,215	93	101	106
60	Ramsey city	106	255	473	304	708	1,290	68	143	239
61	Ramsey city	7	36	86	19	99	227	31	44	56
62	Ramsey city	185	357	589	500	944	1,546	178	392	659
63	Ramsey city	349	617	967	964	1,641	2,517	735	768	782
64	Ramsey city	79	80	82	228	226	227	1,545	1,614	1,656
65	Ramsey city	473	585	606	1,279	1,552	1,606	324	426	428
66	Ramsey city	0	0	0	0	0	0	917	952	962
67	Anoka city	0	0	0	0	0	0	1,822	1,814	1,805
68	Anoka city	791	804	824	1,721	1,817	1,931	382	493	580
69	Anoka city	1,005	1,019	1,039	2,305	2,431	2,568	582	737	857
70	Anoka city	244	241	240	573	578	583	502	498	496
71	Anoka city	402	411	425	1,005	1,032	1,071	1,049	1,240	1,427
72	Anoka city	321	323	326	782	790	802	332	335	337
73	Anoka city	198	199	201	484	488	495	65	64	63
74	Andover city	127	129	130	349	332	318	1	0	0
74	Anoka city	11	15	20	32	41	53	22	41	58
75	Andover city	254	263	268	750	720	687	19	20	22
76	Andover city	90	112	141	265	301	347	37	40	43
77	Andover city	96	102	108	280	270	263	21	23	26
78	Andover city	225	236	245	649	627	608	66	65	65
79	Andover city	196	207	216	565	548	534	15	15	15
80	Andover city	212	223	234	611	594	580	12	12	12
81	Andover city	109	115	122	312	302	294	40	40	40
82	Andover city	905	1,004	1,091	2,686	2,861	3,050	141	156	169
83	Andover city	1,326	1,768	2,141	3,731	4,735	5,585	617	644	667
84	Andover city	1,177	1,622	2,042	3,305	4,339	5,326	610	658	710
85	Andover city	150	155	158	455	456	451	138	137	138
86	Andover city	254	264	269	772	771	761	81	89	98
87	Andover city	216	227	236	657	667	672	241	241	241
88	Andover city	76	83	91	232	243	256	0	0	0
89	Andover city	99	111	127	306	326	353	35	35	35

TAZ	Community	Households			Population			Employment		
		2020	2030	2040	2020	2030	2040	2020	2030	2040
90	Andover city	107	114	121	323	328	332	0	0	0
91	Andover city	56	59	63	171	174	178	41	41	41
92	Andover city	103	149	195	321	443	557	3	5	9
93	Andover city	982	1,226	1,327	3,065	3,618	3,740	529	531	535
94	Andover city	256	462	732	797	1,363	2,055	5	6	8
95	Andover city	744	1,074	1,397	2,325	3,180	3,956	41	42	43
96	Andover city	227	232	236	688	674	664	119	162	206
97	Anoka city	563	868	1,136	1,560	2,228	2,778	1,015	1,018	1,001
98	Andover city	13	79	148	33	185	335	8	9	10
98	Anoka city	1,652	1,659	1,672	3,901	3,898	3,874	425	407	384
98	Coon Rapids city	1,598	1,723	1,836	3,765	3,974	4,189	1,433	1,528	1,634
99	Andover city	394	402	411	1,038	1,029	1,033	69	74	78
99	Coon Rapids city	873	942	1,004	2,273	2,399	2,529	752	802	857
100	Andover city	332	354	368	951	978	990	77	97	113
100	Coon Rapids city	459	495	527	1,285	1,356	1,429	65	69	74
101	Coon Rapids city	599	646	688	1,673	1,766	1,861	48	51	54
102	Coon Rapids city	609	657	700	1,702	1,797	1,894	19	20	21
103	Andover city	414	442	467	1,214	1,247	1,281	86	103	123
104	Andover city	0	0	0	0	0	0	1,201	1,385	1,560
105	Andover city	567	578	589	1,713	1,672	1,641	521	531	544
106	Andover city	482	484	487	1,548	1,479	1,426	26	27	29
107	Andover city	745	748	751	2,394	2,282	2,194	293	292	293
108	Andover city	466	477	490	1,499	1,459	1,437	18	28	38
109	Andover city	0	0	0	0	0	0	289	287	289
110	Coon Rapids city	885	954	1,016	2,403	2,537	2,674	162	173	185
111	Ham Lake city	300	326	336	683	720	749	85	99	116
112	Ham Lake city	252	283	304	573	626	679	812	831	862
113	Ham Lake city	413	474	511	1,179	1,303	1,385	345	390	427
114	Ham Lake city	145	170	189	414	469	513	592	667	729
115	Ham Lake city	550	638	694	1,375	1,544	1,659	261	267	269
116	Ham Lake city	134	163	186	340	398	448	109	111	113
117	Ham Lake city	156	176	187	438	472	489	167	204	237
118	Ham Lake city	642	712	736	1,816	1,919	1,936	399	462	513
119	Ham Lake city	197	213	221	585	609	617	83	89	98
120	Ham Lake city	158	171	176	466	483	487	308	311	319
121	Ham Lake city	288	307	311	857	877	871	122	124	127
122	Ham Lake city	171	185	191	507	528	536	164	178	190
123	Ham Lake city	323	353	369	959	1,010	1,038	31	35	38
124	Ham Lake city	265	283	287	782	800	796	3	4	6
125	Ham Lake city	373	398	405	1,097	1,125	1,122	25	26	27
126	Ham Lake city	183	211	234	540	598	648	13	13	13
127	Ham Lake city	224	275	319	630	736	833	16	19	23

TAZ	Community	Households			Population			Employment		
		2020	2030	2040	2020	2030	2040	2020	2030	2040
128	Ham Lake city	287	325	354	845	921	981	88	90	93
129	Ham Lake city	170	185	191	502	523	530	9	9	9
130	Ham Lake city	182	287	370	528	797	1,006	41	48	54
131	Ham Lake city	387	465	528	1,085	1,243	1,378	28	33	39
132	East Bethel city	270	342	406	694	865	1,007	47	46	46
133	East Bethel city	697	864	992	1,802	2,196	2,473	104	100	100
134	East Bethel city	153	273	462	392	689	1,145	124	120	116
135	East Bethel city	348	466	591	882	1,146	1,406	162	156	154
136	East Bethel city	555	741	937	1,407	1,822	2,226	220	227	239
137	East Bethel city	172	190	213	455	488	525	93	139	194
138	East Bethel city	470	795	1,249	1,284	2,111	3,207	273	319	373
139	East Bethel city	635	724	701	1,729	1,917	1,797	180	180	174
140	East Bethel city	226	241	239	608	629	600	3	3	3
141	East Bethel city	433	527	655	1,165	1,377	1,647	157	174	164
142	East Bethel city	322	365	429	853	938	1,057	198	225	239
143	East Bethel city	243	262	278	644	671	684	16	22	26
144	East Bethel city	178	209	246	484	552	625	124	239	372
145	Linwood township	253	258	263	658	649	647	16	19	21
146	Linwood township	702	700	698	1,787	1,722	1,678	116	131	141
147	Linwood township	206	205	204	524	508	498	68	82	90
148	Linwood township	288	287	286	731	705	687	17	21	23
149	Linwood township	167	167	167	423	405	392	72	91	105
150	Linwood township	385	383	382	976	941	917	40	46	50
151	Columbus city	482	488	487	1,313	1,294	1,253	118	118	120
152	Columbus city	184	195	198	480	498	498	6	7	7
153	Columbus city	300	326	340	781	825	841	74	87	95
154	Columbus city	181	206	231	470	523	571	31	40	51
155	Columbus city	59	211	405	153	532	1,000	48	85	136
156	Columbus city	40	75	99	105	191	250	795	870	912
157	Columbus city	107	131	118	278	331	293	24	25	25
158	Columbus city	97	116	104	251	293	259	240	258	264
159	Columbus city	150	183	217	390	464	536	163	180	189
160	Lino Lakes city	132	142	146	368	382	387	49	49	50
161	Centerville city	722	735	741	1,979	1,990	2,003	126	138	156
162	Lino Lakes city	23	39	38	66	108	104	163	275	347
163	Lino Lakes city	566	574	565	1,735	1,670	1,583	549	661	755
164	Centerville city	514	544	579	1,412	1,476	1,572	388	395	406
164	Lino Lakes city	99	222	387	291	634	1,100	72	100	131
165	Lino Lakes city	452	598	726	1,323	1,703	2,066	43	53	62
166	Centerville city	164	171	179	449	463	484	26	26	28
166	Lino Lakes city	786	823	826	2,219	2,270	2,283	36	36	36
167	Lino Lakes city	312	357	393	879	982	1,081	505	513	515

TAZ	Community	Households			Population			Employment		
		2020	2030	2040	2020	2030	2040	2020	2030	2040
168	Lino Lakes city	178	195	204	506	539	567	188	203	214
169	Lino Lakes city	1,372	1,624	1,730	4,009	4,621	4,913	226	259	276
170	Circle Pines city	33	36	38	75	83	91	2	2	2
170	Lino Lakes city	399	482	527	1,165	1,373	1,501	36	43	50
171	Circle Pines city	894	920	925	2,049	2,152	2,194	308	329	350
171	Lino Lakes city	105	107	104	295	295	289	12	11	11
172	Blaine city	55	183	449	133	442	1,104	15	20	27
173	Blaine city	349	354	360	895	902	916	1,412	1,424	1,452
173	Lexington city	344	369	398	906	971	1,027	314	330	336
174	Blaine city	800	817	837	1,878	1,961	2,082	117	211	340
174	Lexington city	323	352	386	766	860	962	204	213	216
175	Blaine city	423	422	425	1,173	1,147	1,132	598	822	1,063
175	Lexington city	153	158	165	429	439	440	82	87	88
176	Circle Pines city	771	781	801	1,953	1,974	1,985	120	112	105
177	Blaine city	744	747	759	2,000	1,959	1,956	866	1,043	1,218
178	Lino Lakes city	790	807	800	2,138	2,104	2,055	364	406	441
179	Lino Lakes city	219	267	285	2,404	2,518	2,560	1,069	1,090	1,095
180	Lino Lakes city	253	279	294	708	750	777	707	721	722
181	Lino Lakes city	570	664	666	1,662	1,875	1,857	494	503	505
182	Lino Lakes city	524	701	842	1,527	1,978	2,347	26	26	27
183	Lino Lakes city	351	567	811	1,025	1,601	2,261	95	104	112
184	Blaine city	1,135	2,398	3,539	3,275	6,656	9,500	1,218	1,321	1,427
185	Blaine city	1,031	1,602	2,294	2,822	4,305	6,093	61	61	61
186	Blaine city	1,340	1,587	1,654	3,684	4,278	4,403	596	599	609
187	Blaine city	1,446	1,570	1,698	3,751	3,960	4,200	488	515	545
188	Blaine city	999	1,069	1,146	2,607	2,745	2,917	165	209	256
189	Blaine city	1,106	1,177	1,252	2,933	3,079	3,254	568	661	749
190	Blaine city	885	953	1,011	2,410	2,584	2,746	696	695	698
191	Blaine city	1,398	1,763	2,122	3,988	5,004	6,018	571	827	1,083
192	Blaine city	676	791	868	1,928	2,245	2,459	74	94	106
193	Blaine city	236	326	430	676	929	1,227	38	82	145
194	Blaine city	599	741	872	1,708	2,102	2,471	231	316	370
195	Blaine city	679	781	918	1,838	2,108	2,484	141	141	143
196	Blaine city	1,593	1,703	1,797	4,313	4,589	4,853	678	678	684
197	Blaine city	369	563	740	904	1,366	1,826	3,576	4,198	4,805
198	Blaine city	337	337	342	998	972	955	229	264	297
199	Blaine city	438	438	443	1,300	1,271	1,254	29	32	36
200	Blaine city	0	0	0	0	0	0	1,019	1,128	1,236
201	Blaine city	64	68	71	176	178	187	2,005	2,126	2,255
202	Blaine city	1	1	1	3	3	3	2,969	3,110	3,268
203	Blaine city	688	690	699	1,575	1,612	1,687	469	484	503
204	Blaine city	1,352	1,351	1,368	3,141	3,208	3,351	206	217	230

TAZ	Community	Households			Population			Employment		
		2020	2030	2040	2020	2030	2040	2020	2030	2040
205	Blaine city	0	0	0	10	10	10	0	0	0
205	Blaine city	1,414	1,421	1,444	3,572	3,590	3,680	974	987	1,006
206	Blaine city	1,477	1,475	1,490	3,729	3,721	3,793	526	525	529
207	Blaine city	857	978	1,115	2,247	2,516	2,830	972	1,092	1,209
208	Blaine city	987	1,078	1,153	2,568	2,752	2,904	14	16	19
209	Coon Rapids city	366	395	421	933	985	1,038	48	51	54
210	Coon Rapids city	701	756	806	1,788	1,887	1,989	434	463	495
211	Coon Rapids city	1,116	1,204	1,283	2,831	2,988	3,150	324	345	369
212	Coon Rapids city	158	170	181	391	413	435	150	160	171
213	Coon Rapids city	1,331	1,435	1,529	3,277	3,459	3,646	128	137	147
214	Coon Rapids city	0	0	0	0	0	0	876	934	999
215	Coon Rapids city	1,098	1,184	1,261	3,022	3,190	3,363	479	511	546
216	Coon Rapids city	972	1,048	1,117	2,466	2,603	2,744	94	100	107
217	Coon Rapids city	431	465	495	1,101	1,162	1,225	104	111	119
218	Coon Rapids city	367	396	422	931	983	1,036	7	7	8
219	Coon Rapids city	678	731	779	1,864	1,968	2,074	510	544	582
220	Coon Rapids city	0	0	0	0	0	0	1,095	1,168	1,249
221	Coon Rapids city	1,320	1,424	1,517	3,285	3,467	3,655	461	492	526
222	Coon Rapids city	764	824	878	1,710	1,805	1,903	717	765	818
223	Coon Rapids city	647	698	744	1,785	1,884	1,986	331	353	377
224	Coon Rapids city	283	305	325	637	672	708	346	369	395
225	Coon Rapids city	567	611	651	1,558	1,645	1,734	1,193	1,272	1,360
226	Coon Rapids city	0	0	0	0	0	0	2,018	2,152	2,301
227	Anoka city	60	65	70	147	159	170	2,934	2,897	2,866
227	Coon Rapids city	0	0	0	0	0	0	43	46	49
228	Anoka city	476	563	642	1,406	1,581	1,735	3,072	3,065	3,020
229	Anoka city	888	910	940	1,775	1,836	1,908	997	995	974
230	Anoka city	437	444	453	877	900	923	175	175	171
231	Anoka city	851	880	912	2,130	2,222	2,307	426	422	360
232	Coon Rapids city	343	370	394	863	911	960	2,416	2,576	2,754
233	Coon Rapids city	617	665	709	1,566	1,653	1,742	95	101	108
234	Coon Rapids city	387	417	444	990	1,045	1,101	21	22	23
235	Coon Rapids city	743	801	853	1,906	2,012	2,121	436	465	497
236	Coon Rapids city	992	1,070	1,140	2,691	2,840	2,994	730	778	832
237	Coon Rapids city	683	737	785	1,687	1,781	1,877	498	531	568
238	Coon Rapids city	1,917	2,067	2,202	4,733	4,996	5,266	1,914	2,041	2,182
239	Coon Rapids city	305	329	351	686	724	763	240	256	274
240	Coon Rapids city	1,333	1,438	1,532	3,096	3,268	3,445	776	828	885
241	Coon Rapids city	8	9	10	23	24	25	745	794	849
242	Coon Rapids city	401	432	460	981	1,035	1,091	169	180	192
243	Coon Rapids city	423	456	486	1,036	1,094	1,153	2,367	2,524	2,699
244	Blaine city	0	0	0	0	0	0	120	121	122

TAZ	Community	Households			Population			Employment		
		2020	2030	2040	2020	2030	2040	2020	2030	2040
244	Coon Rapids city	182	196	209	462	488	514	3,828	4,082	4,365
245	Blaine city	691	781	870	1,751	1,952	2,178	331	347	366
245	Coon Rapids city	291	314	335	775	818	862	86	92	98
246	Blaine city	54	57	60	89	98	108	1,600	1,628	1,666
246	Coon Rapids city	0	0	0	0	0	0	80	85	91
247	Blaine city	185	205	222	469	513	556	429	427	428
248	Blaine city	359	407	456	898	1,009	1,136	595	590	589
248	Spring Lake Park city	14	15	16	33	35	38	43	48	52
249	Blaine city	335	367	399	862	946	1,038	205	286	360
249	Spring Lake Park city	169	182	201	292	313	340	806	825	847
250	Spring Lake Park city	604	622	662	1,410	1,478	1,567	1,437	1,448	1,469
251	Spring Lake Park city	300	311	335	709	740	786	267	294	317
252	Spring Lake Park city	812	836	886	1,928	1,997	2,089	277	308	335
253	Fridley city	0	0	0	0	0	0	45	47	49
253	Spring Lake Park city	902	934	999	2,138	2,226	2,351	371	427	478
254	Fridley city	409	441	450	884	946	970	2,876	2,993	3,110
255	Coon Rapids city	150	162	173	370	391	412	13	14	15
255	Fridley city	1,519	1,639	1,672	3,759	4,024	4,128	188	196	204
256	Fridley city	64	69	70	127	136	140	1,978	2,059	2,140
257	Fridley city	1,099	1,186	1,210	2,842	3,042	3,120	1,904	1,982	2,060
258	Fridley city	581	627	640	1,348	1,443	1,480	677	705	733
259	Fridley city	336	363	370	856	916	940	4,734	4,927	5,120
260	Fridley city	490	529	540	993	1,063	1,090	1,040	1,082	1,124
261	Fridley city	598	645	658	1,494	1,599	1,640	148	154	160
262	Fridley city	437	471	480	1,020	1,092	1,120	110	115	120
263	Fridley city	490	529	540	942	1,008	1,034	194	202	210
264	Fridley city	781	843	860	1,849	1,979	2,030	1,294	1,347	1,400
265	Fridley city	437	471	480	957	1,024	1,050	360	375	390
266	Fridley city	1,336	1,441	1,470	2,996	3,207	3,290	194	202	210
267	Fridley city	727	784	800	1,557	1,667	1,710	2,974	3,095	3,216
268	Fridley city	902	973	992	2,159	2,311	2,370	1,850	1,925	2,000
269	Fridley city	2,068	2,231	2,275	4,950	5,299	5,435	2,312	2,406	2,500
270	Fridley city	0	0	0	0	0	0	4,708	4,900	5,092
271	Fridley city	0	0	0	0	0	0	722	751	780
272	Fridley city	791	853	870	1,831	1,960	2,010	10	10	10
273	Columbia Heights city	887	921	949	2,141	2,229	2,324	719	717	719
273	Fridley city	298	322	328	724	775	795	470	489	508
274	Columbia Heights city	547	571	590	1,368	1,416	1,470	176	185	194
274	Fridley city	481	519	529	1,156	1,237	1,269	274	285	296
275	Columbia Heights city	1,079	1,175	1,255	2,676	2,911	3,145	740	837	938
276	Columbia Heights city	1,020	1,076	1,109	2,458	2,647	2,798	62	61	60
276	Hilltop city	450	500	550	840	960	1,090	460	480	500

TAZ	Community	Households			Population			Employment		
		2020	2030	2040	2020	2030	2040	2020	2030	2040
277	Columbia Heights city	1,325	1,459	1,581	3,086	3,412	3,760	419	447	467
278	Columbia Heights city	1,097	1,101	1,101	2,799	2,818	2,854	578	569	564
279	Columbia Heights city	502	539	572	1,221	1,321	1,421	3	3	3
279	Fridley city	79	85	87	187	200	205	0	0	0
280	Fridley city	19	20	20	36	39	40	204	212	220
281	Fridley city	0	0	0	0	0	0	148	154	160
282	Columbia Heights city	276	294	307	676	731	783	76	75	74
283	Columbia Heights city	600	612	623	1,529	1,562	1,606	701	687	678
284	Columbia Heights city	1,067	1,151	1,212	2,547	2,752	2,941	805	858	903
	County Total	**138,612**	**157,045**	**173,672**	**364,260**	**405,335**	**443,801**	**132,383**	**141,806**	**151,138**

Source: Metropolitan Council.

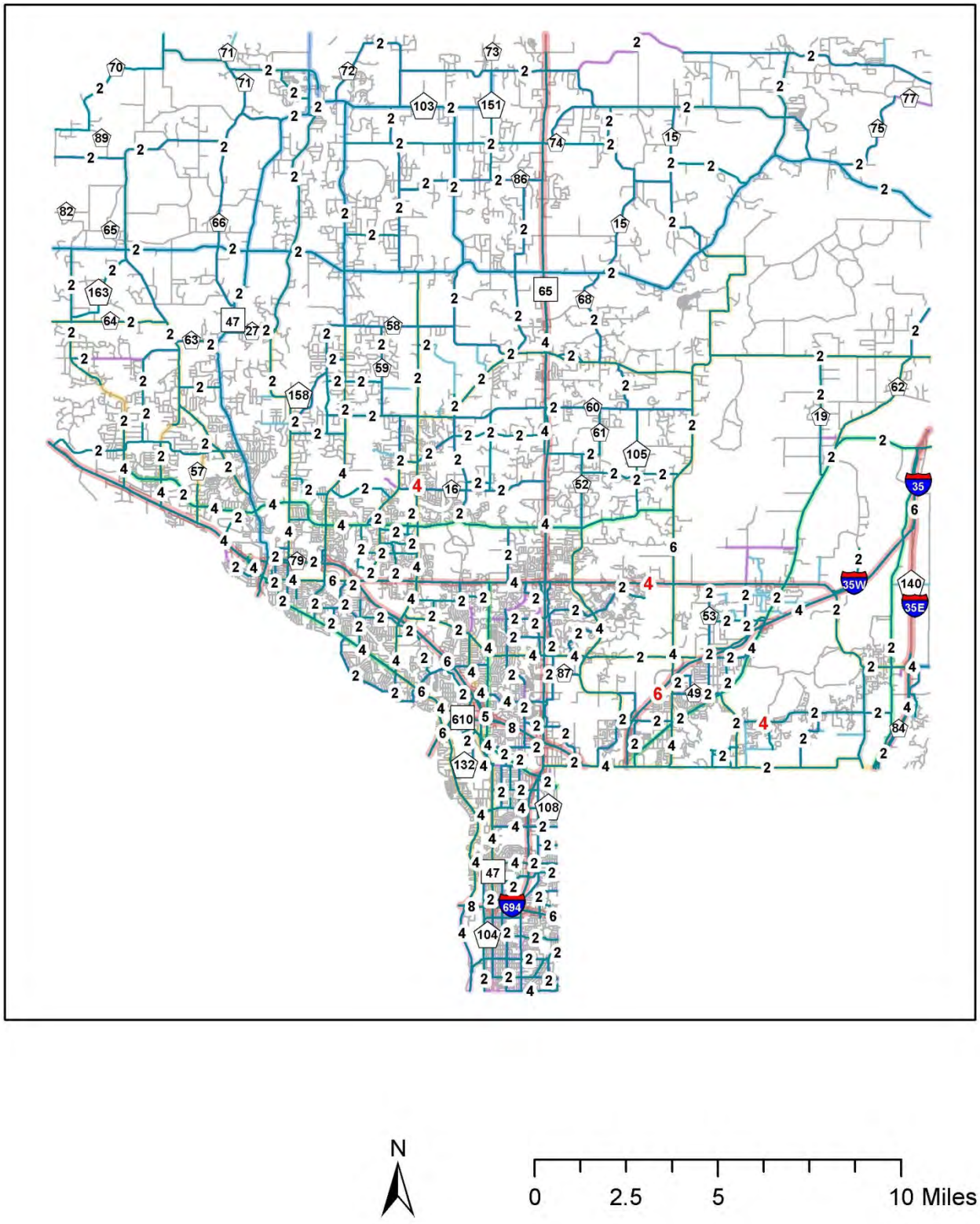
1.2.3 2040 Base Roadway Network Assumptions

The traffic forecasts for year 2040 were developed using the ABM which was refined in the Anoka County area specifically. The original ABM 2040 network includes the existing roadway network plus the planned transportation improvements in the Twin Cities area, including the I-35W Managed Lane project between TH 36 and CSAH 17 (Lexington Avenue). The base 2040 roadway network includes the following committed improvement projects within Anoka County:

- CSAH 78 (Hanson Boulevard) expansion between CSAH 116 (Bunker Lake Boulevard) and CR 16 (Crosstown Boulevard) from a two-lane to a four-lane roadway;
- CSAH 14 (Main Street) expansion between Harper Street and CSAH 17 (Lexington Avenue) from a two-lane to a four-lane roadway; and
- CSAH 34 (Birch Street) between (CSAH 49) Hodgson Road and Shadow Lake Drive from a two-lane to a four-lane roadway.

Figure 2 illustrates the number of lanes for the 2040 roadway network.

Figure 2 – 2040 Roadway Number of Lanes (Two-Way)



1.2.4 2040 Traffic Forecasts and Capacity Deficiency Analysis

The 2040 daily traffic forecasts for major roadways were developed based on the regional model 2040 outputs the differences between base model outputs and actual counts. Table 12 summarizes the miles of congested roadways for year 2040. The existing condition results are included for comparison purposes.

Table 12 – Existing and 2040 Roadway Capacity Deficiencies Comparison

Roadway Class	LOS	Length (Mile)		LOS	Length (Mile)	
		Existing	2040		Existing	2040
Freeway	E	4.59	5.32	C	5.43	15.40
	F	5.55	10.14	D	0.18	0.76
	Subtotal	10.14	15.46	Subtotal	5.60	16.18
Expressway	E	3.49	3.89	C	3.04	4.03
	F	4.43	12.63	D	6.58	6.21
	Subtotal	7.92	16.52	Subtotal	9.61	10.24
Divided Arterial	E	0.00	3.71	C	0.88	4.74
	F	2.56	2.56	D	2.51	1.62
	Subtotal	2.56	6.27	Subtotal	3.39	6.35
Undivided Arterial	E	4.42	5.17	C	9.9	19.66
	F	6.07	12.32	D	5.41	16.90
	Subtotal	10.49	17.49	Subtotal	15.31	36.56
Collector Road	E	2.24	5.47	C	4.63	10.93
	F	2.38	4.64	D	6.00	4.38
	Subtotal	4.63	10.11	Subtotal	10.63	15.31
Total		**35.73**	**65.85**		**44.54**	**84.65**

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

Source: Metropolitan Council Travel Demand Model.

Table 12 indicates that the level congestion on Anoka County roadways will continue to increase. The congestion increases are a result of communities continuing to develop while plans for new or expanded roadways continue to decline given resource constraints. The principal arterials are the roadways that will be most affected by increased traffic levels. These include I-694, US 10, TH 65, I-35E, I-35W, I-35 and TH 610.

The majority of County and City roadways are projected to operate at acceptable levels in 2040 although traffic levels will continue to increase.

Table 13 summarizes the miles of congested freeways in year 2040.

Table 13 – 2040 Planning Level Capacity Deficiencies for Freeways

Roadway	Location	Length (Mile)	V/C Ratio	LOS
I-35	South of TH 97 at Truck Weighing Location	1.65	0.99	E
I-35W	Southwest of CSAH 17 (Lexington Avenue) in Blaine	1.44	1.00	E
I-35W	North of CSAH 32 (County Road J) in Blaine	1.15	1.04	E
I-694	West of CSAH 1 (East River Road)	0.18	1.00	E
US 10	Southeast of Fairoak Avenue in Anoka	0.91	0.99	E
I-694	East of TH 47 in Fridley	0.94	1.32	F
I-694	West of TH 47 in Fridley	0.56	1.11	F
I-694	West of Silver Lake Road	1.08	1.17	F
US 10	Southeast of CSAH 11 (Hanson Boulevard NW)	3.49	1.11	F
US 10	West of TH 288 (7th Avenue) in Anoka	0.54	1.12	F
US 10	Southeast of TH 242 in Coon Rapids	1.56	1.36	F
US 10	Northwest of TH 242	1.14	1.23	F
US 10	West of CSAH 9 (Round Lake Boulevard) in Coon Rapids	0.83	1.23	F
LOS E/F Subtotal		**15.46**		
I-35W	West of County Road 53 (Sunset Avenue NE) in Blaine	2.90	0.80	C
US 10	Northwest of TH 65 in Blaine	1.63	0.78	C
TH 610	East of CSAH 1 (East River Road)	0.71	0.80	C
TH 610	West of US 10 on Coon Rapids	1.24	0.83	C
I-35E	South of CSAH 14 (Main Street)	3.38	0.84	C
I-35W	Northeast of CSAH 49 & 23 (Lake Drive)	3.36	0.79	C
I-35W	Northeast of CSAH 49 & 23 (Lake Drive)	2.19	0.79	C
TH 610	Northeast of CSAH 30 (93rd Avenue N) in Brooklyn Park	0.49	0.87	D
US 10	West of East Junction of TH 169 (Ferry Street) in Anoka	0.28	0.91	D
LOS C/D Subtotal		**16.18**		

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

Source: Metropolitan Council Travel Demand Model.

Table 14 summarizes the miles of congested expressways in year 2040.

Table 14 – 2040 Planning Level Capacity Deficiencies for Expressways

Roadway	Location	Length (Mile)	V/C Ratio	LOS
TH 65	North of County Road 116 (Bunker Lake Boulevard) in Ham Lake	1.26	1.05	E
TH 65	North of County Road 16 (Andover Boulevard) in Ham Lake	0.76	1.01	E
TH 65	South of County Road 60 (Constance Boulevard) in Ham Lake	1.26	0.95	E
TH 65	Southwest of CSAH 10 in Spring Lake Park	0.22	0.99	E
TH 65	North of I-694 in Fridley	0.38	0.99	E
US 10	Southeast of CSAH 57 (Sunfish Lake Boulevard)	0.95	1.52	F
US 10	Northwest of County Road 56 (Ramsey Boulevard) in Ramsey	1.14	1.18	F
US 10	Northwest of CSAH 57 (Sunfish Lake Boulevard)	1.11	1.31	F
US 10	Southeast of MSAS 112 (153rd Avenue NW) in Ramsey	2.40	1.10	F
TH 65	South of 89th Avenue in Blaine	0.55	1.07	F
TH 65	North of US 10 in Blaine	0.51	1.56	F
TH 65	North of 101st Avenue NE in Blaine	1.94	1.42	F
TH 65	North of CSAH 12 (109th Avenue NE) in Blaine	1.03	1.20	F
TH 65	South of CSAH 116 (Bunker Lake Boulevard NE) in Ham Lake	1.00	1.25	F
TH 65	Northeast of CSAH 10 in Spring Lake Park	0.52	1.12	F
TH 65	North of CSAH 14 (Main Street) in Blaine	0.61	1.12	F
TH 65	South of CSAH 14 (Main Street) in Blaine	0.86	1.10	F
LOS E/F Subtotal		**16.52**		
TH 65	South of County Road 74 (221st Avenue NE) in East Bethel	1.01	0.76	C
TH 65	South of CSAH 6 (Mississippi Street) in Fridley	1.01	0.82	C
TH 65	North of CSAH 6 (Mississippi Street) in Fridley	2.01	0.79	C
TH 65	North of CSAH 22 (Viking Boulevard NE) in East Bethel	2.51	0.91	D
TH 65	South of CSAH 18 (Crosstown Boulevard) in Ham Lake	1.51	0.86	D
TH 65	North of CSAH 18 (Crosstown Boulevard) in Ham Lake	2.19	0.89	D
LOS C/D Subtotal		**10.24**		

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

Source: Metropolitan Council Travel Demand Model.

Table 15 summarizes the miles of congested divided arterials in year 2040.

Table 15 – 2040 Planning Level Capacity Deficiencies for Divided Arterials

Roadway	Location	Length (Mile)	V/C Ratio	LOS
TH 47	South of County Road 132 (85th Avenue)	1.49	1.02	E
TH 47	South of I-694 in Fridley	0.39	1.02	E
TH 65	South of MSAS 118 (53rd Avenue N)	0.63	0.97	E
CSAH 14	East of TH 65 in Blaine	0.96	1.01	E
CSAH 14	East of TH 65 in Blaine	0.24	1.01	E
TH 47	South of CSAH 6 (Mississippi Street) in Fridley	0.99	1.17	F
TH 47	South of 73rd Avenue in Fridley	1.46	1.12	F
TH 47	North of I-694 in Fridley	0.11	1.29	F
LOS E/F Subtotal		**7.43**		
CSAH 14	West of TH 65 in Blaine	1.15	0.81	C
CSAH 14	West of TH 65 in Blaine	0.42	0.81	C
MSAS 116	Northwest of US 10 & TH 47	0.28	0.79	C
TH 47	South of 53rd Avenue in Fridley	0.50	0.77	C
CSAH 11	Southwest of CSAH 11 (Northdale Boulevard)	0.22	0.82	C
CSAH 17	North of CSAH 12 (109th Avenue) in Blaine	1.98	0.80	C
MSAS 134	West of MSAS 126 (1st Avenue)	0.18	0.76	C
CSAH 1	Southeast of CSAH 78 (Hanson Boulevard) in Coon Rapids	0.74	0.85	D
MSAS 116	Southeast of TH 610	0.26	0.91	D
TH 65	North of 47th Avenue NE	0.62	0.87	D
LOS C/D Subtotal		**6.35**		

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

Source: Metropolitan Council Travel Demand Model.

Table 16 summarizes the miles of congested undivided arterials in year 2040.

Table 16 – 2040 Planning Level Capacity Deficiencies for Undivided Arterials

Roadway	Location	Length (Mile)	V/C Ratio	LOS
CSAH 24	West of West Junction of County Road 72 (Rum River Boulevard)	0.30	1.01	E
CSAH 32	East of CSAH 17 & 51 (University & Cord Street)	0.83	0.97	E
CSAH 51	South of 99th Avenue in Coon Rapids	0.82	1.02	E
CSAH 52	Northeast of CSAH 12 (109th Avenue) in Blaine	0.75	0.98	E
CSAH 7	North of CSAH 30 (Pierce Street) in Anoka	0.20	0.98	E
CSAH 7	South of CSAH 20 (157th Avenue NW) in Andover	1.07	0.98	E
CSAH 78	South of CSAH 116 (Bunker Lake Boulevard)	0.48	0.99	E
MSAS 121	South of CSAH 14 (Main Street)	0.72	1.02	E
M-864	North of CSAH 32 (85th Avenue NE)	0.20	1.13	F
CSAH 12	East of CSAH 51 (University Avenue) in Blaine	0.51	1.17	F
CSAH 14	East of County Road 84 (22nd Avenue South) in Lino Lakes	0.41	1.16	F
CSAH 14	East of County Road 84 (22nd Avenue South) in Lino Lakes	0.19	1.16	F
CSAH 14	East of West Junction of CSAH 21 (Centerville Road)	0.76	1.09	F
CSAH 14	East of CSAH 17 (Lexington Avenue) in Blaine	0.98	1.15	F
CSAH 17	North of I-35W in Blaine	0.64	1.44	F
CSAH 49	Southeast of CSAH 23 (Lake Drive) in Lino Lakes	0.24	1.27	F
CSAH 49	Southeast of CSAH 23 (Lake Drive) in Lino Lakes	0.68	1.27	F
CSAH 7	North of CSAH 116 in Andover	1.08	1.14	F
CSAH 78	South of CSAH 14 (Main Street) in Coon Rapids	0.53	1.11	F
CSAH 78	Northeast of CSAH 11 (Northdale Boulevard)	0.47	1.33	F
CSAH 78	North of CSAH 14 (Main Street) in Coon Rapids	1.03	1.20	F
TH 169	South of US 10 (Ferry Street) in Anoka	0.45	1.15	F
TH 169	South of Rice Street in Anoka	0.54	2.10	F
TH 47	South of 149th Avenue NW in Ramsey	1.22	1.08	F
TH 47	South of CSAH 5 (Nowthen Boulevard) in Ramsey	0.49	1.72	F
TH 47	North of Garfield Avenue in Anoka	1.53	1.52	F
TH 97	East of Hornsby Street	0.36	1.50	F
LOS E/F Subtotal		**17.49**		
CSAH 12	Northwest of CSAH 51 (University Avenue) in Coon Rapids	0.76	0.77	C
CSAH 14	West of CSAH 18 (Coon Creek Boulevard) in Coon Rapids	0.47	0.82	C
CSAH 14	West of I-35E in Lino Lakes	0.40	0.80	C
CSAH 14	0.7 Miles West of CSAH 17 (Lexington Avenue North)	1.38	0.78	C
CSAH 14	East of CSAH 23 (Lake Drive) in Lino Lakes	1.34	0.79	C
CSAH 21	South of CSAH 32 (Ash Street) in Lino Lakes	0.26	0.84	C
CSAH 23	North of I-35 (South of CSAH 153) in Lino Lakes	0.24	0.81	C
CSAH 23	Northeast of CSAH 49 (Hodgson Road) in Lino Lakes	0.11	0.79	C
CSAH 23	Northeast of CSAH 49 (Hodgson Road) in Lino Lakes	1.27	0.79	C
CSAH 24	Southeast of CSAH 9 (Lake George Boulevard NW)	1.52	0.78	C
CSAH 32	East of US 10 in Blaine	0.14	0.76	C

Roadway	Location	Length (Mile)	V/C Ratio	LOS
CSAH 32	East of US 10 in Blaine	0.53	0.76	C
CSAH 7	North of Lincoln Street in Anoka	0.15	0.79	C
CSAH 7	North of Lincoln Street in Anoka	0.08	0.79	C
CSAH 7	North of 38th Avenue NW in Anoka	0.47	0.75	C
CSAH 78	North of County Road 16 (Andover Boulevard) in Andover	0.64	0.83	C
CSAH 78	South of CSAH 20 (161st Avenue NW) in Andover	1.24	0.75	C
CSAH 78	North of County Road 16 (Andover Boulevard) in Andover	0.11	0.83	C
CSAH 9	North of County Road 58 (181st Avenue NW) in Andover	1.50	0.82	C
TH 47	North of 156th Lane NW in Ramsey	1.69	0.76	C
TH 47	North of 156th Lane NW in Ramsey	0.16	0.76	C
TH 47	North of North Junction of CSAH 24 (227th Avenue)	1.20	0.79	C
CSAH 14	South of Lakeland Circle in Centerville	0.59	0.80	C
CSAH 14	East of CSAH 23 (Lake Drive) in Lino Lakes	1.94	0.81	C
CSAH 34	East of West Shadow Lake Drive in Lino Lakes	1.49	0.82	C
MSAS 134	West of CSAH 1 (5th Avenue)	0.28	0.89	D
CSAH 11	Southeast of CSAH 78 (Hanson Boulevard) in Coon Rapids	0.82	0.89	D
CSAH 11	South of CSAH 12 (Northdale Boulevard) in Coon Rapids	0.85	0.88	D
CSAH 116	East of Prairie Road in Andover	1.47	0.89	D
CSAH 116	West of TH 65 in Ham Lake	1.02	0.90	D
CSAH 116	West of CSAH 7 (7th Avenue North) in Anoka	1.01	0.92	D
CSAH 12	East of TH 65 in Blaine	1.11	0.93	D
CSAH 14	West of CSAH 23 (Lake Drive) in Lino Lakes	2.06	0.91	D
CSAH 14	West of US 10 & 47	0.78	0.90	D
CSAH 17	South of I-35W in Blaine	0.37	0.93	D
CSAH 18	East of TH 65 in Ham Lake	0.33	0.91	D
CSAH 23	Southwest of CSAH 14 (Main Street) in Lino Lakes	0.35	0.88	D
CSAH 23	Southwest of CSAH 14 (Main Street) in Lino Lakes	0.79	0.88	D
CSAH 24	West of CSAH 9 (Lake George Boulevard NW)	0.27	0.94	D
CSAH 52	Northwest of MSAS 131 (95th Avenue NE) in Blaine	0.73	0.85	D
CSAH 52	South of County Road 87 (105th Avenue NE) in Blaine	1.39	0.91	D
CSAH 52	North of County Road 87 (105th Avenue NE) in Blaine	0.54	0.89	D
CSAH 7	North of CSAH 31 (Grant Street) in Anoka	0.79	0.88	D
CSAH 78	North of CSAH 116 (Bunker Lake Boulevard)	1.01	0.90	D
CSAH 9	North of North Junction of CSAH 20 (161st Avenue NW)	0.94	0.92	D
	LOS C/D Subtotal	**36.56**		

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

Source: Metropolitan Council Travel Demand Model.

Table 17 summarizes the miles of congested collectors in year 2040.

Table 17 – 2040 Planning Level Capacity Deficiencies for Collectors

Roadway	Location	Length (Mile)	V/C Ratio	LOS
CR 18	Northeast of Coon Creek Drive	0.92	1.03	E
CSAH 11	East of CSAH 18 (Crooked Lake Boulevard)	0.51	1.01	E
CSAH 18	South of CSAH 116 (Bunker Lake Boulevard)	0.78	1.01	E
CSAH 5	Northwest of TH 47 in Ramsey	0.22	1.02	E
CSAH 5	Northwest of TH 47 in Ramsey	0.45	1.02	E
MSAS 114	South of MSAS 102 (121st Avenue)	0.27	1.00	E
MSAS 127	West of CSAH 18 (Crooked Lake Boulevard)	0.48	1.00	E
MSAS 130	North of 101st Avenue	0.68	1.04	E
MSAS 140	South of CSAH 20 & CR 60 (161st Avenue NW)	0.50	0.96	E
MSAS 122	North of US 10 (Main Street)	0.10	1.04	E
MSAS 122	North of Frontage Road North of US 10 (Main Street)	0.55	0.96	E
CR 87	East of TH 65 in Blaine	0.98	1.07	F
CSAH 18	North of CSAH 14 (Main Street) in Coon Rapids	0.64	1.33	F
CSAH 52	West of I-35W in Blaine	0.40	1.25	F
MSAS 103	West of CSAH 11 (Foley Boulevard)	0.16	1.25	F
MSAS 109	West of TH 65	0.25	1.07	F
MSAS 115	South of CSAH 10	0.22	1.13	F
MSAS 118	West of TH 65 (Central Avenue)	0.39	1.39	F
MSAS 125	East of TH 65	0.16	1.33	F
MSAS 130	North of CSAH 12 (109th Avenue NE)	0.41	1.24	F
MSAS 143	East of CSAH 52	0.11	1.14	F
MSAS 143	East of CSAH 52	0.92	1.14	F
LOS E/F Subtotal		**10.11**		
CR 132	West of TH 47 in Brooklyn Park	0.14	0.82	C
CR 16	East of CSAH 78 (Hanson Boulevard) in Andover	0.51	0.81	C
CR 18	North of MSAS 110 (Andover Boulevard)	0.69	0.85	C
CR 49	West of CSAH 23 (Lake Drive) in Circle Pines	0.20	0.77	C
CR 49	West of CSAH 23 (Lake Drive) in Circle Pines	0.12	0.77	C
CSAH 1	Northwest of CSAH 7 (7th Avenue) in Anoka	0.30	0.83	C
CSAH 11	Northwest of CSAH 78 (Hanson Boulevard) in Coon Rapids	0.59	0.78	C
CSAH 23	North of CSAH 32 (85th Avenue/County Road J)	0.23	0.81	C
CSAH 23	North of CSAH 32 (85th Avenue/County Road J)	0.07	0.81	C
CSAH 35	North of North Junction of CSAH 6 (Mississippi Street)	1.25	0.77	C
CSAH 35	South of South Junction of CSAH 6 (Rice Creek Road)	0.58	0.78	C
CSAH 54	North of CSAH 14 (Main Street) in Centerville	0.47	0.78	C
MSAS 104	Northeast of Coon Rapids Boulevard	0.55	0.83	C
MSAS 104	West of County Road 51 (University Avenue NW)	0.52	0.75	C
MSAS 104	East of MSAS 107 (Robinson Drive)	0.49	0.80	C
MSAS 104	West of CSAH 11 (Foley Boulevard)	0.63	0.77	C

Roadway	Location	Length (Mile)	V/C Ratio	LOS
MSAS 104	East of TH 47 (Service Road)	0.39	0.79	C
MSAS 124	North of CSAH 12 (109th Avenue NE)	0.51	0.82	C
MSAS 125	North of US 10	0.33	0.78	C
MSAS 125	North of US 10	0.28	0.78	C
MSAS 127	North of MSAS 136 (124th Avenue NW)	0.10	0.77	C
MSAS 127	West of TH 47 (St. Frances Boulevard NW)	1.22	0.75	C
MSAS 130	North of MSAS 109 (119th Avenue NE)	0.41	0.84	C
MSAS 101	West of TH 65	0.34	0.85	C
CSAH 35	Northeast of TH 65 in Fridley	0.28	0.94	D
CSAH 35	Northeast of TH 65 in Fridley	0.09	0.94	D
MSAS 101	North of CR 116 (Bunker Lake Boulevard NW)	0.93	0.95	D
MSAS 114	South of CSAH 14 (Main Street)	0.47	0.91	D
MSAS 130	North of CR 87 (105th Avenue NE)	0.50	0.94	D
MSAS 140	Northeast of CSAH 78 (Hanson Boulevard) in Andover	1.23	0.92	D
MSAS 302	East of TH 65 East Frontage Road	0.33	0.90	D
MSAS 319	East of TH 47 (Service Road)	0.32	0.85	D
MSAS 319	East of TH 47 (Service Road)	0.07	0.85	D
MSAS 113	South of 38th Avenue NE	0.17	0.88	D
LOS C/D Subtotal		**15.31**		

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

Source: Metropolitan Council Travel Demand Model.

Appendix G

2040 Alternative Highway Network Scenario
Traffic Analysis

1 TH 65 & U.S. Highway 10 Freeway Conversion (Alternative Highway Network Scenario 2040V1)

The 2040 traffic forecasts indicate that most principal arterials including U.S. Highway 10 and Trunk Highway 65 within Anoka County will operate near, at, or over capacity with the continuing development of the communities in the county and metropolitan area. The congestion on the county and municipal roadways are not as severe as the state highways. In order to better understand the effects of potential expansion of these key principal arterial routes, a test scenario was completed which assumed Trunk Highway 65 and U.S. Highway 10 are converted to freeways.

The assumptions for this scenario include:

- Same land use development as the base 2040 scenario;
- Same network as the base 2040 scenario including the Capital Improvement Programs, plus:
    - U.S. Highway 10 is converted to a freeway through Anoka County with the same access points as existing (approximately 5.5 miles); and
    - Trunk Highway 65 is converted to a freeway between U.S. Highway 10 and CSAH 116 (Bunker Lake Boulevard) with the same access points as existing (approximately 5.6 miles).

Figure 1 illustrates the traffic forecast results with roadway congestion levels. Table 1 summarizes the miles of congested roadways for year 2040. The results for the existing conditions scenario is included for comparison purposes. The table shows that the total length of these two roadways operating at or over-capacity is reduced by about 13 miles (from 60.89 to 47.93), which is comparable to the length of the new freeways (about 11 miles). In addition, the changes provide some congestion relief to the adjacent minor arterial roadways. The operations on U.S. Highway 10 in the City of Ramsey will improve substantially while the operations on the other U.S. Highway 10 freeway segments become worse due to the increased traffic volumes. The traffic volumes on the Trunk Highway 65 increase significantly due to the freeway conversion so that the Level of Service (LOS) would remain almost unchanged from the volume-to-capacity (V/C) ratio perspective.

Figure 1 - Projected 2040 Roadway Daily Traffic and Congestion Levels

(with TH 65 freeway between I-694 and Bunker Lake Blvd and TH 10 freeway in Anoka County)

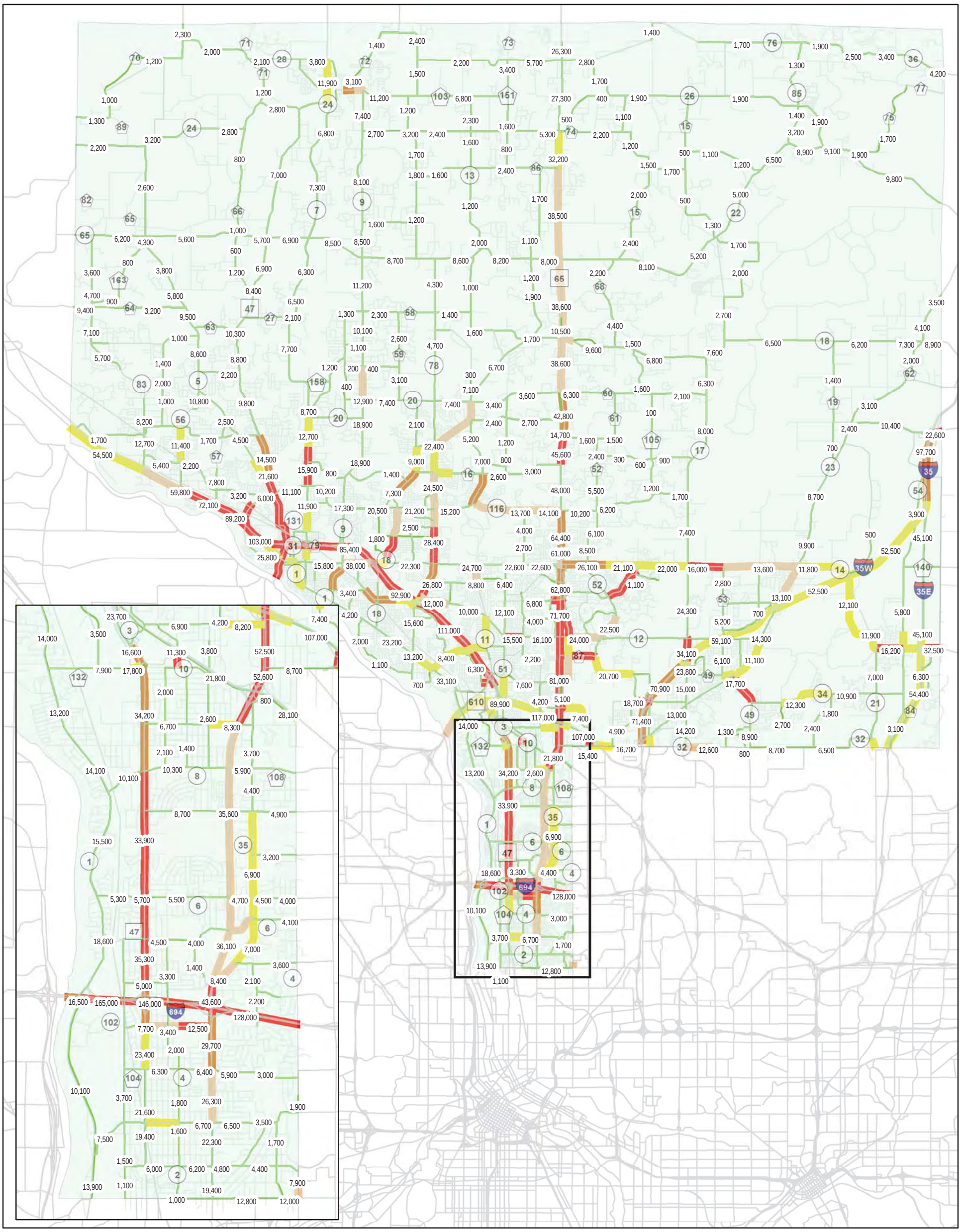


Table 1 – Existing and Scenario 2040V1 Roadway Capacity Deficiencies Comparison

Roadway Class	LOS	Length (Mile)		LOS	Length (Mile)	
		Existing	2040V1		Existing	2040V1
Freeway	E	4.59	6.27	C	5.43	17.8
	F	5.55	16.86	D	0.18	2.24
	Subtotal	10.14	23.14	Subtotal	5.60	20.05
Expressway	E	3.49	1.04	C	3.04	0.78
	F	4.43	5.82	D	6.58	4.57
	Subtotal	7.92	6.86	Subtotal	9.61	5.35
Divided Arterial	E	0.00	3.71	C	0.88	2.67
	F	2.56	2.56	D	2.51	0.88
	Subtotal	2.56	6.27	Subtotal	3.39	3.55
Undivided Arterial	E	4.42	2.77	C	9.9	19.54
	F	6.46	10.57	D	5.41	13.58
	Subtotal	10.88	13.34	Subtotal	15.31	33.12
Collector Road	E	2.24	2.83	C	4.63	10.75
	F	2.38	5.45	D	6.00	5.19
	Subtotal	4.63	8.28	Subtotal	10.63	15.94
Total		**36.13**	**57.89**		**44.54**	**78.00**

Table Notes: LOS E/F roadways operate at or over capacity; LOS C/D roadways operate near or approaching capacity. Scenario 2040V1 assumes 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.

Source: Metropolitan Council Travel Demand Model.

Table 2 summarizes the miles of congested freeways in year 2040.

Table 2 – Scenario 2040V1 Planning Level Capacity Deficiencies for Freeways

Roadway	Location	Length (Mile)	V/C Ratio	LOS
I-35	South of TH 97 at Truck Weighing Location	1.65	0.99	E
I-35	Southwest of CSAH 17 (Lexington Avenue) in Blaine	1.44	0.97	E
I-35W	North of CSAH 32 (CR J) in Blaine	1.15	0.98	E
I-694	West of CSAH 1 (East River Road)	0.18	1.01	E
TH 65	South of CSAH 116 (Bunker Lake Boulevard NE) in Ham Lake	1.00	0.98	E
TH 65	South of CSAH 14 (Main Street) in Blaine	0.86	0.95	E
I-694	East of TH 47 in Fridley	0.94	1.33	F
I-694	West of TH 47 in Fridley	0.56	1.12	F
I-694	West of Silver Lake Road	1.08	1.17	F
TH 10	Southeast of CSAH 11 (Hanson Boulevard NW)	3.49	1.12	F
TH 10	Southeast of CSAH 57 (Sunfish Lake Boulevard)	0.95	1.35	F
TH 10	West of TH 288 (7th Avenue) in Anoka	0.54	1.42	F
TH 10	Southeast of Fairoak Avenue in Anoka	0.91	1.55	F
TH 10	Southeast of TH 242 in Coon Rapids	1.56	1.41	F
TH 10	Northwest of CSAH 57 (Sunfish Lake Boulevard)	1.11	1.09	F
TH 10	Northwest of TH 242	1.14	1.29	F
TH 10	West of CSAH 9 (Round Lake Boulevard) in Coon Rapids	0.83	1.41	F
TH 10	West of East Junction of TH 169 (Ferry Street) in Anoka	0.28	1.41	F
TH 65	North of TH 10 in Blaine	0.51	1.29	F
TH 65	North of 101st Avenue NE in Blaine	1.94	1.23	F
TH 65	North of CSAH 12 (109th Avenue NE) in Blaine	1.03	1.09	F
LOS E/F Subtotal		**23.14**		
I-35E	South of CSAH 14 (Main Street)	3.38	0.82	C
I-35W	West of CR 53 (Sunset Avenue NE) in Blaine	2.90	0.81	C
I-35W	Northeast of CSAH 49 and 23 (Lake Drive)	3.36	0.80	C
I-35W	Northeast of CSAH 49 and 23 (Lake Drive)	2.19	0.80	C
TH 10	Northwest of TH 65 in Blaine	1.63	0.79	C
TH 10	Southeast of MSAS 112 (153rd Avenue NW) in Ramsey	2.40	0.83	C
TH 610	East of CSAH 1 (East River Road)	0.71	0.81	C
TH 610	West of TH 10 in Coon Rapids	1.24	0.82	C
TH 10	Northwest of CR 56 (Ramsey Boulevard) in Ramsey	1.14	0.91	D
TH 610	Northeast of CSAH 30 (93rd Avenue North) in Brooklyn Park	0.49	0.87	D
TH 65	North of CSAH 14 (Main Street) in Blaine	0.61	0.92	D
LOS C/D Subtotal		**20.05**		

Table Notes: LOS E/F roadways operate at or over capacity; LOS C/D roadways operate near or approaching capacity. Scenario 2040V1 assumes 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.

Source: Metropolitan Council Travel Demand Model.

Table 3 summarizes the miles of congested expressways in year 2040.

Table 3 – Scenario 2040V1 Planning Level Capacity Deficiencies for Expressways

Roadway	Location	Length (Mile)	V/C Ratio	LOS
TH 65	South of CR 60 (Constance Boulevard) in Ham Lake	1.04	1.04	E
TH 65	South of 89th Avenue in Blaine	1.28	1.28	F
TH 65	North of CR 16 (Andover Boulevard) in Ham Lake	1.11	1.11	F
TH 65	Southwest of CSAH 10 in Spring Lake Park	1.08	1.08	F
TH 65	North of I-694 in Fridley	1.06	1.06	F
TH 65	Northeast of CSAH 10 in Spring Lake Park	1.28	1.28	F
LOS E/F Subtotal		**6.86**		
TH 65	South of CR 74 (221st Avenue NE) in East Bethel	0.78	0.78	C
TH 65	North of CSAH 22 (Viking Boulevard NE) in East Bethel	0.94	0.94	D
TH 65	South of CSAH 6 (Mississippi Street) in Fridley	0.88	0.88	D
TH 65	South of CSAH 18 (Crosstown Boulevard) in Ham Lake	0.94	0.94	D
TH 65	South of CSAH 18 (Crosstown Boulevard) in Ham Lake	0.94	0.94	D
TH 65	North of CSAH 6 (Mississippi Street) in Fridley	0.87	0.87	D
LOS C/D Subtotal		**5.35**		

Table Notes: LOS E/F roadways operate at or over capacity; LOS C/D roadways operate near or approaching capacity. Scenario 2040V1 assumes 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.

Source: Metropolitan Council Travel Demand Model.

Table 4 summarizes the miles of congested divided arterials in year 2040.

Table 4 – Scenario 2040V1 Planning Level Capacity Deficiencies for Divided Arterials

Roadway	Location	Length (Mile)	V/C Ratio	LOS
CSAH 14	East of TH 65 in Blaine	0.96	1.01	E
CSAH 14	East of TH 65 in Blaine	0.24	1.01	E
TH 47	South of CR 132 (85th Avenue)	1.49	1.01	E
TH 47	South of I-694 in Fridley	0.39	1.02	E
TH 65	South of MSAS 118 (53rd Avenue North)	0.63	0.99	E
TH 47	South of CSAH 6 (Mississippi Street) in Fridley	0.99	1.18	F
TH 47	South of 73rd Avenue in Fridley	1.46	1.13	F
TH 47	North of I-694 in Fridley	0.11	1.30	F
LOS E/F Subtotal		**7.01**		
CSAH 1	Southeast of CSAH 78 (Hanson Boulevard) in Coon Rapids	0.74	0.85	C
CSAH 11	Southwest of CSAH 11 (Northdale Boulevard)	0.22	0.78	C
MSAS 116	Northwest of TH 610	0.23	0.76	C
MSAS 116	Northwest of TH 10 and 47	0.28	0.81	C
MSAS 134	Northwest of TH 169 (Ferry Street)	0.19	0.76	C
MSAS 134	Northwest of TH 169 (Ferry Street)	0.12	0.76	C
MSAS 134	Northwest of TH 169 (Ferry Street)	0.39	0.76	C
TH 47	South of 53rd Avenue in Fridley	0.50	0.78	C
MSAS 116	Southeast of TH 610	0.26	0.90	D
TH 65	North of 47th Avenue NE	0.62	0.88	D
LOS C/D Subtotal		**3.55**		

Table Notes: LOS E/F roadways operate at or over capacity; LOS C/D roadways operate near or approaching capacity. Scenario 2040V1 assumes 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.

Source: Metropolitan Council Travel Demand Model.

Table 5 summarizes the miles of congested undivided arterials in year 2040.

Table 5 – Scenario 2040V1 Planning Level Capacity Deficiencies for Undivided Arterials

Roadway	Location	Length (Mile)	V/C Ratio	LOS
CSAH 24	West of West Junction of CR 72 (Rum River Boulevard)	0.30	0.97	E
CSAH 78	South of CSAH 14 (Main Street) in Coon Rapids	0.53	1.03	E
MSAS 121	South of CSAH 14 (Main Street)	0.72	1.03	E
TH 47	South of 149th Avenue NW in Ramsey	1.22	0.97	E
CSAH 9	South of CSAH 20	0.39	1.13	F
CSAH 12	East of CSAH 51 (University Avenue) in Blaine	0.51	1.11	F
CSAH 14	East of CR 84 (22nd Avenue South) in Lino Lakes	0.41	1.16	F
CSAH 14	East of CR 84 (22nd Avenue South) in Lino Lakes	0.19	1.16	F
CSAH 14	East of West Junction of CSAH 21 (Centerville Road)	0.76	1.08	F
CSAH 14	East of CSAH 17 (Lexington Avenue) in Blaine	0.98	1.14	F
CSAH 17	North of I-35W in Blaine	0.64	1.31	F
CSAH 49	Southeast of CSAH 23 (Lake Drive) in Lino Lakes	0.24	1.26	F
CSAH 49	Southeast of CSAH 23 (Lake Drive) in Lino Lakes	0.68	1.26	F
CSAH 7	North of CSAH 116 in Andover	1.08	1.06	F
CSAH 78	Northeast of CSAH 11 (Northdale Boulevard)	0.47	1.24	F
CSAH 78	North of CSAH 14 (Main Street) in Coon Rapids	1.03	1.09	F
M-864	North of CSAH 32 (85th Avenue NE)	0.20	1.10	F
TH 169	South of TH 10 (Ferry Street) in Anoka	0.45	1.09	F
TH 169	South of Rice Street in Anoka	0.54	2.14	F
TH 47	South of CSAH 5 (Nowthen Boulevard) in Ramsey	0.49	1.44	F
TH 47	North of Garfield Avenue in Anoka	1.53	1.23	F
TH 97	East of Hornsby Street	0.36	1.51	F
LOS E/F Subtotal		**13.73**		
CSAH 11	South of CSAH 12 (Northdale Boulevard) in Coon Rapids	0.85	0.83	C
CSAH 14	West of CSAH 18 (Coon Creek Boulevard) in Coon Rapids	0.47	0.83	C
CSAH 14	West of I-35E in Lino Lakes	0.40	0.80	C
CSAH 14	0.7 Miles West of CSAH 17 (Lexington Avenue North)	1.38	0.85	C
CSAH 14	0.7 Miles West of CSAH 17 (Lexington Avenue North)	0.88	0.81	C
CSAH 14	East of CSAH 23 (Lake Drive) in Lino Lakes	1.34	0.79	C
CSAH 14	South of Lakeland Circle in Centerville	0.59	0.80	C
CSAH 14	East of CSAH 23 (Lake Drive) in Lino Lakes	1.94	0.80	C
CSAH 21	South of CSAH 32 (Ash Street) in Lino Lakes	0.26	0.84	C
CSAH 23	North of I-35 (South of CSAH 153) in Lino Lakes	0.24	0.80	C
CSAH 23	Northeast of CSAH 49 (Hodgson Road) in Lino Lakes	0.11	0.79	C
CSAH 23	Northeast of CSAH 49 (Hodgson Road) in Lino Lakes	1.27	0.79	C
CSAH 32	East of TH 10 in Blaine	0.14	0.76	C
CSAH 32	East of TH 10 in Blaine	0.53	0.76	C
CSAH 34	East of West Shadow Lake Drive in Lino Lakes	1.49	0.82	C
CSAH 51	South of 99th Avenue in Coon Rapids	0.82	0.79	C

Roadway	Location	Length (Mile)	V/C Ratio	LOS
CSAH 52	South of CR 87 (105th Avenue NE) in Blaine	1.39	0.80	C
CSAH 56	North of CR 116 (Bunker Lake Boulevard) in Ramsey	1.01	0.76	C
CSAH 7	South of CSAH 20 (157th Avenue NW) in Andover	1.07	0.85	C
CSAH 7	North of CSAH 31 (Grant Street) in Anoka	0.79	0.76	C
CSAH 7	South of Polk Street in Anoka	0.04	0.76	C
CSAH 7	South of Polk Street in Anoka	0.31	0.76	C
CSAH 78	North of CR 16 (Andover Boulevard) in Andover	0.64	0.80	C
CSAH 78	North of CR 16 (Andover Boulevard) in Andover	0.11	0.80	C
MSAS 134	West of CSAH 1 (5th Avenue)	0.28	0.83	C
TH 47	North of North Junction of CSAH 124 (227th Avenue)	1.20	0.79	C
CSAH 11	Southeast of CSAH 78 (Hanson Boulevard) in Coon Rapids	0.82	0.86	D
CSAH 116	East of Prairie Road in Andover	1.47	0.91	D
CSAH 116	West of TH 65 in Ham Lake	1.02	0.94	D
CSAH 12	East of TH 65 in Blaine	1.11	0.92	D
CSAH 14	West of CSAH 23 (Lake Drive) in Lino Lakes	2.06	0.91	D
CSAH 14	West of TH 10 and TH 47	0.78	0.90	D
CSAH 17	South of I-35W in Blaine	0.37	0.91	D
CSAH 18	East of TH 65 in Ham Lake	0.33	0.90	D
CSAH 23	Southwest of CSAH 14 (Main Street) in Lino Lakes	0.35	0.87	D
CSAH 23	Southwest of CSAH 14 (Main Street) in Lino Lakes	0.79	0.87	D
CSAH 24	West of CSAH 9 (Lake George Boulevard NW)	0.27	0.88	D
CSAH 32	East of CSAH 17 and CSAH 51 (University & Cord Street)	0.83	0.90	D
CSAH 52	Northeast of CSAH 12 (109th Avenue) in Blaine	0.75	0.87	D
CSAH 7	North of CSAH 30 (Pierce Street) in Anoka	0.20	0.91	D
CSAH 78	North of CSAH 116 (Bunker Lake Boulevard)	1.01	0.87	D
CSAH 78	South of CSAH 116 (Bunker Lake Boulevard)	0.48	0.88	D
CSAH 9	North of North Junction of CSAH 20 (161st Avenue NW)	0.94	0.86	D
LOS C/D Subtotal		**33.12**		

Table Notes: LOS E/F roadways operate at or over capacity; LOS C/D roadways operate near or approaching capacity. Scenario 2040V1 assumes 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.

Source: Metropolitan Council Travel Demand Model.

Table 6 summarizes the miles of congested collectors in year 2040.

Table 6 – Scenario 2040V1 Planning Level Capacity Deficiencies for Collectors

Roadway	Location	Length (Mile)	V/C Ratio	LOS
CR 18	Northeast of Coon Creek Drive	0.92	1.01	E
CSAH 11	East of CSAH 18 (Crooked Lake Boulevard)	0.51	1.01	E
MSAS 101	North of CR 116 (Bunker Lake Boulevard NW)	0.93	0.96	E
MSAS 127	West of CSAH 18 (Crooked Lake Boulevard)	0.48	1.00	E
CR 87	East of TH 65 in Blaine	0.98	1.28	F
CSAH 18	North of CSAH 14 (Main Street) in Coon Rapids	0.64	1.29	F
CSAH 52	West of I-35W in Blaine	0.40	1.11	F
MSAS 103	West of CSAH 11 (Foley Boulevard)	0.16	1.24	F
MSAS 109	East of TH 65	0.16	1.05	F
MSAS 109	West of TH 65	0.25	1.27	F
MSAS 115	South of CSAH 10	0.22	1.13	F
MSAS 118	West of TH 65 (Central Avenue)	0.39	1.39	F
MSAS 122	North of TH 10 (Main Street)	0.10	1.13	F
MSAS 122	North of Frontage Road, North of TH 10 (Main Street)	0.55	1.05	F
MSAS 125	East of TH 65	0.16	1.32	F
MSAS 130	North of CSAH 12 (109th Avenue NE)	0.41	1.21	F
MSAS 143	East of CSAH 52	0.11	1.13	F
MSAS 143	East of CSAH 52	0.92	1.13	F
LOS E/F Subtotal		**8.28**		
CR 132	West of TH 47 in Brooklyn Park	0.14	0.85	C
CR 16	East of CSAH 78 (Hanson Boulevard) in Andover	0.51	0.79	C
CR 18	North of MSAS 110 (Andover Boulevard)	0.69	0.81	C
CR 49	West of CSAH 23 (Lake Drive) in Circle Pines	0.20	0.75	C
CR 49	West of CSAH 23 (Lake Drive) in Circle Pines	0.12	0.75	C
CSAH 1	South of CSAH 14 (Main Street) in Anoka	0.50	0.77	C
CSAH 1	Northwest of CSAH 17 (7th Avenue) in Anoka	0.30	0.79	C
CSAH 11	Northwest of CSAH 78 (Hanson Boulevard) in Coon Rapids	0.59	0.78	C
CSAH 23	North of CSAH 32 (85th Avenue/County Road J)	0.23	0.76	C
CSAH 23	North of CSAH 32 (85th Avenue/County Road J)	0.07	0.76	C
CSAH 35	North of North Junction of CSAH 6 (Mississippi Street)	1.25	0.77	C
CSAH 35	South of South Junction of CSAH 6 (Rice Creek Road)	0.58	0.78	C
CSAH 5	Northwest of TH 47 in Ramsey	0.22	0.83	C
CSAH 5	Northwest of TH 47 in Ramsey	0.45	0.83	C
CSAH 54	North of CSAH 14 (Main Street) in Centerville	0.47	0.77	C
MSAS 101	West of TH 65	0.34	0.83	C
MSAS 104	Northeast of Coon Rapids Boulevard	0.55	0.84	C
MSAS 104	East of MSAS 107 (Robinson Drive)	0.49	0.83	C
MSAS 104	West of CSAH 11 (Foley Boulevard)	0.63	0.79	C
MSAS 104	East of TH 47 (Service Road)	0.39	0.80	C

Roadway	Location	Length (Mile)	V/C Ratio	LOS
MSAS 125	East of MSAS 135 (Baltimore Street NE)	0.89	0.80	C
MSAS 127	North of MSAS 136 (124th Avenue NW)	0.10	0.77	C
MSAS 130	North of CR 87 (105th Avenue NE)	0.50	0.84	C
MSAS 139	West of Central Avenue	0.52	0.82	C
CSAH 18	South of CSAH 116 (Bunker Lake Boulevard)	0.78	0.93	D
CSAH 35	Northeast of TH 65 in Fridley	0.28	0.94	D
CSAH 35	Northeast of TH 65 in Fridley	0.09	0.94	D
MSAS 113	South of 38th Avenue NE	0.17	0.87	D
MSAS 114	South of MSAS 102 (121st Avenue)	0.27	0.94	D
MSAS 114	South of CSAH 14 (Main Street)	0.47	0.88	D
MSAS 130	North of 101st Avenue	0.68	0.86	D
MSAS 140	South of CSAH 20 and CR 60 (161st Avenue NW)	0.50	0.95	D
MSAS 140	Northeast of CSAH 78 (Hanson Boulevard) in Andover	1.23	0.90	D
MSAS 302	East of TH 65 East Frontage Road	0.33	0.92	D
MSAS 319	East of TH 47 (Service Road)	0.32	0.85	D
MSAS 319	East of TH 47 (Service Road)	0.07	0.85	D
LOS C/D Subtotal		**15.94**		

Table Notes: LOS E/F roadways operate at or over capacity; LOS C/D roadways operate near or approaching capacity. Scenario 2040V1 assumes 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.

Source: Metropolitan Council Travel Demand Model.

Appendix H

Regional Bicycle Transportation Network (RBTN)
Inventory

Regional Bicycle Transportation Network (RBTN) - Alignments			
Tier	**Type and Location**	**Segment**	**Trail Status**
1	<u>RBTN Alignment</u> - North-South - From CSAH 14 south of Blaine High School and Bunker Hills Regional Park at University Avenue to Central Avenue NE at Hillcrest Drive NE Bus Stop/Moore Lake Beach	University Avenue from CSAH 14 to County Road 10	- Trail both sides from CSAH 14 to approx. 111th Avenue NE - Sidewalk both sides from approx. 111th Avenue NE to Northdale Blvd. - Trail east side from Northdale Blvd. to approx. 105th Avenue NE, Sidewalk west side **- No Trail, frontage road east side from approx. 105th Avenue NE to Territorial Road, no sidewalk west side, frontage road from approx.. 105th Avenue NE to 104th Avenue NW** - Trail east side from Territorial Road to 99th Avenue NE, sidewalk west side - Trail east side from 99th Avenue NE to 97th Avenue NE, sidewalk west side - Trail east side from 97th Avenue NE to 89th Avenue NE, sidewalk west side to north of 89th Avenue NE **- No Trail from 89th Avenue NE to County Road 10 intersection**
		County Road 10 from University Avenue to Highway 65	**No Trail**
		Highway 65 from County Road 10 to Osbourne Road NE	**No Trail**
		Osbourne Road from Highway 65 to Central Avenue NE	Trail north of Osborne Road, sidewalk south of Osborne
		Central Avenue from Osborne Road to Hillcrest Drive (intersects with Tier 2 Alignment Rice Creek Regional Trail)	Trail west of Central Avenue NE

Regional Bicycle Transportation Network (RBTN) - Alignments			
Tier	**Type and Location**	**Segment**	**Trail Status**
1	RBTN Alignment - North-South - Along East River Road from Highway 610 to 37th Avenue NE	East River Road	- Sidewalk west side from Highway 610 to 89th Avenue NW - Sidewalk both sides from 89th Avenue NW to approx. 84th Lane NW - Sidewalk west side, frontage road east side from 84th Lane NW to Kimball Street NE - Sidewalk west side, bit. Trail east side from Kimball Street NE to Liberty Street NE - Sidewalk west side, frontage road east side from Liberty Street NE to 79th Way NE - Sidewalk west side, bit. Trail east side from 79th Way NE to Osborne Road NE
		East River Road / Mississippi River Regional Trail	West side trail complete from Osborne to Rice Creek Way NE
		East River Road	**- No trail from Rice Creek Way NE to 61 ½ Way NE** - Trail east side from 61 ½ Way NE to 61st Way NE - Sidewalk west side from River Edge Way NE to 61st Way NE - ALTERNATE: Mississippi River Regional Trail using Rice Creek Way east to completed trail from Rice Creek Way to 61st Way NE
		East River Road / Mississippi River Regional Trail	- West side trail complete from 61st Way NE to 37th Avenue NE - West side sidewalk from north of Charles Street NE to south of Island Park Drive NE provide for a more direct route
2	RBTN Alignment - North-South - From Bunker Lake Blvd. at Bunker Hills Regional Park to the Mississippi River near Coon Rapids Dam Regional Park	Bunker Hills Regional Trail	Trail Complete
		Coon Creek Regional Trail	Trail Complete
		Coon Rapids Dam Regional Park Trail and Mississippi River Crossing	Trail Complete

Regional Bicycle Transportation Network (RBTN) - Alignments			
Tier	**Type and Location**	**Segment**	**Trail Status**
2	RBTN Alignment - North-South - From Bunker Lake Blvd. near Anoka High School to the Mississippi River	Rum River Regional Trail	Trail Complete
2	RBTN Alignment - North-South - Along Lexington Avenue from Bunker Lake Blvd. to County Road J	East Anoka County Regional Trail	Trail Complete
2	RBTN Alignment - Northwest-Southeast - Along Lexington Avenue from Bunker Lake Blvd. to County Road J	125th Avenue NE/Main Street from Lexington Avenue NE to I-35W	**- No Trail from Lexington to E Rondeau Lake Road** - Trail south of Main Street from E Rondeau Lake Road to Rice Creek Regional Trail complete, including bridge crossing of I-35W
		Main Street from I-35W to Centerville Road – Rice Creek Regional Trail	Trail Complete
		Centerville Road from Main Street to County Road J	- Sidewalk east side from Main Street to Heritage Street - Bit. Trail east side from Heritage Street to Dupre Road **- No Trail from Dupre Road to County Road J**
2	RBTN Alignment - Southwest-Northeast - Along County J, Ware Road, Birch Street, the Rice Creek Chain of Lakes Regional Trail from Lexington Avenue NE to Centerville Road, and CSAH 14 from Centerville Road 24th Avenue N east of I-35E	County J / Rice Creek Chain of Lakes Regional Trail	South side trail complete but for gap between Grotto Street and St. Albans Street N
		Ware Road / Rice Creek Chain of Lakes Regional Trail	East side trail complete
		Birch Street / Rice Creek Chain of Lakes Regional Trail	North and south side trails complete
		Rice Creek Regional Trail	Trail Complete

Regional Bicycle Transportation Network (RBTN) - Alignments			
Tier	**Type and Location**	**Segment**	**Trail Status**
		CSAH 14 / Rice Creek Chain of Lakes Regional Trail	- South side trail, north side sidewalk from Centerville Road to 20th Avenue N - South side trail complete from 20th Avenue N to Otter Lake Road - North side trail complete from Otter Lake Road to 24th Avenue N
2	<u>RBTN Alignment</u> - West-East - Rice Creek West Regional Trail from East River Road / Rice Creek Way NE to Stinson Blvd. NE / 69th Avenue NE	Rice Creek West Regional Trail	Trail complete but for use of Rice Creek Way NE
2	<u>RBTN Alignment</u> - West-East - Along 109th Avenue NE from University Avenue NE to Lexington Avenue NE	109th Avenue NE from University Avenue NE to Lexington Avenue NE	- Sidewalks north and south sides from University Avenue NE to Quincy Blvd. NE - Trail south side from Quincy Blvd. NE to Ulysses Street NE - Trail south side and sidewalk north side from Ulysses Street NE to Davenport Street NE - Trail south side from Davenport Street NE to Mankato Street NE - Trail south side, sidewalk north side from Mankato Street NE to Radisson Road NE **- No trail from Radisson Road NE to Lexington Avenue NE (recent construction?)**

Regional Bicycle Transportation Network (RBTN) - Alignments			
Tier	**Type and Location**	**Segment**	**Trail Status**
2	RBTN Alignment - West-East - Along Bunker Lake Blvd. NE from the Rum River in Anoka to Lexington Avenue NE	Bunker Lake Blvd. NE / Central Anoka County Regional Trail	- Trail south side from Rum River to Bunker Lake Blvd. bridge crossing (indirect through Anoka High School) -Trail north side from Bunker Lake Blvd. bridge crossing to 6th Avenue (indirect through Rum River Library) - Trail north side from 6th Avenue to Round Lake Blvd. NW - Trail north side, sidewalk south side (via Service Road from Rose Street to Heather Street NW) from Round Lake Blvd. NW to Yukon Street NW - Trail north side from Yukon Street NW to Crosstown Blvd. NW - Trail north and south sides from Crosstown Blvd. NW to Thrush Street NW - Trail south side from Thrush Street NW to Jay Street NW - Trail north and south sides from Jay Street NW to Crane Street NW **- No trail from Crane Street NW to Railroad Crossing near Andover Lions Park (recent construction?)** - Trail north side from Railroad Crossing near Andover Lions Park to Butternut Street NW **- No trail from Butternut Street NW to Terrace Road NE (recent construction?)** **- No trail from Terrace Road NE to Highway 65** - Trail south side from Highway 65 to east of Radisson Road NE **- No Trail from Radisson Road NE to Lexington Avenue NE**
2	RBTN Alignment - West-East - Along 85th Avenue NW from East River Road NW to University Avenue NE	85th Avenue NW / Springbrook Nature Center Trail	- Trail south side complete - Remaining Tier 2 Corridor connection from University Avenue NE to County Road 10 not determined, but a trail along the east side of University Avenue NE to the County Road 10 intersection or along the north side of Sanburnol Drive NE are potential alignments

Regional Bicycle Transportation Network (RBTN) – Corridors			
Tier	**Type and Location**	**Potential Alignments**	**Trail Status**
1	RBTN Corridor - Northwest-Southeast - Along the Mississippi River from Jarvis Street NW to the Rum River	Alpine Drive	**- No trail from Highway 10 to Links at Northfork Golf Course, and includes a railroad crossing** - Trail on north side from Links at Northfork Golf Course to Armstrong Blvd. NW
		Bunker Lake Blvd. NW	- Trail on north side from Puma Street NW to Armstrong Blvd. NW - Trail on west side of Puma Street NW from Bunker Lake Blvd. NW to Alpine Drive
		Armstrong Blvd. NW	- Trail on west side from Alpine Drive to Bunker Lake Blvd. NW - Trail on east side from Bunker Lake Blvd. NW to Riverdale Drive NW
		Highway 10	**- Gravel trail / maintenance road south of Highway 10 along utility corridor from Alpine Drive to Llama Street**
		Riverdale Drive NW	- Trails north, south, and on both sides of Riverdale Drive NW are provided through much of its length from Llama Street / Armstrong Blvd. NW to Feldspar Street NW, including an exclusive trail connection between Traprock Street NW and Ramsey Blvd. NW
		Mississippi River Regional Trail	- Uses striped bike lanes and north side trail on Riverdale Drive NW from Feldspar Street NW to Tungsten Street NW and Rivlyn Avenue NW - Uses King's Island and Mississippi River Community Park trails from Rivlyn Avenue NW to Benton Street **- Uses Benton Street from Mississippi River Community Park to South Ferry Street / Highway 169** - Uses sidewalks east and west on South Ferry Street / Highway 169 from Benton Street to Rum River Regional Trail bridge crossing **(recent construction changes?)**

Regional Bicycle Transportation Network (RBTN) – Corridors			
Tier	**Type and Location**	**Potential Alignments**	**Trail Status**
1	RBTN Corridor - Northwest-Southeast - Along Mississippi River from the Rum River to Highway 610	East River Road / Coon Rapids Blvd.	- Uses Mississippi River Regional Trail connection to East River Road from the Rum River bridge crossing via Washington Street and south side sidewalk on Military Road - Uses sidewalk south of East River Road from Military Road to Eldorado Street NW - Uses trail on south side of East River Road / Coon Rapids Blvd. from Eldorado Street NW to Avocet Street NW - Uses East River Road to cross Coon Creek and connect to sidewalk west of East River Road to Highway 610
		Mississippi River Regional Trail	- Uses trail along west bank of Rum River from Rum River bridge crossing to South 2nd Avenue **- Uses South 2nd Avenue, Oakwood Drive, and South 7th Avenue** - Uses sidewalk on south side of East River Road from South 7th Avenue to Eldorado Street NW - Uses trail on south side of East River Road / Coon Rapids Blvd. from Eldorado Street NW to Direct River Drive NW - Uses east sidewalk/trail from Direct River Drive southeast across Xavis Street NW, across 105th Avenue NW, through Riverview Reservoir Park, to Uplander Street NW **- Uses Uplander Street NW from Riverview Reservoir Park to Mississippi Blvd. NW** - Uses trail through Coon Rapids Regional Dam Park to 86th Avenue NW south of Highway 610
2	RBTN Corridor - West-East - Centered along 61st Avenue NE / West Moore Lake Drive NE from East River Road to Central Avenue NE	61st Avenue NE / West Moore Lake Drive NE	**- No crossing currently provided at the railroad / Northstar Line at transit station** - Uses sidewalks north and south from Trinity Drive NE to Highway 65 - Uses south side trail from Highway 65 to Central Avenue NE - Connects directly to transit station, Fridley Community Center, Fridley High School and Middle School, and Commons Park
		Mississippi Street NE	- Uses north and south side sidewalks from East River Road to Central Avenue NE, with grade separation provided at railroad / Northstar Line crossing

Regional Bicycle Transportation Network (RBTN) – Corridors			
Tier	**Type and Location**	**Potential Alignments**	**Trail Status**
1	RBTN Corridor - North-South - Connects Central Avenue NE near Moore Lake to 37th Avenue NE at NE Stinson Blvd. using city streets		- Connects to Totino Grace, Columbia Heights High School, and Silver Lake Park - Uses Matterhorn Drive bridge over I-694 **- Generally no sidewalks or trails via Hillcrest Drive NE, Woody Lane NE, Gardena Lane NE, Matterhorn Drive NE, Pierce Terrace NE, Lincoln Terrace, Johnson Street NE** (trails west side at Ramsdell Park), 49th Avenue NE (sidewalk north side), **Fairway Drive NE, Chatham Road, Benjamin Street NE, NE Stinson Blvd.** (sidewalk east from Silver Lane NE to 37th Avenue NE, trail west from 40th Avenue NE to 37th Place NE) - Sidewalk crossing of railroad north of 37th Avenue NE
2	RBTN Corridor - North-South - Along Central Avenue NE and Highway 65 from Hillcrest Drive NE to 37th Avenue NE		- Trail on northwest side of Central Avenue NE from Hillcrest Drive NE to Highway 65 - Trail on east side of Highway 65 from Central Avenue NE to I-694 interchange - Trail transitions from east side, to median, to west side through the Highway 65 / I-694 interchange - Trail on west side of Highway 65 from I-694 interchange to 53rd Avenue NE - Sidewalks west and east side of Highway 65 from 53rd Avenue NE to 37th Avenue NE
2	RBTN Corridor - West-East - Along 85th Avenue NW/County Road J from University Avenue to Lexington Avenue	County 10 / Highway 65	**- No trail along University Avenue NE to the County Road 10 intersection** **- No trail along County 10 from University Avenue NE to Highway 65**

Regional Bicycle Transportation Network (RBTN) – Corridors			
Tier	**Type and Location**	**Potential Alignments**	**Trail Status**
		89th Avenue / 87th Avenue / Laddie Park Trail	- Sidewalk north side of 89th Avenue NE from University Avenue NE to 87th Lane NE - Sidewalk south side of 87th Lane NE from 89th Avenue NE to County 10 Frontage Road - Sidewalk north side of County 10 Frontage Road **- No sidewalk along 87th Lane NE from County 10 Frontage to Polk Street** **- No sidewalk along Polk Street from 87th Lane NE to 87th Avenue NE** **- No sidewalk along 87th Avenue from Polk Street to Central Avenue Frontage Road** (with Laddie Park trail connection) **- No sidewalk along Central Avenue Frontage Road from 87th Avenue NE to 85th Avenue NE/County Road J**
		Sanburnol Drive NE	- **No sidewalk from University Avenue NE to Terrace Road** - Sidewalk south side from Terrace Road to Maple Street NE/Able Street - Sidewalk west side of Able Street from Maple Street NE to County Highway 10 Frontage Road **- No sidewalk on County 10 Frontage Road from Able Street NE to Cottagewood Terrace NE** **- No sidewalk along County 10 from Cottageroad Terrace NE to Highway 65**
		85th Avenue NW / County Road J	- Sidewalk north and south side from Highway 65 to Baltimore Street NE, trail north side from Baltimore Street NE to Coral Sea Street NE, trail both sides on 85th Avenue NE from Coral Sea Street NE to West 35W Service Drive NE, trail south side from West 35W Service Drive NE to Lexington Avenue N - Grade separated crossings provided at Highway 10 and I-35W

Regional Bicycle Transportation Network (RBTN) – Corridors			
Tier	**Type and Location**	**Potential Alignments**	**Trail Status**
2	RBTN Corridor - West-East - Along 125th Avenue NE from Bunker Hills Regional Trail west of University Avenue NE to Lexington Avenue NE		- Trail south side from Foley Blvd. NW / Bunker Hills Regional Trail to Flintwood Street SW, Larch Street NW frontage road on north side - Sidewalk north side, trail south side from Flintwood Street NW to University Avenue NE - Trail south side from University Avenue NE to Aberdeen Street Street NE **- No trail from Aberdeen Street NE to Radisson Road NE** - Trail south side from Radisson Road NE to Harpers Street NE **- No trail from Harpers Street NE to Lexington Avenue NE** - Grade separated crossing provided at Highway 65 interchange
2	RBTN Corridor - Northeast-Southwest - Along Lake Drive / CSAH 23 from Highway 242 to Naples Street NE to 85th Avenue NE / County Road J		**- No trail from 125th Avenue NE / Highway 242 to Apollo Drive** - Trail on east side from Apollo Drive to Marshan Lane **- No trail from Marshan Lane to Civic Heights Circle** - Trail east side from Civic Heights Circle to Village Parkway **- No trail from Village Parkway to Naples Street NE** **- No trail on Naples Street NE from Lake Drive to 85th Avenue NE / County Road J** - Grade separated crossing provided at the I-35W interchange
2	RBTN Corridor - North-South - Along Highway 65 from Bunker Lake Blvd. to 85th Avenue NE		**- No trail from Bunker Lake Blvd. to 85th Avenue NE** **- No crossings provided at the County 10 interchange and all interchanges and overpasses**

Appendix I

City - County Coordination Meetings

1 City – County Coordination Meetings

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 transportation analysis zone (TAZ) data assembled for each community by the Metropolitan Council. In total, 20 meetings were held over a two month period. Table 1 provides a summary of these meetings, including the staff who participated, the status of their TAZ data, and issues and priorities discussed.

Table 1 – City – County Coordination Meetings Summary of Key Issues

City [Participants]	TAZ Status	Key Issues and Priorities
Ramsey [Tim Gladhill (Comm Dev Dir), Bruce Westby (Engineer), Chris Anderson (Planner)]	City will provide adjustments late May	• Highway 10 is the top priority (CSAH 56 and CSAH 57 interchanges) • CSAH 56 and CSAH 57 railroad grade separations need to advance regardless of interchanges • Highway 47 and CSAH 5 are also priorities (identified several intersections along Highway 47 and CSAH 5 that need to be analyzed for improvements) • CSAH 116 Bridge needs a right turn lane • Would like a new Rum River Bridge identified as a long term need (corridor preservation) • Identified several intersections along Highway 47 and CSAH 5 that need to be analyzed for improvements
Lino Lakes [Mike Grochala (Comm Dev Dir), Katie Larsen (Planner), Diane Hanke (Engineer)]	No major adjustments anticipated. Will send any refinements by end of May	• CSAH 32 turnback from City to County is desired by the City • In favor of roundabouts at I-35E/CSAH 32 interchange ramps (ramps to/from north are not a priority • CSAH 32/CSAH 21 intersection is a priority (ICE study nearly complete) • CSAH 32/CSAH 49 intersection will need further improvements in the coming years • Interested in flattening S-curves on CSAH 32 • CSAH 34 is a continued priority (intersection improvements) • Development pressure in increasing on CSAH 14 west of CSAH 23
Spring Lake Park [Dan Bucholtz (Administrator), Phil Gravel (Engineer)]	No adjustments anticipated	• CSAH 35 north of 81st Ave is in very poor condition • Further coordination is required regarding 4-lane to 3-lane restriping project on CSAH 8 (trail improvements are a priority for the City) • TH 65 southbound lane drop at CSAH 10 ramp is a continued operational/safety issue • Proposed multi-family development will put more demand on signal at CSAH 10 and Able Street
Oak Grove [Loren Wickham (Administrator)]	No adjustments anticipated	• Some residents concerned about planned RCI project at TH 65/CSAH 22 (east of City)
Centerville [Greg Burmeister (Maintenance), Paul Palzer (PW Dir)]	No adjustments anticipated	• Traffic diverts from I-35E/CSAH 14 interchange to parallel roads • Experiencing substantial traffic increases from Lino Lakes development

City [Participants]	TAZ Status	Key Issues and Priorities
East Bethel [Colleen Winter (Comm Dev Dir), Craig Jochum (Engineer)]	No adjustments anticipated	• City has identified three growth management areas along TH 65 at CSAH 22, CR 86, and CSAH 26). CSAH 22 area has enough land to accommodate growth through 2040. • MnDOT is moving forward with first signalized RCI intersection(s) in the State at TH 65/CSAH 22. • City is developing a supporting local road system in the TH 65/CSAH 22 intersection area • Majority of safety concerns expressed by residents with CSAH 26 and CR 15 west of TH 65 (sharp curves)
Nowthen [Jeff Pillon (Mayor), Corrie LaDoucer (Clerk), Shane Nelson (Engineer), Elizabeth Stockman (Planner)]	No adjustments anticipated	• Cut-through traffic avoiding Highway 169 in Elk River is a key concern. • Support concept of connecting CSAH 22 to the Highway 169/CSAH 33 interchange in Sherburne County • City will not be receptive to any turnback proposals given funding constraints • Will be a continued challenge to accommodate development demand along CSAH 22 and the County's access management guidelines • CSAH 22/CR 66 intersection is a safety issue (poor sight distance)
Blaine [Erik Thorvig (Econ Dev Dir), Bryan Schafer (Comm Dev Dir), Dan Schluender (Asst Engineer), Steffen Higgins (Asst Engineer)]	Population totals in NE section of City are too high. Provide adjustments to County by end of June	• TH 65/CSAH 12 interchange is the top priority • Safety concerns at CSAH 52/Xylite Ave intersection • Traffic signals will likely be warranted in the future at CSAH 17/117th Ave and CSAH 14/North Lakes Road • Extension of Sunset Avenue is not a priority • Need for more capacity on CSAH 12 west of CSAH 17 • City supports improvements at the I-35W/85th Ave interchange • This plan will need to determine need for expanding CSAH 14 between CSAH 17 and Harpers Road is a priority • The City is expanding the CSAH 14/Harpers Road intersection • Need to determine if signals on CSAH 52 at Cloud Drive and 116th Ave are warranted • Jefferson Avenue will be extended south from CSAH 14 when development occurs on 40-acre vacant parcel • Lane drop on southbound TH 65 at CSAH 10 is a safety issue • Old K-Mart site at Northtown will be redeveloped as a mix of commercial and residential uses
Columbia Heights [Elizabeth Holmbeck (Planner), Kevin Hansen (PW Dir)]	No adjustments are anticipated	• CSAH 2 is the top priority (two lanes in each direction is not needed). City is interested in idea of restriping to a three-lane section. • CSAH 4 west of TH 65 needs resurfacing • Schools on CSAH 4 present pedestrian safety and peak period traffic challenges • Interested in trail improvements on CSAH 102

City [Participants]	TAZ Status	Key Issues and Priorities
St. Francis [Kate Thunstrom (Comm Dev Dir), Paul Teicher (PW Dir)]	No major adjustments are anticipated	• Proposed road extension linking Highway 47 and CSAH 24 is a priority. Will likely be a city street given proximity to two schools • New roundabouts on CSAH 24 have been well received • 227th Ave connecting Highway 47 and CSAH 7 is heavily used in peak periods • ATK facility will limit development in NW section of City • CR 72/235th Ave intersection will become an increasing safety issue with new development • Curve on CR 72 at 243rd Ave is a safety issue • Residents have expressed concerns regarding pavement condition on CSAH 24
Fridley [Julie Jones (Planning Mgr), Brandon Brodhag (Planner)]	City will make adjustments and send to County	• City identified several areas where they anticipate new and/or redevelopment that will add population/households/jobs. The “North Stacks” Development is an area where the City expects the greatest amount of new employment. • City recommends MnDOT and Anoka County consider interchange improvements to the I-694/CSAH 1 interchange. • City identified several issues and opportunities including: intersection safety concerns, SRTS improvements, pedestrian/bicycle enhancements (connections such as CR 102 between CSAH 1 and Main Street, better signage for MRT, Nice Ride stations at County parks and Northstar Station, improved safety at ped. crossings), corridor improvements (road diet/3-lane with bike lanes). • The City has made a request to Metro Transit to reestablish bus service along CSAH 1. • City wants CSAH 8 4-lane to 3-lane conversion to proceed.
Columbus [Elizabeth Mursko (Admin), Dean Johnson (Planner)]	City will make adjustments and send to County	• City has made request to Met Council to reclassify the community from “Diversified Rural” to “Rural Residential”. • City questions the need of several County Road extensions shown in 2030 plan given development will be limited due to natural resources (i.e. Carlos Avery). • Future improvements may be needed along CSAH 23 south of Kettle River Blvd. intersection. This segment carries higher volumes of heavy trucks and has multiple access points associated with existing development. • Intersection improvements should be studied at CSAH 23/Kettle River Blvd. and cut-thru road. • Curve corrections needed along CSAH 17 (185th Avenue and Lexington Avenue).

City [Participants]	TAZ Status	Key Issues and Priorities
Coon Rapids [Tim Himmer (Public Works Dir) Mark Hansen (Asst. Engineer) Scott Harlicker (Planner)]	City will make adjustments and send to County	• City staff foresees relatively little residential development over the planning period. Most will be in-fill townhome and multi-family development. • CSAH 1 is the priority corridor. The City does not want the additional capacity identified in the previous corridor study. They prefer an emphasis on down-sizing, multi-modal, and aesthetics. • Expanding TH 10 to a three lanes each direction from CSAH 78 to CSAH 9 is critical. Among other benefits, this will reduce traffic volumes on CSAH 1. • City is interested in pursuing expansion of transit service on CSAH 1; possibly ABRT service. • City is working with County on turnback of CSAH 11 Crooked Lake Blvd and Northdale Blvd. and County Road 79. • CSAH 11 between CSAH 78 and CSAH 11 is the City's second priority. Increasing safety issues (i.e. Coon Creek Trail crossing). • City wants ramps added to/from eastbound Hwy 610 at CSAH 1. • City views CR 132 as a candidate for a road-diet.
Andover [Dave Berkowitz (Public Works Dir), Todd Haas (Asst. Public Works Dir), Stephanie Hanson (City Planner), Joe Janish (Community Development Dir)]	--	• New Atlas 14 floodplain regulations could have a significant limiting impact on the ability to develop 900 acres in the central portion of the City (TAZ's 83 and 84). • City Council will be considering reducing minimum rural residential lot size from 2.5 acres to 1.0 acres. This could increase development densities, especially in TAZ's 94 and 95. • City would like to have CSAH 78 and CSAH 9 widened to four-lane divided roadways to 161st Street. • CSAH 9 has poor typical section transition near Round Lake. • Substantial safety concerns on CSAH 9 north of 166th Street. • City is not interested in turnbacks. CR 18, CR 59, and CR 158 have been discussed previously. • City would like to construct a roundabout at CSAH 18 and Nightingale Street. • City will send a list of the intersections of primary concern in the community. • City recognizes the need to extend the right-turn lane from CSAH 116 to CSAH 7 in Ramsey. This requires widening the Rum River bridge. • TH 10 is a priority for the City. City Administrator is a member of the TH 10 Coalition. • City appreciates the significant county highway work that has been completed in Andover in recent years.
Anoka [Anoka – Ben Nelson (Engineering), Doug Borglund (Dir Comm Dev), Mary Gute (Planner), Joe Rhein (Engineer)]	City will make adjustments to the TAZ network and send to the County	• TH 47 corridor is a priority. City will complete a corridor study focusing on access, mobility and safety in April 2018. This effort ties into MnDOT's planning and design for a railroad overpass in the 2021-2022 timeframe. • City is continuing to plan for the Fairoak and Main Street interchange improvements. Estimated to cost $40 million. • CSAH 1 is not a priority for further capacity improvements.

City [Participants]	TAZ Status	Key Issues and Priorities
Lexington [Bill Petracek (City Administrator) and Steve Winter (Engineer)]	--	• CSAH 17/CSAH 52 intersection is primary issue area. A 180-unit senior living facility is being developed in the NW quadrant. The County will be involved in reviewing the plans. City believes turn lanes are needed on CSAH 17. • Improvements to CSAH 23 planned for next year will be beneficial. Business owner concerns related to parking and access have been mostly resolved. City Council still needs to approve the plans (some concerns about costs). • Pedestrian/bicyclist improvements along CSAH 23, CSAH 52, and CSAH 17 between 23 and 52 would improve safety and circulation. However, they are too costly for the City. The City is interested in partnering with the County to pursue grant funding. • Improvements along I-35W are a major priority for the City.
Bethel [Ginger Berg (City Clerk)]	--	• City continues to get calls about the need for and timing of the resurfacing of CSAH 24 east to TH 65. There have been some questions asked and concerns expressed about the amount of tree clearing in advance of the resurfacing. Residents were asking if the road was being widened. • Ginger requested that the County follow-up with her as soon as possible if the CSAH 24 resurfacing is more than 2 to 3 weeks out because she is getting a lot of calls.
Circle Pines [Patrick Antonen (City Administrator)]	--	• County Road 49 (North Road) is a key issue regarding access to Centennial High School. Primary ongoing concern is commuting students in the morning use Pointcross Drive as a short-cut between CSAH 49 (Hodgson Road) and the High School. The City has Police monitor the problem and the School District is aware as well. • City is interested in investigating the feasibility, effectiveness, and cost of adding flashing yellow left turn arrows at the CSAH 23/CSAH 49 intersection. • City is aware and very supportive of improvements to CSAH 23 next year in Lexington. • A pedestrian/bicyclist trail along CSAH 23 would improve safety.
Ham Lake [Tom Collins (Engineer)]	--	• City has initiated their Comp Plan update process. • Would like to see CSAH 116 conversion from two to four-lane divided extended east to TH 65. The County has some funds identified but will likely require federal funding assistance to make the project happen. • Would like the flashing left-turn arrows added at CSAH 116 at Jefferson Street. • The County CIP includes installing a traffic signal at CSAH 17 at CSAH 18. • The primary residential concerns are associated with issues along the CSAH 17 corridor.
Hilltop [Ruth Nelsen (City Clerk)]	--	• CSAH 4 is the only county road within city limits. • The City echoes Columbia Heights input regarding CSAH 4 including: o Needs resurfacing o Schools present pedestrian safety challenges as well as traffic issues associated with the start and end of each class day • City's primary transportation issues are associated with access to/from TH 65 south of CSAH 4.
Linwood Township	--	--

Appendix J

Project Management Team Roster

1 Project Management Team Roster

A list of Project Management Team (PMT) participants is provided in Table 1.

Table 1 – Project Management Team Roster

Name	Agency
Jack Forslund	Anoka County
Joe MacPherson	Anoka County
Sean Thiel	Anoka County
Mark Schermerhorn	Anoka County
Bart Biernat	Anoka County
Doug Fischer	Anoka County
Jane Rose	Anoka County
Tim Kirchoff	Anoka County
Meghan Mathson	Anoka County
Eric Wojchik	Metropolitan Council
Paul Jung	MnDOT
Tod Sherman	MnDOT
Melissa Barnes	MnDOT
Chris Hiniker	SEH
Bob Rogers	SEH
Sam Turrentine	SEH

Appendix K

Potential Jurisdictional Transfer Candidates
from Anoka County System Preservation Study

1 Anoka County System Preservation Study Findings

Proposed jurisdiction transfers are identified in Tables 1 through 4.

Table 1 – Potential Jurisdictional Transfer Candidates (Short-Term 2014 – 2020)

Route	Termini		Length	Jurisdiction		Net Miles Gained/Lost			
	From	To		Existing	Future	State	County	Township	City
CSAH 18	CSAH 1	CSAH 11/ Northdale Blvd.	0.8	County	Coon Rapids	-	-0.8	-	0.8
CSAH 11	CSAH 18	CSAH 78	1.1	County	Coon Rapids	-	-1.1	-	1.1
CSAH 31	South Extension to Hospital	CSAH 14	0.8	County	Anoka	-	-0.8	-	0.8
CSAH 31	CSAH 7	CSAH 31 South Extension	0.4	County	Anoka	-	-0.4	-	0.4
CSAH 131	North Extension to Hospital	CSAH 31	0.5	County	Anoka	-	-0.5	-	0.5

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

Table 2 – Potential Jurisdictional Transfer Candidates (Mid-Term 2021-2030)

Route	Termini		Length	Jurisdiction		Net Miles Gained/Lost			
	From	To		Existing	Future	State	County	Township	City
CSAH 6	CSAH 35/ Old Central Ave.	Ramsey County Line	0.5	County	Fridley	-	-0.5	-	0.5
CSAH 8	CSAH 35/ Old Central Ave.	Ramsey County Line	0.5	County	Fridley	-	-0.5	-	0.5
CR 16	CSAH 78	TH 65	3.6	County	Andover, Ham Lake	-	-3.6	-	3.6
CR 27	TH 47	CSAH 7	1.4	County	Ramsey	-	-1.4	-	1.4
CR 58 Valley Dr.	CSAH 7	CSAH 9	1.3	County	Andover	-	-1.3	-	1.3
TH 47 St. Francis Blvd	TH 10/TH 169, Anoka	CSAH 22, Nowthen	9.1	MnDOT	County	-9.1	9.1	-	-
TH 65	Hennepin County Line, Columbia Heights	I-694, Fridley	2.2	MnDOT	County	-2.2	2.2	-	-
CR 158	CSAH 7	CR 58/ Valley Dr.	1.5	County	Andover	-	-1.3	-	1.3
CR 163	CSAH 22	CSAH 5	2.5	County	Nowthen	-	-2.5	-	2.5
CSAH 30	CSAH 7	TH 47	0.6	County	Anoka	-	-0.6	-	0.6
CR 59	CSAH 20	CR 58	2.5	County	Andover	-	-2.5	-	2.5

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

Table 3 – Potential Jurisdictional Transfer Candidates (Long-Term 2030+)

Route	Termini		Length	Jurisdiction		Net Miles Gained/Lost			
	From	To		Existing	Future	State	County	Township	City
CSAH 5	CR 57	TH 47	2.0	County	Ramsey	-	-2.0	-	2.0
CR 63	CSAH 5	TH 47	1.1	County	Ramsey	-	-1.1	-	1.1
CR 65	CSAH 22	CSAH 5	1.8	County	Nowthen	-	-1.8	-	1.8
CR 82	Sherburne County Line	CR 65	1.4	County	Nowthen	-	-1.4	-	1.4
CR 86	CSAH 13	TH 65	2.4	County	East Bethel, Oak Grove	-	-2.4	-	2.4
CR 89	CSAH 24	CR 70	1.0	County	Nowthen	-	-1.0	-	1.0
CR 18	CSAH 78	Bunker Lake Blvd.	2.1	County	Andover	-	-2.1	-	2.1
CSAH 22	Sherburne County Line	Chisago County Line	26.8	County	State	26.8	-26.8	-	-

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

Table 4 – Potential Jurisdictional Transfer Candidates (Local to County)

Route	Termini		Length	Jurisdiction		Net Miles Gained/Lost			
	From	To		Existing	Future	State	County	Township	City
Round Lake Blvd.	CSAH 14/ Main St.	CSAH 1	1.2	Coon Rapids	County	-	1.2	-	-1.2
141st Ave.	CSAH 23/ Lake Dr.	Jordell St.	1.2	Columbus	County	-	1.2	-	-1.2

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

Appendix L

Public Notice Affidavit
Jurisdictional Review Distribution list
Initial Jurisdictional Review Comments Final
Jurisdictional Review Comments

Public Notice Affidavit

Anoka County
2040 Transportation Plan Update
Adjacent and Affected Jurisdiction Review and Comment Form

Date: May 22, 2018

Per Minnesota Statute 473.858 Subd. 2 and the Metropolitan Council, we are distributing the draft Anoka County 2040 Transportation Plan Update for your review and comment. The 2040 Transportation Plan Update and supporting Technical Appendix can be found in .pdf format at: http://www.sehinc.com/online/2040

It is respectfully requested that you review the draft 2040 Transportation Plan Update and send any comments or indication of no comment to Jack Forslund at 1140 Bunker Lake Blvd, NW, Andover MN 55304 by November 22, 2018. With regard to review of the Transportation Plan Update, we ask that you provide feedback as timely as possible within the six-month comment period stipulated by the Metropolitan Council. **Please be advised that email response is also acceptable and may be sent to jack.forslund@co.anoka.mn.us.**

In the event that there are questions regarding the Transportation Plan Update, or if additional information is needed, please contact Jack Forslund, Transportation Planner (jack.forslund@co.anoka.mn.us or 763.324.3179).

On behalf of Anoka County, thank you in advance for your input and prompt response.

Jack Forslund
Anoka County Transportation Planner

AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA)
COUNTY OF ANOKA) ss

Darlene MacPherson being duly sworn on an oath, states or affirms that he/she is the Publisher's Designated Agent of the newspaper(s) known as:

Anoka County Union Herald

with the known office of issue being located in the county of:

ANOKA

with additional circulation in the counties of:

ANOKA

and has full knowledge of the facts stated below:

(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper as provided by Minn. Stat. §331A.02.

(B) This Public Notice was printed and published in said newspaper(s) once each week, for 2 successive week(s); the first insertion being on 12/07/2018 and the last insertion being on 12/14/2018.

MORTGAGE FORECLOSURE NOTICES Pursuant to Minnesota Stat. §580.033 relating to the publication of mortgage foreclosure notices: The newspaper complies with the conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

By: D MacPherson
Designated Agent

Subscribed and sworn to or affirmed before me on 12/14/2018 by Darlene MacPherson.

Notary Public

Jessica L Crabb
Notary Public
Minnesota
My Commission Expires January 31, 2023

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$20.00 per column inch

Ad ID 886106

ANOKA COUNTY NOTICE OF PUBLIC HEARING ANOKA COUNTY 2040 TRANSPORTATION SYSTEM PLAN AND INTERGOVERNMENTAL PLAN

Notice is hereby given pursuant to Minnesota Statutes §§ 375.51 and 394.26, that the Anoka County Board of Commissioners will conduct a public hearing during its regularly scheduled board meeting on December 18, 2018, at 9:30 am, or as soon thereafter as the matter may be considered, in the County Board Room, #705 of the Anoka County Government Center, 2100 3rd Avenue, Anoka MN 55303. The purpose of the hearing is to receive public comment on (i) the Anoka County 2040 Transportation System Plan, which is a plan to establish and guide the strategic direction of the transportation system over the next decade, and (ii) the County's Intergovernmental Plan.

Interested persons, agencies, or groups attending the public hearing shall have the right to provide written or oral comments or suggestions regarding the Transportation System Plan and the Intergovernmental Plan. A copy of the 2040 Transportation System Plan can be found online at http://www.sehinc.com/online/2040. A copy of the Intergovernmental Plan may be found online at: https://www.anokacounty.us/1421/Water-Information-and-Management

Any questions regarding this Notice relating to the Transportation Plan may be directed to Jack Forslund, Transportation Planner, Anoka County Highway Department, 550 Bunker Lake Blvd. NW, Andover, MN 55304 or via telephone at 763-324-3179 or email at Jack.Forslund@co.anoka.mn.us.

Any questions regarding this Notice relating to the Intergovernmental Plan may be directed to Bart Biernat, Environmental Services, Anoka County Government Center, 2100 Third Ave. Suite 600, Anoka, MN 55303 or via telephone at 763-324-4207 or email at Bart.Biernat@co.anoka.mn.us.

If you need an accommodation due to a disability, or printed material in an alternative format, please contact the Anoka County Administration Office at 763-324-4000 (TDD/TTY # 1-800-877-8339).

Dan Klint
Jerry Soma
Assistant County Attorney
County Administrator

Published in the
Anoka County UnionHerald
December 7, 14, 2018
886106

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And Intergovernmental Plan

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https://www.anokacounty.us/1421/Water-Information-and-Management

Any questions regarding this Notice relating to the Transportation Plan may be directed to Jack Forslund, Transportation Planner, Anoka County Highway Department, 550 Bunker Lake Blvd. NW, Andover, MN 55304 or via telephone at 763-324-3179 or email at Jack.Forslund@co.anoka.mn.us.

Any questions regarding this Notice relating to the Intergovernmental Plan may be directed to Bart Biernat, Environmental Services, Anoka County Government Center, 2100 Third Ave. Suite 600, Anoka, MN 55303 or via telephone at 763-324-4207 or email at Bart.Biernet@co.anoka.mn.us.

If you need an accommodation due to a disability, or printed material in an alternative format, please contact the Anoka County Administration Office at 763-324-4000 (TDD/TTY # 1-800-877-8339).

Dan Klint
Assistant County Attorney

Jerry Soma
County Administrator

Publish in:
Anoka County Union – December 7 and 14 of 2018

Tina Pedersen

From: Tonya Orbeck <tonya.orbeck@ecm-inc.com>
Sent: Tuesday, December 04, 2018 11:09 AM
To: Tina Pedersen
Subject: RE: Legal Publication 2018_Dec 18 Public Hearing Notice for 2040 Transportation Plan and Intergovernmental

EXTERNAL EMAIL ALERT: This message originated from outside the Anoka County email system. **Use Caution** when clicking hyperlinks, downloading pictures or opening attachments.

Hello,

Your notice will be scheduled to be published in the December 7 and 14, 2018 Anoka County UnionHerald and be posted on our website. You will receive a proof with cost as soon as it is available. Please let me know if you have any questions, changes or cancellations.

PLEASE CONTACT ME FOR EARLY HOLIDAY DEADLINES.

We are not responsible for missed deadlines.

Thank you,

Tonya Orbeck

Legal Service Department Manager - *Adams Publishing Group of East Central Minnesota*

763-691-6001, publicnotice@ecm-inc.com

APG MEDIA of EAST CENTRAL MINNESOTA

From: Tina Pedersen [mailto:Tina.Pedersen@co.anoka.mn.us]
Sent: Tuesday, December 04, 2018 11:07 AM
To: 'Anoka County Union' <legals.abc@ecm-inc.com>
Subject: Legal Publication 2018_Dec 18 Public Hearing Notice for 2040 Transportation Plan and Intergovernmental

Attached is a Notice of Public Hearing to be published December 7 and 14.

Jurisdictional Review Distribution List

Anoka County Transportation Plan Update
Six-Month Jurisdictional Review Distribution List

Jurisdiction Type	Jurisdiction Name	Primary Contact		Comments Received	Response to Comments
In addition to the jurisdictional review a public hearing was conducted by the Anoka County Board of Commissioners on December 18, 2018. The hearing provided the opportunity for individuals and other stakeholders to formally comment on the Anoka County Transportation Plan Update. No comments were received.					
Adjacent Community	Andover	Jim Dickinson, City Administrator	J.Dickinson@andovermn.gov		
Adjacent Community	Anoka	Greg Lee, City Manager	glee@ci.anoka.mn.us		
Adjacent Community	Bethel	Ginger Berg, City Clerk	info@bethelmn.govoffice2.com	X	Comment letter received indicating the proposed Plan Update was reviewed, but no substantive comments provided
Adjacent Community	Blaine	Clark Arneson, City Manager	carneson@blainemn.gov		
Adjacent Community	Brooklyn Center	Curt Boganey, City Manager	CBoganey@ci.brooklyn-center.mn.us	X	Comment letter received indicating the proposed Plan Update was reviewed, but no substantive comments provided
Adjacent Community	Brooklyn Park	Cindy Sherman, Planning Director	Cindy.Sherman@brooklynpark.org		
Adjacent Community	Centerville	Mark Statz, City Administrator	mstatz@centervillemn.com		
Adjacent Community	Champlin	Bret Heitkamp, City Administrator	bheitkamp@ci.champlin.mn.us	X	Comment letter received indicating the proposed Plan Update was reviewed, but no substantive comments provided
Adjacent Community	Circle Pines	Patrick Antonen, City Administrator	pantonen@ci.circle-pines.mn.us		
Adjacent Community	Columbia Heights	Walter Fehst, City Manager	wfehst@columbiaheightsmn.gov	X	Comment letter received indicating the proposed Plan Update was reviewed, but no substantive comments provided
Adjacent Community	Columbus	Elizabeth Mursko, City Administrator	cityadministrator@ci.columbus.mn.us	X	Comments received and reviewed, minor edits made to Plan Update to address comments
Adjacent Community	Coon Rapids	Matt Stemwedel, City Manager	mstemwedel@coonrapidsmn.gov		
Adjacent Community	Dayton	Tina Goodroad, City Administrator/Planning Director	tgoodroad@cityofdaytonmn.com	X	Comments received and reviewed, minor edits made to Plan Update to address comments
Adjacent Community	East Bethel	Jack Davis, City Administrator	jack.davis@ci.east-bethel.mn.us		
Adjacent Community	Forest Lake	Dan Undem, Interim City Administrator	dan.undem@ci.forest-lake.mn.us		
Adjacent Community	Fridley	Wally Wysopal, City Manager	Wally.Wysopal@FridleyMN.gov	X	Comments received and reviewed, minor edits made to Plan Update to address comments
Adjacent Community	Ham Lake	Denise Webster, City Clerk	dwebster@ci.ham-lake.mn.us	X	Comments received and reviewed, minor edits made to Plan Update to address comments
Adjacent Community	Hilltop	Ruth Nelsen, City Clerk	rnelsen@hilltop.govoffice.com		
Adjacent Community	Hugo	Bryan Bear, City Administrator	bbear@ci.hugo.mn.us	X	Comments received and reviewed, minor edits made to Plan Update to address comments
Adjacent Community	Lexington	Bill Petracek, City Administrator	bill.petracek@cityoflexingtonmn.org		
Adjacent Community	Lino Lakes	Jeff Karlson, City Administrator	jeff.karlson@ci.lino-lakes.mn.us	X	Comments received and reviewed, minor edits made to Plan Update to address comments
Adjacent Community	Linwood Twp.	Pam Olson, Town Clerk	pam.olson@linwoodtownship.org		

Jurisdiction Type	Jurisdiction Name	Primary Contact		Comments Received	Response to Comments
Adjacent Community	Minneapolis	Casey Joe Carl, City Clerk	cityclerk@minneapolismn.gov		
Adjacent Community	Mounds View	Nyle Zikmund, City Administrator	nyle.zikmund@moundsviewmn.org		
Adjacent Community	New Brighton	Dean Lotter, City Manager	dean.lotter@newbrightonmn.gov		
Adjacent Community	North Oaks	Mike Robertson, City Administrator	mrobertson@cityofnorthoaks.com		
Adjacent Community	Nowthen	Corrie LaDoucer, City Clerk/Treasurer	cladoucer@nowthenmn.net		
Adjacent Community	Oak Grove	Loren Wickham, City Administrator	lwickham@ci.oak-grove.mn.us	X	Comments received and reviewed, minor edits made to Plan Update to address comments
Adjacent Community	Ramsey	Kurt Ulrich, City Administrator	kulrich@cityoframsey.com	X	Comment letter received indicating the proposed Plan Update was reviewed, but no substantive comments provided
Adjacent Community	Shoreview	Terry Schwerm, City Manager	tschwerm@shoreviewmn.gov		
Adjacent Community	Spring Lake Park	Daniel Buchholtz, City Administrator	dbuchholtz@slpmn.org		
Adjacent Community	St. Anthony	Mark Casey, City Manager	mark.casey@savmn.com		
Adjacent Community	St. Francis	Joe Kohlmann, City Administrator	jkohlmann@stfrancismn.org		
Adjacent Community	White Bear Twp.	Bill Short, Clerk/Treasurer	bill.short@whitebeartownship.org		
Adjacent Community	Hennepin County	David J. Hough, County Administrator	county.admin@hennepin.us		
Adjacent Community	Scott County	Gary Shelton, County Administrator	gshelton@co.scott.mn.us		
Adjacent Community	Washington County	Molly O'Rourke, County Administrator	Molly.ORourke@co.washington.mn.us		
Out of Region Community	Athens Twp.	Ryan Grittman, Planning & Zoning Staff	rgrittman@nacplanning.com	X	Comment letter received indicating the proposed Plan Update was reviewed, but no substantive comments provided
Out of Region Community	Elk River	Justin Femrite, City Engineer	Jfemrite@elkrivermn.gov	X	Comment letter received indicating the proposed Plan Update was reviewed, but no substantive comments provided
Out of Region Community	Lent Twp.	Kelly Wood, Clerk	clerk@lenttownship.com		
Out of Region Community	Livonia Twp.	General Email	livtownclrk@sherbtel.net		
Out of Region Community	Oxford Twp.	Chair Chilton (Sandy) Hagan	lpinemals@aol.com		
Out of Region Community	Stacy	Sharon Payne, City Clerk/Treasurer	cityclerk@stacymn.org		
Out of Region Community	Stanford Twp.	Wayne Anderson, Supervisor	townhall@stanfordtownship.com		
Out of Region Community	Wyoming	Robb Linwood, City	rlinwood@wyomingmn.org		
Out of Region Community	Chisago County	Bruce Messelt, County	Bruce.Messelt@chisagocounty.us		
Out of Region Community	Isanti County	Kevin VanHooser	kevin.vanhooser@co.isanti.mn.us		
Out of Region Community	Sherburne County	Steve Taylor, County	admin@co.sherburne.mn.us		
School District	11; Anoka-Hennepin	David Law, Superintendent	david.law@anoka.k12.mn.us		
School District	12; Centennial	Brian Dietz, Superintendent	Bdietz@isd12.org		
School District	13; Columbia Heights	Kathy L. Kelly, Superintendent	KellyK@colheights.k12.mn.us		

Jurisdiction Type	Jurisdiction Name	Primary Contact		Comments Received	Response to Comments
School District	14; Fridley	Peggy Flathmann, Superintendent	Peggy.Flathmann@Fridley.k12.mn.us		
School District	15; St. Francis	Troy Ferguson, Superintendent	troy.ferguson@isd15.org		
School District	16; Spring Lake Park	Jeff Ronneberg, Superintendent	jronne@district16.org		
School District	624; White Bear Lake	Wayne A. Kazmierczak, Superintendent	Wayne.Kazmierczak@isd624.org		
School District	728; Elk River	Daniel Bittman,	daniel.bittman@isd728.org		
School District	831; Forest Lake	Steve Massey, Superintendent	feedback@flaschools.org		
Watershed Management Organization	Comfort Lake Forest Lake Watershed District	Mike Kinney, District Administrator	Michael.Kinney@clflwd.org		
Watershed Management Organization	Coon Creek Watershed District	Tim Kelly, District Administrator	tkelly@cooncreekwd.org		
Watershed Management Organization	Elm Creek Watershed Commission	Judie Anderson, Administrative Services	judie@jass.biz		
Watershed Management Organization	Lower Rum River Watershed Management Organization	Brenda Smith, WMO Deputy Treasurer	bsmith@ci.anoka.mn.us		
Watershed Management Organization	Mississippi River Watershed Management Organization	Doug Snyder, Executive Director	dsnyder@mwmo.org		
Watershed Management Organization	Rice Creek Watershed District	Phil Belfiori, Administrator	pbelfiori@ricecreek.org		
Watershed Management Organization	Shingle Creek Watershed Management Commission	Judie Anderson, Administrative Services	judie@jass.biz		
Watershed Management Organization	Sunrise River Watershed Management Organization	Jamie Schurbon, Official contact for SRWMO	Jamie.schurbon@anokaswcd.org		
Watershed Management Organization	Upper Rum River Watershed Management Organization	Dan Denno, Chair	dandenno1@gmail.com		
Watershed Management Organization	Vadnais Lake Area Watershed Management Organization	Stephanie McNamara, Administrator	stephanie.o.mcnamara@vlawmo.org		
Watershed Management Organization	West Mississippi Watershed Management Commission	Judie Anderson, Administrative Services	judie@jass.biz		
State Agency	MnDOT	Melissa Barnes, Bicycle and Pedestrian Safety	melissa.barnes@state.mn.us	X	Comments received and reviewed, minor edits made to Plan Update to address comments
State Agency	MnDNR	General Email	info.dnr@state.mn.us		
State Agency	MAC	Bridget Rief, Vice President, Planning & Development	Bridget.Rief@mspmac.org	X	Comments received and reviewed, minor edits made to Plan Update to address comments
Federal Agency	National Park Service	Cam Sholly, Regional Director of Midwest Region	Cam_Sholly@nps.gov		
State Agency	Metropolitan Council	Eric Wojchik	eric.wojchik@metc.state.mn.us	X	Several text and mapping changes were made throughout the draft plan to reflect inaccuracies and suggested items made by Met Council

Initial Jurisdictional Review Comments

September 5, 2018

Karen Blaska, Park Planner
Anoka County Parks
550 Bunker Lake Blvd NW
Andover, MN 55304

RE: **Preliminary Review of Anoka County 2040 Comprehensive Plan**
Metropolitan Council Districts 2, 9, 10, 11
Metropolitan Council Review File No. 22003-0

Dear Ms. Blaska:

Metropolitan Council staff have reviewed the preliminary draft of Anoka County's Comprehensive Plan (Plan), received on July 3, 2018. In the preliminary review, staff focused on whether the draft Parks and Transportation elements appeared to be complete. *With only two elements of the 2040 Comprehensive Plan to review, Council staff were not able to determine any conformance and major system issues, or policy conflicts.* The final 2040 Comprehensive Plan submitted for official review needs to also include the following elements: Community and Subsurface Treatment Systems and Surface Water Management. A more detailed review of the Update may reveal other important matters that were not identified during this preliminary review.

Staff offers the following preliminary review comments for your consideration. Please note that when the Update is submitted, some of these comments may be addressed based on other elements.

When addressing the matters in this letter, County staff are advised to refer to the County's Checklist of Minimum Requirements in the Community pages of the online Local Planning Handbook and the County's System Statement:

Anoka County's Checklist of Minimum Requirements:
https://metrocouncil.org/Handbook/Files/Checklist/003_AnokaCounty_Checklist.aspx

Anoka County's Community Page:
https://lphonline.metc.state.mn.us/CommPage?clu=3&applicant=Anoka%20Co.

Anoka County's System Statement:
https://metrocouncil.org/Communities/Planning/Local-Planning-Assistance/System-Statements/System-Statements/003_AnokaCounty_2015SS.aspx

Complete for Review
The preliminary review process found the following sections **complete for review** and did not identify any major system issues or policy conflicts: Forecasts and Freight.

We offer the below *advisory comments* for your consideration.

Forecasts *(Todd Graham, 651-602-1322)*

- The forecasts in Transportation tables 23 and 25 are out-of-date, and do not reflect forecast changes by Metropolitan Council during 2017-2018. Please check back at

https://lphonline.metc.state.mn.us/CommPage?clu=3&applicant=Anoka%20Co. for updated numbers when the next draft of the Update is prepared. Some additional cities may request forecast adjustments.

Incomplete for Review

The following sections of the draft Plan are considered **incomplete**. Changes in the draft Plan are needed before the Plan is submitted to the Council for formal review: Transportation, Regional Parks and Trails and MRCCA.

Transportation *(Russ Owen, 651-602-1724)*

The Plan is **incomplete** for Transportation. To be complete for review, the Plan needs to address the following issues.

Roadways

- Identify planned improvements to the principal arterials as shown in the Current Revenue scenario of the *2040 Transportation Policy Plan (TPP)*. This references Figure 5.3 on page 5.13 of the *2014 2040 TPP*. Projects include Highway 65 repaving, I-35W repaving, and Highway 10 repaving.
- Readers are referred to Appendix A for the description of functional classifications, however Appendix A was not made available for review.

Transit

- The Plan needs to list existing transit routes in the County, including high-frequency transit routes.
- Page 35 shows a park-and-ride that is no longer served; please remove any reference to this facility.
- On Figure 10 on page 36 the following should be changed:
  - On Hwy 65 there is no longer service north of CR 14, remove transit line.
  - On Hwy 65, the four park-and-rides north of CR 14 should be removed or if used as park-and-pool lots, should be shown as such with a different symbol.
  - On Hwy 65, the park-ride just south of CR 14 is covered by the Hwy 65 symbol.
  - On I-35W, the Mermaid park-and-ride symbol under the CR H park-ride symbol should be removed--Mermaid is no longer a park-and-ride.
  - Northtown should be shown as a Transit Center.
  - In the legend, replace "Yes" with "Transit Center."
- On Table 12 on page 37:
  - Add Running Aces park-and-ride in Columbus.
  - Delete the East Bethel park-and-ride at East Bethel Theatre.
  - Delete the other two East Bethel park-and-ride lots or list them as park-and-pool lots.
  - Delete the Ham Lake lot.
- Figure 12 needs to clarify that the Central Avenue ABRT is not funded nor under development. The way the map is displayed conveys incorrect information.
- Describe the County's roles and responsibilities in transitway development, including activities completed or currently underway.
  - Figure 30 illustrates two potential transitways, but does not name or describe them. The Plan needs to add narrative accordingly.

Bicycling and Walking

- Analyze and address the need for local bicycle and pedestrian facility improvements to provide connections over major physical barriers on the RBTN and local networks. This conversation is very robust in the Freight section and should be replicated for bicycle and pedestrian modes.
- Discuss pedestrian system needs in a manner that responds to your community designation. (For example, how the needs of Columbia Heights are different than those in Ham Lake).

Aviation

- Map the airport location, including existing and future airport boundaries, land access locations, and runways.

Advisory Comments

- Page 5 references the County's commitment to making its "highways and bridges, transit systems, air transportation, and freight systems safe, efficient, and cost-effective." Council staff recommend adding reference to bicycle and pedestrian facilities.
- While the Plan is only required to reference the *2014 2040 TPP*, there is value in looking to the *2018 2040 TPP* Update. This includes MnPASS on I-35W. Staff recommend starting with the 2014 information and begin to incorporate the 2018 information for future developments within the county.
- Figure 30 illustrates two potential transitways but does not name or describe them. Council staff recommend updating to the *2018 2040 TPP* Update, which describes the level of development for each of these lines.
- Maps throughout the document include multiple levels of information that makes it difficult to read the map. Staff recommend removing parks, water features, wetland areas, etc. from maps and non-Anoka County geographies when not needed.
- In Table 12, instead of 2016 use numbers staff suggest using 2017 numbers which are as follows:
    - Ramsey Station-199, Anoka Station-258, Coon Rapids Station-329, Fridley Station-85, Hwy 65 & CR 24 (park-and-pool)-15, East Bethel Ice Area (park-and-pool)-0, Church of St. William-20, Foley Blvd-837, I-35E & CR 14-95, St. Joseph's Church-7, I-35W & 95th Ave-811, North Transit Center-148, Paul Pkwy-265
- Page 67 states, "historically the elderly have used transit at higher percentages than other age groups." Our data reflects contrary trends to this information. For example, Route 831 (one of the local circulators) has 2% of riders over 65, whereas 13% of the local population are over 65.
- Staff recommend connecting the Amtrak section more closely to the facilities in Anoka County (the county is not referenced in this section) and how the Amtrak service impacts or benefits the residents of Anoka County.

Regional Parks and Trails *(Raya Esmaeili, 651-602-1616)*
The Plan is **incomplete** for Regional Parks and Trails. To be complete for review, the Plan needs to address the following issues.

- Describe, map, and label the Regional Parks System facilities that are located in your community.

- The Plan does not describe Regional Parks, Park Reserves, and Special Recreation Features within Anoka County. It also does not describe/list all state lands in the County.
- The map in the appendix page 51 needs to include Blaine Airport Rich Fen Scientific and Natural Area, Blaine Preserve Scientific and Natural Area, and Boot Lake Scientific and Natural Area. These lands are only shown on the DNR Snowmobile Trails map on page 53.
- The Plan does not include Rum Creek Regional Trail, North Anoka County Regional Trail Search Corridor, and East Anoka County Extension Regional Trail Search Corridor.

- Include a capital improvement program as part of your implementation plan

Mississippi River Corridor Critical Area (MRCCA)
The Plan was forwarded on to the Minnesota Department of Natural Resources (DNR) staff for their separate completeness review of the MRCCA element. DNR staff have reviewed the preliminary MRCCA plan and evaluated it as if it were being reviewed for approval. Comments on this element were sent directly to the County on July 27, 2018, under separate cover. The County needs to address these comments for the MRCCA element to be considered complete for review.

If you have any questions or need further information regarding the comments in this letter, please contact Raya Esmaeili, Principal Reviewer at 651-602-1616, or Eric Wojchik, Sector Representative at 651-602-1330.

Sincerely,

LisaBeth Barajas, Director
Community Development

CC: Matt Bauman, Minnesota Department of Natural Resources
Lona Schreiber, Metropolitan Council District 2
Edward Reynoso, Metropolitan Council District 9
Marie McCarthy, Metropolitan Council District 10
Sandy Rummel, Metropolitan Council District 11
Eric Wojchik, Sector Representative
Corrin Hoegen Wendell, Sector Representative
Raya Esmaeili, Principal Reviewer / Reviews Coordinator

Anoka County Draft 2040 Comprehensive Plan Review
MAC Review Items (comments due November 22, 2018)

Chapter 3, Existing Conditions

Air section (page 50)

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)

Comment: *First paragraph, first sentence; ...is the largest reliever airport in the Metropolitan Airport Commission's (MAC's) reliever airport system in terms of land area.*

Second paragraph, first sentence; ...and a Minor Airport by the Metropolitan Council

Second paragraph, last sentence; "The airport supported approximately 75,000 takeoffs and landings in 2017, with 377 aircraft based at the airport.

Please check aspect ratio of photo; looks "squished"

Chapter 4, Forecast Conditions

Section 4.5, Aviation (page 88)

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.

Comments: Third paragraph, first sentence; "These forms must be submitted 45 days before...

Third paragraph; suggest deleting "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." It is unclear what safety zoning ordinance is being referred to here.

Adjacent or Affected Jurisdiction Name: Athens Township

Please check the appropriate box:

- [x] We have reviewed the proposed Plan Update, do not have any comments, and are therefore waiving further review.
- [ ] We have reviewed the proposed Plan Update and offer the following comments (attach additional sheets if necessary)

Name of Reviewer Ryan Grithman Date 6-20-18

Signature of Reviewer

Adjacent or Affected Jurisdiction Name: City of Brooklyn Center
Please check the appropriate box:

☒ We have reviewed the proposed Plan Update, do not have any comments, and are therefore waiving further review.

We have reviewed the proposed Plan Update and offer the following comments (attach additional sheets if necessary)

Name of Reviewer Doran M. Cote Date 5/23/2018

Signature of Reviewer

Adjacent or Affected Jurisdiction Name: City of Champlin
Please check the appropriate box:

- [x] We have reviewed the proposed Plan Update, do not have any comments, and are therefore waiving further review.
- [ ] We have reviewed the proposed Plan Update and offer the following comments (attach additional sheets if necessary)

Name of Reviewer Scott Schulte Date 8/6/18

Signature of Reviewer

RFC Engineering, Inc.

13635 Johnson Street NE
Ham Lake, MN 55304

Office (763) 862-8000
Fax (763) 862-8042

November 19, 2018

Jack Forslund
Transportation Planner
Anoka County Highway Department
1140 Bunker Lake Boulevard
Andover Minnesota 55304

Re: 2040 Transportation Plan update

Dear Jack,

The City of Ham Lake commends the County on the goals stated within the 2040 Transportation Plan Update. The following are comments in regards to the Plan.

The Section 2.3 funding text is encouraging regarding County funding for 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. It is recommended that a revision to the current cost-sharing policy of 100% of the cost of the bikeway being funded by Cities be completed to reflect Section 2.3.

Figure 13 includes planned regional trails and regional trail search corridors. It is unclear what differentiates these. It appears that the planned regional trails should be updated to include the East Anoka County Regional Trail.

Table 35 identifies 5.7 miles of County turn-back to the City of Ham Lake and 0.5 miles of turn-up. The specific locations could not be determined from the Draft Plan Update. The only reference to turn-back is the approximate 1.6 miles portion of CR 16 shown in Table 39 and Table 2 of Appendix J. The Draft Plan Update needs to include the locations of all turn-backs and turn-ups. It is recommended that a map be included that shows all proposed jurisdictional transfers. It is unclear on whether Table 35 includes completed jurisdictional transfers shown in Table 5.

Table 39 includes the potential long term (2030 or beyond) turnback of 153rd Avenue and Xylite Street from Trunk Highway 65 to CR 60. That portion of 153rd Avenue from Trunk Highway 65 to CR 52 was turned-back in December 2010. The approximate length of the segment from CR 52 to CR 60 is 1.7 miles. The 1.0 mile is shown as already being transferred in Table 5.

It is unclear what the timing is for the proposed CSAH 116 reconstruction from Van Buren Street to Highway 65. Figure 35 shows the reconstruction year as 2020 whereas Table 39 shows 2021. The City of Ham Lake is encouraged with this CSAH 116 reconstruction to eliminate the current bottleneck.

CR 16 "S-Curves at Jackson Street reconstruction is shown as year 2022 in Table 39. Figure 35 should be updated to match. It is unclear what the timing is for the potential CR 16 turn-back to the Cities of Andover and Ham Lake. Table 39 identifies the timing of the potential transfer as being between 2014 and 2021. Table 2 of Appendix J identifies the timing as being between 2021 and 2030.

Table 39 includes a system stewardship deficiency for the 1.8 mile segment of CR 60 from East Lake Netta Drive to CSAH 17. This segment did receive a bituminous overlay in 2016 and could perhaps be removed from the Table.

Table 39 does not include any reconstruction of any portion of CSAH 17 north of Bunker, with the exception of the structurally deficient culvert at the Coon Creek crossing and the 2019 signalization of CSAH 17/CSAH 18/Broadway Avenue. The Anoka County Five-Year Capital Improvement Plans in 2002 and in 2003 had all of CSAH 17 being reconstructed by 2010. The lack of shoulder makes this a dangerous roadway.

Chapter 7 of the 2030 Transportation Plan included proposed roadways within/adjacent to the City of Ham Lake. These included the extension of CR 51 along the entire western City of Ham Lake border, the extension of Cr 52 north of 153rd Avenue, the extension of CR 61 from CR 60 to CRSAH 18, the extension of CR 105 from Main Street to CSAH 18 and the extension of CSAH 116 east of CSAH 17. Unclear on whether these extensions are still proposed.

Sincerely,

RFC Engineering, Inc.

Thomas P. Collins

Tom Collins, P.E.
Ham Lake City Engineer

FW: Ramsey Response to Anoka County Transportation Plan
Jack Forslund to: Chris Hiniker (chiniker@sehinc.com) 08/10/2018 09:34 AM

From: Tim Gladhill [mailto:tgladhill@ci.ramsey.mn.us]
Sent: Friday, August 10, 2018 9:02 AM
To: Jack Forslund <Jack.Forslund@co.anoka.mn.us>
Cc: Kurt Ulrich <kulrich@ci.ramsey.mn.us>; Bruce Westby <bwestby@ci.ramsey.mn.us>; Mark Riverblood <mriverblood@ci.ramsey.mn.us>; Chloe McGuire Brigl <CMcGuire@ci.ramsey.mn.us>; Chris Anderson <CAnderson@ci.ramsey.mn.us>; Scott Mareck <SMareck@wsbeng.com>; Breanne Rothstein <BRothstein@wsbeng.com>; Eric Maass (emaass@wsbeng.com) <emaass@wsbeng.com>
Subject: RE: Ramsey Response to Anoka County Transportation Plan

Attached is a copy without the DRAFT Watermark. My apologies.

Tim Gladhill, AICP |
tgladhill@cityoframsey.com

Community Development Director
City of Ramsey |
Community Development
P: 763-433-9826 (also cell)
| F: 763-433-9848
7550 Sunwood Drive NW |
Ramsey, MN 55303
www.cityoframsey.com

Our Mission: To work together to responsibly grow our community, and to provide quality, cost-effective, and efficient government services.

From: Tim Gladhill
Sent: Friday, August 10, 2018 8:58 AM
To: 'Jack Forslund' <Jack.Forslund@co.anoka.mn.us>
Cc: Kurt Ulrich <kulrich@ci.ramsey.mn.us>; Bruce Westby <bwestby@ci.ramsey.mn.us>; Mark Riverblood <mriverblood@ci.ramsey.mn.us>; Chloe McGuire Brigl <CMcGuire@ci.ramsey.mn.us>; Chris

Anderson <CAnderson@ci.ramsey.mn.us>; Scott Mareck <SMareck@wsbeng.com>; Breanne Rothstein < BRothstein@wsbeng.com>; Eric Maass (emaass@wsbeng.com) <emaass@wsbeng.com>
Subject: Ramsey Response to Anoka County Transportation Plan

Jack,

Thank you for the opportunity to comment on the Anoka County Transportation Plan. Your team did an excellent job pulling together a comprehensive plan for Anoka County's Transportation System. Please see the attached response.

We believe many of our comments are addressed in the Plan already, while others are advisory in nature and are intended to begin a conversation to increase planning efforts for items not currently in the plan (such as the Mississippi River Crossing). Please let me know if you have any questions.

Sincerely,

Tim Gladhill, AICP |
tgladhill@cityoframsey.com

Community Development Director
City of Ramsey |
Community Development
P: 763-433-9826 (also cell) | F: 763-433-9848
7550 Sunwood Drive NW |
Ramsey, MN 55303
www.cityoframsey.com

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August 10, 2018

Anoka County Highway Department
Attn: Jack Forslund, Transportation Planner
1140 Bunker Lake Blvd. NW
Andover, MN 55304

Jack:

Thank you for the opportunity to comment on the Anoka County 2040 Transportation Plan. Ramsey has enjoyed a good relationship with Anoka County, especially as it relates to key transportation issues. We commend Anoka County for leading many priority transportation initiatives, especially the Highway 10 Access Planning Study and Greater MN Gateway Initiative.

Ramsey Vision and Land Use Plan

Ramsey has established five Priority Goals for future land use over the next 20 years. Each of these goals carries equal weight, and there is no priority order.

- A Balance of Rural Character and Urban Growth
- A Connected Community
- An Active Community
- Smart, Citizen-Focused Government
- Financial Stability

Future Growth Forecasts

Ramsey is requesting an amendment to its future growth forecasts as outlined below. These revisions are subject to the approval of the Metropolitan Council and may be revised downward.

	2016	2020	2030	2040
Households	8,973	9,500	11,500	13,500
Population	26,251	27,550	33,350	39,150
Employment	6,334	6,900	7,800	8,400

Future Land Use Plan

As part of Ramsey's ongoing public engagement and land use planning efforts, we have amended our Future Land Use Plan since work commenced on the Anoka County 2040 Transportation Plan. A copy of our Future Land Use Map is attached. We will send revised TAZ Allocations as soon as possible. Of particular note, a new business park has been established

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west of Armstrong Boulevard/CSAH 83. This should be reflected in the Freight section of the Anoka County 2040 Transportation Plan.

Highway Projects

U.S. Highway 10/Greater MN Gateway

Ramsey extends its thanks and gratitude to Anoka County for its leadership in Transportation Planning for Highway 10. Ramsey supports the current vision and prioritization for this corridor as laid out in the Highway 10 Access Planning Study and the Anoka Solution.

Ramsey has initiated the Ramsey Highway 10 Plan to set up the corridor for success moving forward and continuing the positive momentum experienced thus far. Our current priorities include, but are not necessarily limited to the following (in no priority order):

- Full Access Grade-Separated Interchange at Sunfish Lake Boulevard/CSAH 57
- Full Access Grade-Separated Interchange at Ramsey Boulevard/CSAH 56
- Reduced Conflict U-Turn Intersection at Bowers Drive
- Reduced Conflict U-Turn Intersection at Alpine Drive
- Removal of uses on north side of U.S. Highway 10/169 west of Ramsey Boulevard
- Pedestrian Bridge on Central Anoka County Regional Trail at Northstar Commuter Rail – Ramsey Station
- Frontage Roads to support interchange and removal of private, direct accesses on U.S. Highway 10/169

Mississippi River Crossing

The Plan is absent any meaningful planning for a Future Mississippi River Crossing. Ramsey acknowledges that this future improvement is absent in Thrive2040, the Regional Development Framework. However, large transportation projects take leadership of local communities to drive priorities.

Armstrong Boulevard/CSAH 83 has been designed to ultimately become the corridor for the future Mississippi River Crossing. With that in mind, Ramsey objects to the potential Jurisdictional Transfer of this corridor south of Bunker Lake Boulevard.

Saint Francis Boulevard/TH 47 Study Revival

On or about 2016, a joint study for Trunk Highway 47 was initiated covering the cities of Ramsey and Anoka. This plan was never fully adopted, and many of these alternatives are no longer valid. Ramsey would recommend refreshing this study to advance the alternatives.

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Ramsey would recommend initiating this study in 2019.

Ramsey acknowledges the STIP Funding Application for the intersection of Bunker Lake Boulevard/CSAH 116 and Saint Francis Boulevard/TH 47. Ramsey commends Anoka County for taking the lead on this initiative and looks forward to supporting this project.

Nowthen Boulevard/CSAH 5 Corridor Study

Within the next ten year planning period, Ramsey desires to jointly complete a Corridor Study for the Nowthen Boulevard/CSAH 5 Corridor. Congestion on Trunk Highway 47/Saint Francis Boulevard is creating significant delays and safety concerns along this corridor. Significant growth and the opening of a new elementary school in 2019 emphasize the need to complete key safety improvements at key nodes.

Ramsey objects to any potential jurisdictional transfer of this corridor south/east of Sunfish Lake Boulevard/CSAH 57 without a long-term plan for both the CSAH 5 and TH 47 corridors.

Ramsey would suggest initiating this study in 2019.

Armstrong Boulevard/CSAH 83

Ramsey desires to study specific spot improvements along the Armstrong Boulevard/CSAH 5 Corridor. Ramsey does not believe a full Corridor Study is warranted along this corridor, but the completion of ICE Reports at key intersections.

- Armstrong Boulevard/CSAH 83 and Alpine Drive
- Armstrong Boulevard/CSAH 83 and 161st Avenue (Ramsey Central Park/Game Fair Entrance)

Ramsey would prioritize Saint Francis Boulevard/TH 47 and Nowthen Boulevard/CSAH 5 Corridor Studies over this corridor. However, given the smaller scope of study, Ramsey hopes that this study can be advanced quicker.

Green Valley Road/CR 63

During Ramsey's Public Engagement for our 2040 Comprehensive Plan Update, we heard several comments about safety along Green Valley Road/CR 63. As Ramsey continues to grow, this general corridor is shaping up to be a major East/West Connection, another key goal of our community. Many of these comments seemed to be focused on pedestrian safety. Ramsey is planning some trail linkages in the general area. However, many of respondents noted that even the addition of paved shoulders would be a relatively low-cost, high-benefit improvement for the corridor.

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181st Avenue/CR 64

Additionally during Ramsey's Public Engagement for our 2040 Comprehensive Plan Update, we heard several comments about safety along 181st Avenue/CR 64. Many of these comments seemed to be focused on pedestrian safety, noting that even the addition of paved shoulders would be a relatively low-cost, high-benefit improvement for the corridor.

Multi-Modal Projects

Northstar Commuter Rail

Ramsey supports the ongoing operation of the Northstar Commuter Rail. As opportunities present themselves and continued growth occurs in Ramsey, we would like to continue to plan for circulator transit service. Additionally, we look forward to the completion of the Mississippi Skyway pedestrian bridge along the Central Anoka County Regional Trail. This pedestrian bridge will serve as a rail station enhancement, adding ridership with access to the south side of Highway 10.

Central Anoka County Regional Trail

Ramsey extends its thanks and gratitude for Anoka County's support of the realignment of the Central Anoka County Regional Trail from the Ramsey Boulevard to Ramsey's Downtown Area. . This will improve safety for pedestrians, bicyclists, and motorists. Ramsey also looks forward to continued support from Anoka County in obtaining funding for this important regional improvement that connects so many regional transportation systems, with a single project.

Rum River Regional Trail

Within the next ten year planning cycle, Ramsey would like to explore a realignment of the planned Rum River Regional Trail. Ramsey believes there are more destinations along Trunk Highway 47, providing better connections to regional facilities. Ramsey would recommend completing this analysis prior to 2023, to be included in the next Regional Development Framework and System Plans.

Regional Trail Search Corridor: Trott Brook Corridor

Within the next ten year planning cycle, Ramsey would like to explore the addition of a Regional Trail Search Corridor, or a relocation of an existing search corridor. Ramsey believes that this corridor provides an excellent opportunity to connect multiple regional facilities. Ramsey would recommend completing this analysis prior to 2023, to be included in the next Regional Development Framework and System Plans

City of RAMSEY

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Sincerely,

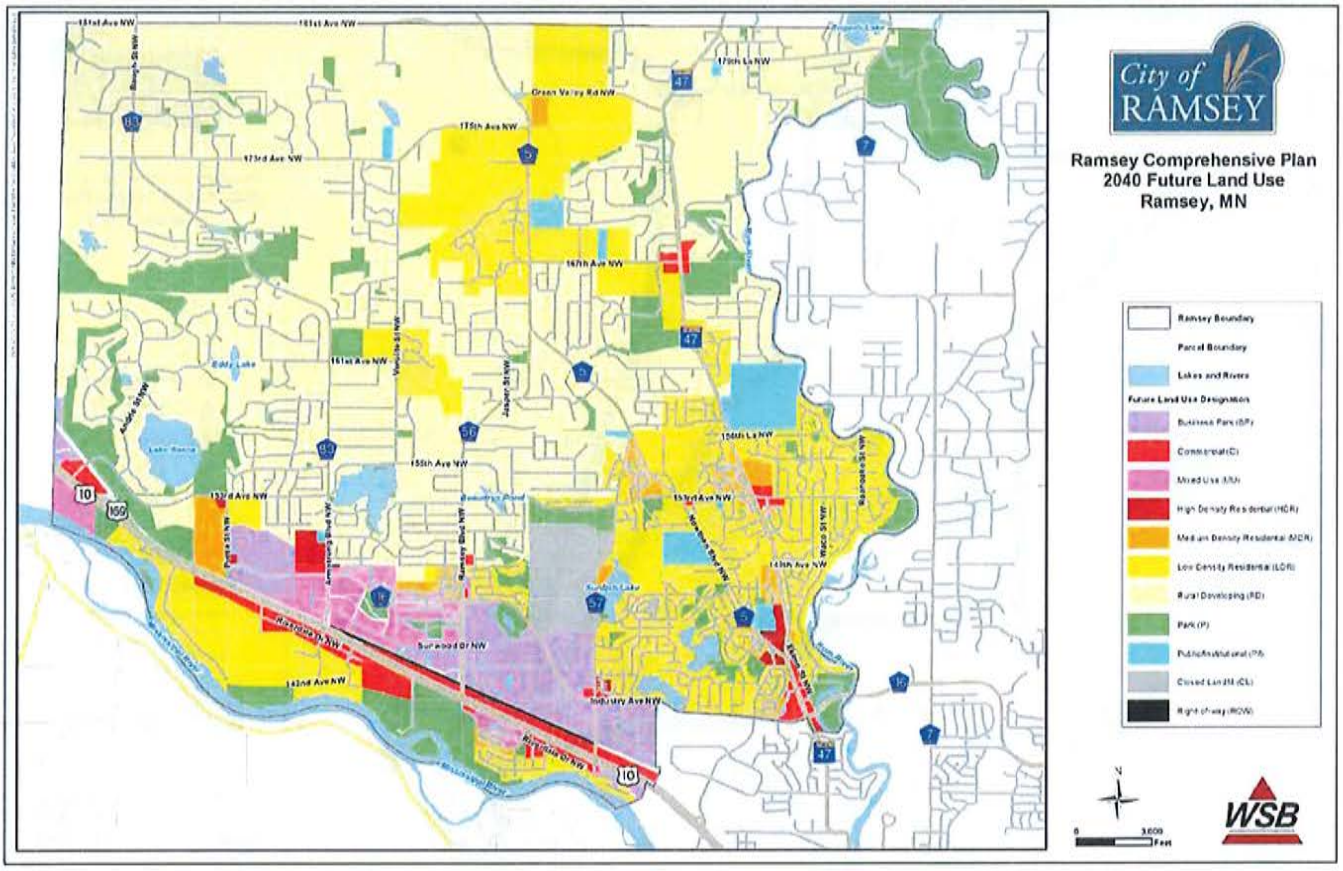
CITY OF RAMSEY

Tim Gladhill
Community Development Director

CC: James Dickenson, Andover City Administrator (re: Rum River Regional Trail Alignment)
Joseph Janish, Andover Community Development Director (re: Rum River Regional Trail Alignment)
Bret Heitkamp, Champlin City Administrator (re: Mississippi River Crossing)
John Cox, Champlin Deputy City Administrator (re: Mississippi River Crossing)
Tina Goodroad, Dayton City Administrator/Development Director (re: Mississippi River Crossing)
Katie Walker, Hennepin County Comprehensive Planning Manager (re: Mississippi River Crossing)
Melissa Barnes, Minnesota Department of Transportation (MnDOT) North Area Engineer
Eric Wojchik, Metropolitan Council Senior Planner/Sector Representative
Freya Thamman, Metropolitan Council Senior Planner/Sector Representative
Scott Marek, WSB; Ramsey Consulting Transportation Planner
Breanne Rothstein, WSB; Ramsey Consulting Planner
Eric Maass, WSB; Ramsey Consulting Planner

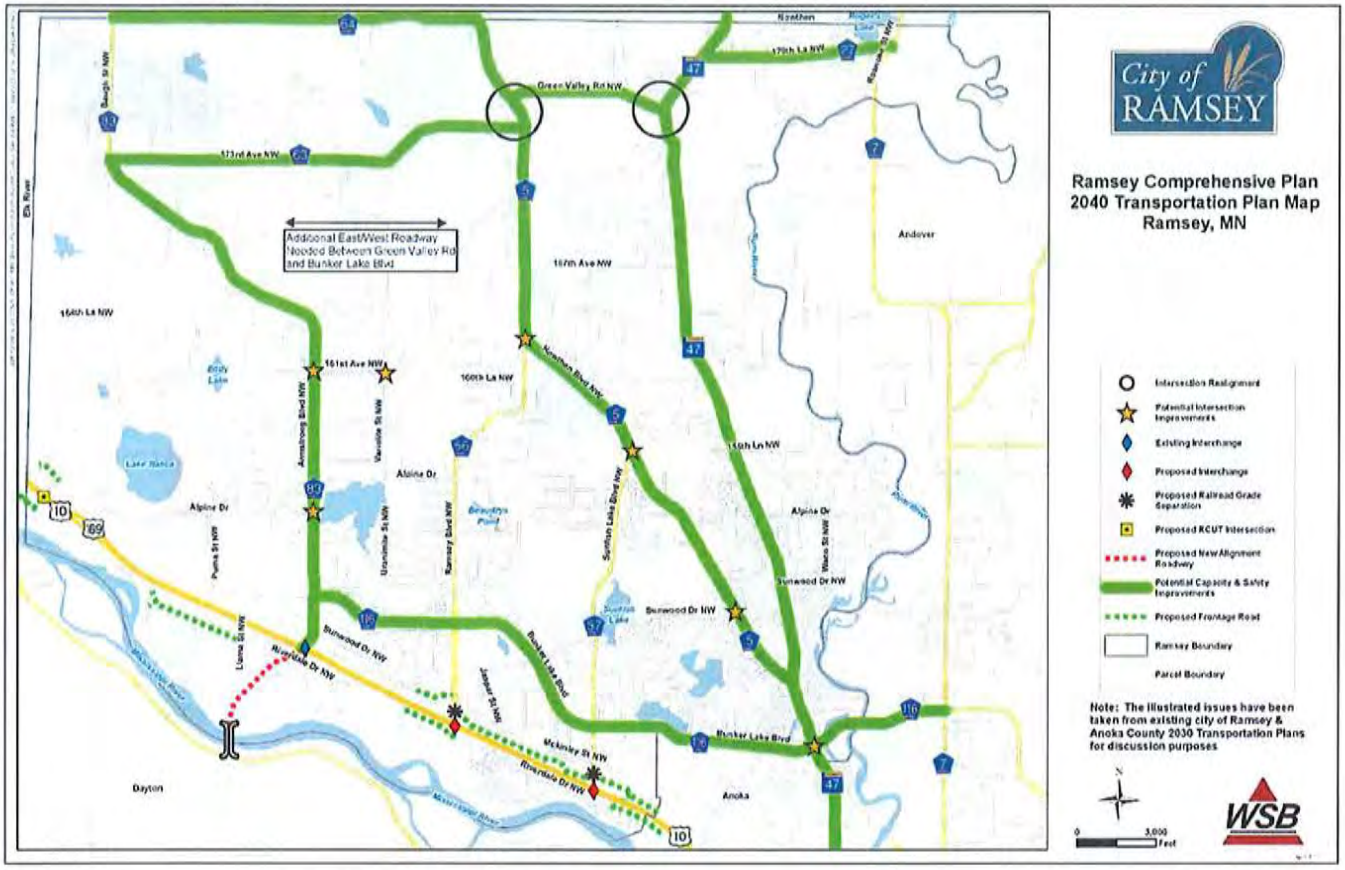
Enclosures: Ramsey Future Land Use Map
Ramsey Transportation Map

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FW: Anoka County Transportation Plan Update - Jurisdictional Review Draft
Jack Forslund to: Chris Hiniker (chiniker@sehinc.com) 06/25/2018 01:16 PM

FYI

From: Joseph Hogeboom [mailto:JHogeboom@columbiaheightsmn.gov]
Sent: Monday, June 25, 2018 11:36 AM
To: Jack Forslund <Jack.Forslund@co.anoka.mn.us>
Cc: Elizabeth Hammond <EHammond@columbiaheightsmn.gov>
Subject: FW: Anoka County Transportation Plan Update - Jurisdictional Review Draft

Mr. Forslund,

Thank you for the opportunity to review Anoka County's 2040 Transportation Plan. The City of Columbia Heights has reviewed the Plan, and has no formal comments to submit. If you require any further information, please feel free to contact me.

Sincerely,

Joe Hogeboom

Joseph S. Hogeboom | Community Development Director
City of Columbia Heights | Community Development Department
590 40th Avenue NE | Columbia Heights, MN 55421
jhogeboom@columbiaheightsmn.gov
Direct: (763) 706-3675
Main: (763) 706-3670

RE: 2040 Transportation Plan - Comment --- FW: Anoka County Transportation Plan Missing Storm Water Pollution Prevent Plan (MS4) ---
Jack Forslund
to:
Chris Hiniker (chiniker@sehinc.com)
10/05/2018 11:01 AM
Hide Details
From: Jack Forslund <Jack.Forslund@co.anoka.mn.us>
To: "Chris Hiniker (chiniker@sehinc.com)" <chiniker@sehinc.com>
History: This message has been replied to.

Chris – see email below regarding the Transportation Plan. We'll include some info in our plan on the MS4. Shouldn't need to be too much.

Jack

From: Bart F. Biernat
Sent: Friday, October 05, 2018 10:48 AM
To: Jack Forslund <Jack.Forslund@co.anoka.mn.us>
Subject: Anoka County Transportation Plan Missing Storm Water Pollution Prevent Plan (MS4)

Hi Jack:

I found the draft 2040 Transportation Plan online.

I reviewed the draft Plan. Nowhere is there presentation or discussion of the Highway Department's MS4 Storm Water Pollution Prevention Plan/Program. That is a conspicuous oversight to the Met Council and MPCA stormwater management program. And probably why Judy Sventek included a comment about it in her September 21, 2018 letter to me:

"Discussion on the County's role and responsibilities as a regulated MS4 as well as requirements and practices required by the County to be in compliance with the MS4 permit."

Judy's right. You have an MS4 permit and you have address stormwater pollution according to the permit conditions.

Regarding Environmental Services review of the Anoka County 2040 Transportation Plan

Environmental Services recommends that you modify the Anoka County 2040 Transportation Plan to include discussion of the Highway Department's role and responsibilities as a regulated MS4 as well as requirements and practices required by the County to be in compliance with the MS4 permit."

We recommend that a copy of the County's current MS4 permit be included with the Plan.

THANK YOU

Bart

Bart Biernat

Anoka County Environmental Services

2100 Third Ave, Suite 600

Anoka, MN 55303

763-324-4207 (office)

Bart.Biernat@co.anoka.mn.us

Visit the county-wide water website

www.KnowTheFlow.us

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Review of Anoka County's 2040 Transportation Plan

Fig. 3

- How can future and existing lanes be on the same map?
- Are there any future lanes?
- Why is 57th Ave. shown as a 5-lane?

Fig. 4

- Shows E River Rd south of 694 as 6 lanes, but it is 4
- Or is that intended to be a future expansion?
- 57th Ave is show as part 4 lane and part 5 lanes. Again, is that future or existing?

P. 29 Plan does a good job of explaining road capacity and ADT LOS thresholds, but then, just summarizes how roadways in the County rank. There needs to be a map or table to show where those problem roadways are located.

P. 32-49 don't display

P. 54 Can PQI be explained?
Again, information does not tell us where bad road conditions are located. Can that be mapped?

P. 58 Table 20: Main Street (CR 2) bridge is missing from table

P. 59-61: Shouldn't we have more current crash data than 2015? There were some fatality accidents in Fridley in 2016 & 2017 that would be good to include in record.

P. 63 Typo in 2nd sentence: Intersections. Same word again in 2nd sentence of 2nd par.

Table 24

- I question the bike decrease number, because I notice a lot more cyclists in Fridley now than I did 20 years ago. What agency is collecting data? Where is that data coming from? Can we get some data from MnDOT?

P. 74 The vehicle per household data is for Anoka Co workers, but what about for Anoka Co residents? If 60% drive elsewhere to work, wouldn't that data be more useful?

Table 25. P 79 Fridley 2015 household, population, and employment totals are all wrong.
The table source says it is Met Council, but I don't think they have 2015 data.

P. 83 fails to mention that CR 102 (57th Av), where there have been a lot of complaints

Table 27 Doesn't include connecting MRT to new Main St trail. What is Fig. 13? Can't comment because I don't know what it shows for RBTN.

P. 92 4th bullet would be better worded to state "increased safety needs for multi-modal transportation infrastructure on busy arterial roadways"

Table 35 What 1.0 mile section in Fridley do they refer to? 57th Ave Bridge?

P. 104 Shouldn't the description of the E River Rd Corridor Study mention the plans for a railroad overpass at 57th Ave as that is an expensive improvement that will require grant funds (therefore need to be listed in the City's and County's Comp Plans to qualify for certain grant funds)

There's no mention of the need to study road diet options for Mississippi Street, even though it is listed as needing repaving.

Table 39

- CR 6 (Mississippi Street) is mentioned as only needing repaving to 5th St. Is that correct?
- The resurfacing of CR 8 (Osborne Rd) is not mentioned
- Shouldn't "mobility" be checked as a need on CR 1 as we need accessible bus stops, trails, sidewalks, and the 57th Ave bridge as listed in the E River Rd Corridor Study?
- CR 2 definitely needs "mobility" checked.

The City and Fridley School District ISD 14 have adopted a Safe Routes to Schools Plan for Hayes Elementary School. That plan calls for pedestrian bump outs on Mississippi Street. This safety feature would best function as part of a 3-lane road diet reconstruction of Mississippi Street, but should be noted somewhere in the County Plan. Does the County Plan have a Safe Routes to Schools section?

Julie Jones
Planning Manager
City of Fridley

FW: 2040 Comp Plan
Jack Forslund to: Chris Hiniker (chiniker@sehinc.com) 09/14/2018 01:25 PM

History: This message has been replied to.

FYI.

From: Jones, Julie <Julie.Jones@fridleymn.gov>
Sent: Friday, September 14, 2018 9:44 AM
To: Jack Forslund <Jack.Forslund@co.anoka.mn.us>
Subject: 2040 Comp Plan

I'm not sure if I communicated this change in my earlier messages, but I was just fixing this on Fridley's draft Comp Plan. In the table within the TAZ map in the Transportation Chapter, under TAZ 268, the 2040 Employment count should be increased from 2,000 to 2, 226, based on the developer's projections for the new Industrial Equities development currently under construction.

Julie Jones
Planning Manager
City of Fridley
(763) 572-3599
Julie.jones@fridleymn.gov

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CITY OF HUGO EST. 1906

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November 19, 2018

Jack Forslund, Transportation Planner
1140 Bunker Lake Blvd, NW
Andover MN 55304
Dear Mr. Kelly:

Thank you for the opportunity to review the Anoka County 2040 Transportation Plan, a few items were identified for comment.

Transportation

Anoka CR-140. The Anoka County 2030 Transportation Plan recommends a capacity improvement of an east-west connection of Anoka CR-140 on each side of the Rice Creek Chain of Lakes. This included a recommended interchange improvement at I-35E. This is no longer in the plan. The plan does mention a MnDOT I-35 Corridor Management Plan (2005) that references a recommendation of a new interchange at Anoka County Northerly Bypass (CR-140 / 80th Street) in Anoka County.

As you may know, there was effort with the I-35W/E coalition to collaborate on improvements along I-35 in several communities and Counties. The discussions included this connection and interchanges at I-35E and I-35W. Anoka County participated in the coalition meetings. We encourage Anoka County to include the connection improvements and new interchange locations in its 2040 Transportation Plan. The City is interested in cooperating with Anoka County on creating a corridor management plan that would include representatives of the I-35 W/E coalition to further this planning effort. In addition, the City supports an interchange location for I-35E at CR-140 (80th Street).

CR-84. The Anoka County 2030 Transpiration Plan recommends proposed new roadway connections. Specifically a new Anoka/Washington County north-south route (extension of CR-84/Otter Lake Road). This roadway is named as a long-term improvement in the implementation plan. It would seem that this road is intended to be a County Road shared by Washington and Anoka Counties, however this is not in the 2040 Anoka County Transportation Plan. Similar to CR-140, we recommend that this new road be included in the 2040 plan and a corridor study be initiated by Anoka and Washington Counties including representatives from all cities along the corridor.

Thank you for your cooperation. If you have any questions or need more information, please feel free to contact me at rjuba@ci.hugo.mn.us or (651) 762-6304.

Sincerely,

Rachel Juba

Rachel Juba
Community Development Director

CC: Honorable Mayor and Council
Bryan Bear, City Administrator
Mark Erichson, City Engineer
Kendra Lindahl, City Planner
Shayla Denaway, Parks Planner

DEPARTMENT OF TRANSPORTATION

Metropolitan District
Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

June 15th, 2018

RECEIVED
JUN 20 2018
ANOKA COUNTY
HIGHWAY DEPT

Jack Forslund
Transportation Planner
Anoka County
2100 3rd Avenue
Anoka, MN 55303

SUBJECT: Anoka County 2040 Transportation Plan
MnDOT Review # STUDY18-003
Anoka County

Dear Jack Forslund,

Thank you for the opportunity to review the Anoka County 2040 Transportation Plan. MnDOT has reviewed the document and has the following comments:

Aviation:
On Page 50:

- The Anoka-County Blaine Airport is classified as a key airport under Minnesota's classification system, not intermediate.

On Page 88:

- Form 7460-1 must be filed at least 45 days prior to construction. 60-90 days is recommended by the FAA. The current draft incorrectly indicates 30 days.
- There are additional height restrictions and requirements to file Form 7460-1 around the Anoka-County Blaine Airport. These should be included in the plan.
- The plan should consider a policy of working with the MAC to enact airport safety zoning as required by Minnesota Statutes Chapter 360. And consider including a map that guides land uses around the airport to those that are compatible with the airport and state airport zoning standards in MN Administrative Rules 8800.

For questions on these comments please contact Rylan Juran at 651-234-7190 or rylan.juran@state.mn.us.

Review Submittal Options:
MnDOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. An electronic .pdf version of the plans. MnDOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is less than 20 megabytes.
2. A compact disc with the plans in .pdf format. The disc can be sent to:

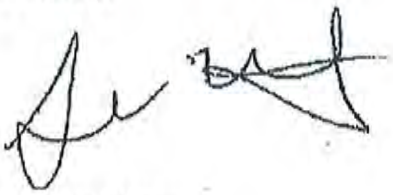
MnDOT – Metro District Planning Section

Development Reviews Coordinator
1500 West County Road B-2
Roseville, MN 55113

3. A .pdf version of the plans sent to MnDOT's external shared workspace site located at: https://mft.dot.state.mn.us. Please contact MnDOT development review staff gain access to the shared workspace site. Also, please send a note to metrodevreviews.dot@state.mn.us indicating the file name and stating that the plans have been submitted on the shared workspace site.
4. If you are unable to send the plans electronically, please submit a set of full size plans to the above address.

If you have any questions concerning this review, please contact me at (651) 234-7788.

Sincerely,



Jennifer Wiltgen
Principal Planner

Copy sent via E-Mail:
Carl Jensen, Transit
Sheila Kauppi, Area Manager
Gayle Gedstad, Traffic
Mackenzie Turner-Bargen, Multi-Modal Planning
Cameron Muhic, Multi-Modal Planning
Carl Jensen, Transit
Nancy Jacobson, Design
Mark Lindberg, Area Engineer
Melissa Barnes, Area Engineer
Rylan Juran, Aviation
John Tompkins, Freight
Russell Owen, Metropolitan Council

Adjacent or Affected Jurisdiction Name: City of Oak Grove
Please check the appropriate box:

- ☐ We have reviewed the proposed Plan Update, do not have any comments, and are therefore waiving further review.
- ☐ We have reviewed the proposed Plan Update and offer the following comments (attach additional sheets if necessary)

Not exactly sure when data was collected for MSAS routes in Oak Grove, but they appear to be routes pre-2015. Please advise if you'd like assistance getting the up-to-date routes.

Name of Reviewer James A. Watters Date 7/23/18

Signature of Reviewer James A. Watters

Final Jurisdictional Review Comments

Anoka County Comprehensive Plan Review

Adjacent or Affected Jurisdiction Name:
Anoka Conservation District (ACD)
Please check the appropriate box:

- ☐ We have reviewed the proposed Plan Update, do not have any comments, and are therefore waiving further review.
- ✓ We have reviewed the proposed Plan Update and offer the following comments (attach additional sheets if necessary)

1. **Parks –**

   In the Protecting and Restoring Natural Resources subsection consider adding discussion regarding riverbank erosion. This has been an area of fruitful collaboration between our agency and Anoka County. Large areas of severely eroding riverbank still exist in county parkland which affects park users' experiences, water quality and habitat. Anoka Co Parks and ACD have collaborative plans to accelerate work on this issue.

   In the natural resources subsection consider a nod to the importance of groundwater. It is a central topic in the County Water Resources Report. The second bullet in the Planning and Management Strategies section may be an appropriate place.

   In the community engagement subsection, consider adding collaboration with other agencies to engage the public. Parks are a great place for watershed districts, Extension, and ACD to reach the public.

2. **Intergovernmental Cooperation –**

   Throughout this section consider including the Anoka Conservation District (ACD) as a partner with Anoka County. ACD, through the leadership of its elected board and partial funding from Anoka County, implements projects in collaboration with the county, watershed organizations, cities and landowners. Specific suggested additions are:

   a. **Under Established Partnership**, consider a new section that refers to natural resources (not just water resources). Describe plans already prepared for all or parts of the county. These include the Anoka

Conservation District Comp Plan, watershed organization plans, One Watershed One Plan and the Anoka Sandplain Partnership Plan. Of these, the Anoka Conservation District Comp plan is the most comprehensive in terms of geography (covers whole county), topics and participation (created in collaboration with all other natural resources agencies your plan lists, including Anoka County). We hope the Anoka County Comp Plan will rely upon the ACD Comp Plan as the hub for natural resources management that it is.

b. **Under Established Partnerships**, it would be appropriate to list ACD as a leader in the Water Management and Surface Water Management sections. **Within the Surface Water Management section**, please note that ACD's elected supervisors represent the area in One Watershed One Plans and ACD is involved in correcting impaired waters.

c. **Under Established Partnerships** consider giving a nod to the Anoka County Parks Department and its natural resources staff. They are excellent, and often go above and beyond to serve the community's natural resources needs.

d. **Under Subsurface Sewage Treatment Management**, consider noting programs to landowners to correct failing septic systems. Anoka County offers three loan programs and ACD offers one grant program.

Name of Reviewer Jamie Schurbon Date 4/3/2019

Signature of Reviewer - Jamie Schurbon

COLUMBUS
Rural Nature. Urban Access.

June 28, 2019

Anoka County Parks
Attn: Karen Blaska
550 Bunk Lake Blvd NW
Andover, MN 55304

RE: Anoka County 2018 Comprehensive Plan Review

Dear Anoka County Parks,

Thank you for the opportunity to review the Anoka County 2018 Comprehensive Plan. On June 26, 2019 the planning staff presented their recommendations to the City of Columbus City Council. The City Council has reviewed these recommendations and would like to offer the following comments regarding further intergovernmental collaboration.

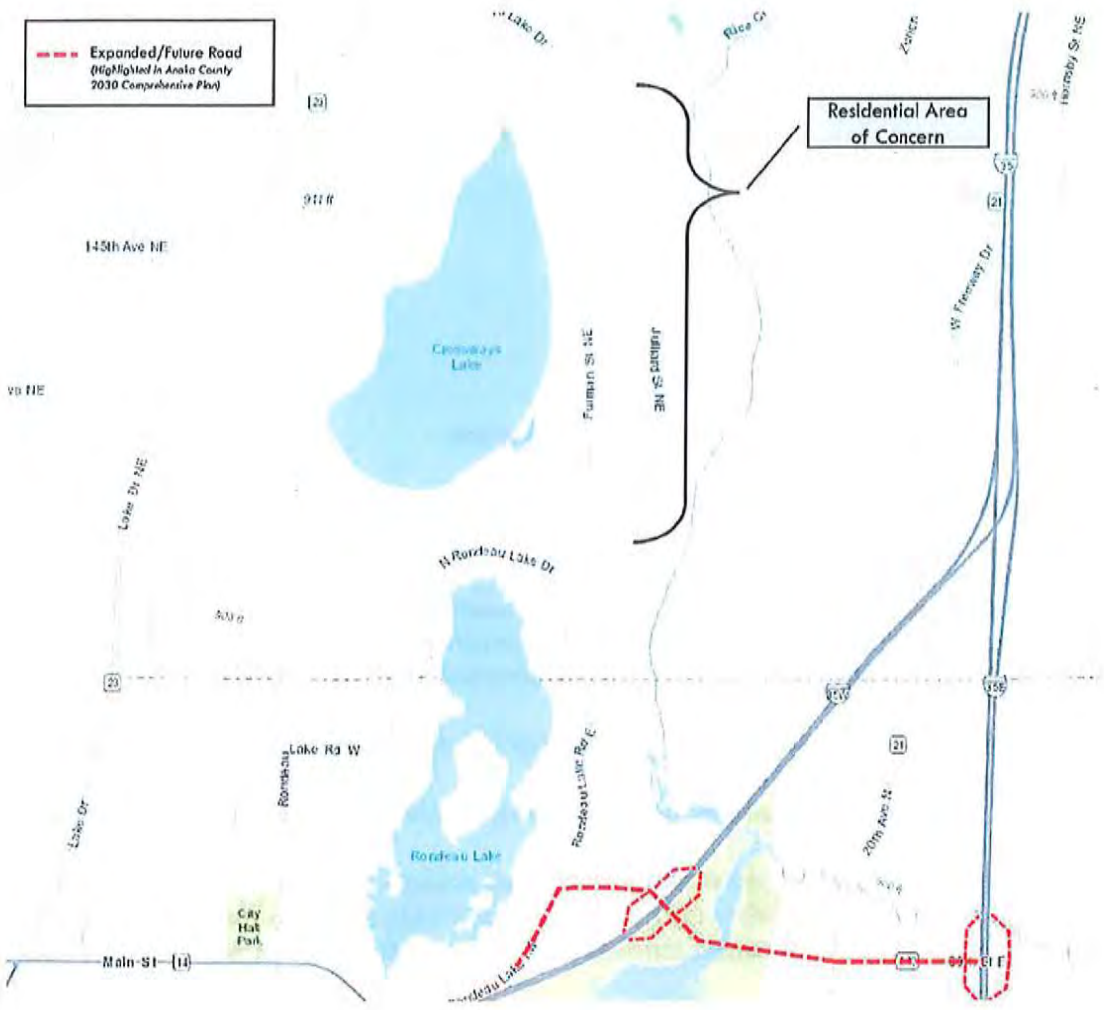
1. The City will continue to work with Anoka County regarding bike trails and recreation corridor connections.
2. The future jurisdictional transfer of 141st Avenue will need further discussion with the City.
3. The City requests that the future function class changes on Elmcrest Ave NE, Lyons St, and 24th Ave N. Both the City of Columbus and Lino Lakes Comprehensive Plans indicate a future change in function class for these streets, while Anoka County does not.
4. The City requests including future I-35 E connector plans with full access interchanges at 80th street and would recommend exploring alternative solutions to reduce the potential adverse impacts on existing residential neighborhoods on Furman St. NE (pictured on the back) caused by an increase in traffic volume.

We appreciate this opportunity to offer comment and thank you for your time. Please inform us should you have any questions.

Sincerely,

Elizabeth Mursko
City Administrator

16319 Kettle River Boulevard, Columbus, MN 55025
651.464.3120 Twin Cities **651.464.5922** Fax
www.ColumbusMN.com


Expanded/Future Road
(Highlighted in Anoka County 2030 Comprehensive Plan)
Residential Area of Concern
145th Ave NE
Crosswoods Lake
Fairbanks St NE
Jackson St NE
W Fleetwood Dr
Fleetwood St NE
Rice Cr
N Rondeau Lake Dr
Lake Dr NE
Rondeau Lake Rd E
Lake Rd W
Rondeau
Lake Dr
Rondeau Lake
City Hall Park
Main St
20th Ave N
Rondeau Lake Rd
35
21
23
14
65
610



RE: Anoka County Comprehensive Plan - BethelJack Forslund to: Nate Sparks 07/31/2019 09:12 AM
Cc: "Joe J. MacPherson", Karen Blaska, "Chris Hiniker (chiniker@sehinc.com)"
From: Jack Forslund <Jack.Forslund@co.anoka.mn.us>
To: Nate Sparks <nsparks@nacplanning.com>
Cc: "Joe J. MacPherson" <Joe.MacPherson@co.anoka.mn.us>, Karen Blaska <Karen.Blaska@co.anoka.mn.us>, "Chris Hiniker (chiniker@sehinc.com)" <chiniker@sehinc.com>

Hi Nate – thank you for your comment regarding trails on County roads. As we continue to improve our highway system in/adjacent to Bethel, we will coordinate with the city to determine opportunities for implementing multi-use trails adjacent to County roads.
Thx
Jack

Jack Forslund
Transportation Planner
Anoka County Transportation Division
Highway-Transit-Surveyor-GIS
1440 Bunker Lake Boulevard, NW
Andover, MN 55304

Office: 763.324.3179 I Mobile: 612-247-5580
jack.forslund@co.anoka.mn.us

From: Karen Blaska <Karen.Blaska@co.anoka.mn.us>
Sent: Wednesday, July 31, 2019 8:55 AM
To: Jack Forslund <Jack.Forslund@co.anoka.mn.us>
Subject: FW: Anoka County Comprehensive Plan

FYI

From: Nate Sparks <nsparks@nacplanning.com>
Sent: Tuesday, July 30, 2019 4:36 PM
To: Karen Blaska <Karen.Blaska@co.anoka.mn.us>
Cc: Ginger Berg <info@bethelmn.govoffice2.com>
Subject: RE: Anoka County Comprehensive Plan

EXTERNAL EMAIL ALERT: This message originated from outside the Anoka County email system. **Use Caution** when clicking hyperlinks, downloading pictures or opening attachments.

Karen,

The City of Bethel would just like to comment that the City has planned trail corridors that are on county roads that do not appear in the Anoka County plan and would just like the opportunity to collaborate with the County in possibly bringing some of these trail to fruition. Also, the City would like to let the County know that it is our

preference that regional trails in our vicinity be located within our community or allow for the ability to easily connect to our community. Trails and recreational facilities are an important focus of the Bethel 2040 Comprehensive Plan.

Thanks,
Nate Sparks
City Planner
City of Bethel
(651) 726-7297

From: Karen Blaska [mailto:Karen.Blaska@co.anoka.mn.us]
Sent: Wednesday, June 05, 2019 2:13 PM
To: Karen Blaska
Subject: Anoka County Comprehensive Plan

In February 2019, Anoka County resubmitted the Anoka County Comprehensive Plan for another 6 month jurisdictional review by your agency. The review period ends in July. The plan can be found at https://www.anokacounty.us/DocumentCenter/View/20991/Anoka-County-Comp-Plan-Jan-2019-?bidId=
The County is asking that you provide any comments or an indication of no comments back to me by July 31, 2019.
Thank you!

Karen Blaska | Park Planner | Anoka County Parks
550 Bunker Lake Blvd. NW | Andover, MN 55304
O: 763-324-3412 | C: 612-845-8391

ANOKA
COUNTY
PARKS

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Anoka County
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2040 Comprehensive Plan Update

Adjacent and Affected Jurisdiction Review and Comment Form

February 4, 2019

Per Minnesota Statute 473.858 Subd. 2 and the Metropolitan Council, the County is distributing the Anoka County 2040 Comprehensive Plan Update (Plan) for your review and comment. The Plan includes sections on Regional Parks, Transportation and Intergovernmental Cooperation. Since the County has no land use authority, other topics such as housing, resilience, etc. are not included within the Plan. The County's 2040 Comprehensive Plan can be found in .pdf format under Public Notices at: https://www.anokacounty.us/691/Transparency-Portal

It is respectfully requested that you review the 2040 Comprehensive Plan and send any comments or indication of no comment at your earliest convenience. Your city may have already reviewed portions of the plan that were sent out separately in 2018. If you have already reviewed and commented on portions of the plan, please respond and indicate that comments were previously sent.

The County asks that you provide a response as timely as possible within the six-month comment period stipulated by the Metropolitan Council. Please be advised that email responses are acceptable and preferred and should be sent to the County's Comprehensive Plan Liaison, Karen Blaska, Anoka County Parks, 550 Bunker Lake Blvd NW, Andover, MN 55304, telephone: 763-324-3412 or via e-mail at karen.blaska@co.anoka.mn.us.

In the event that there are questions regarding the Plan, or if additional information is needed, please contact Karen Blaska, Park Planner (karen.blaska@co.anoka.mn.us or 763-324-3412).

Anoka County Comprehensive Plan Review

Adjacent or Affected Jurisdiction Name: City of Dayton

Please check the appropriate box:

☐ We have reviewed the proposed Plan Update, do not have any comments, and are therefore waiving further review.

☒ We have reviewed the proposed Plan Update and offer the following comments (attach additional sheets if necessary)

Map labels over the City limits of Dayton (near the river) read "Ramsey". Recommend shifting labels to limit confusion.

Multiple jurisdictions have noted the need for a Mississippi River Crossing between Anoka and Hennepin (within/between Dayton and Ramsey). Dayton recommends exhausting any studies/feasibility analysis prior to any firm goals or time lines being established. The City of Dayton should be involved in any future planning activities which may occur surrounding the issue of a new river crossing impacting Dayton and its residents.

Name of Reviewer Alec Henderson, Associate Planner

Date 6/10/19

Signature of Reviewer 

Memorandum

To: Karen Blaska, Anoka County Parks

From: Jenna Fabish, City of Elk River Assistant City Engineer

Date: July 31, 2019

Subject: Anoka County 2040 Comprehensive Plan

The City of Elk River has reviewed Anoka County's 2040 Comprehensive Plan and has the following comments:

1. The 2040 Transportation Plan does not look at the transportation impacts west of the Sherburne/Anoka County border. Consider future study along US 10/169 between TH 101 in Elk River and US 169 in Anoka with support from MnDOT, Sherburne and Anoka counties, and cities of Elk River, Ramsey and Anoka. With the proposed US 169 interchange improvements in Elk River, the traffic volumes will likely increase and change traffic patterns on US 10/169 between TH 101 and the Twin Cities metro area.

2. Consider Regional Trail route along 181st Avenue (County Road 64) to connect into infrastructure in Elk River. Route would provide connection between Ramsey and Elk River to access the Top of the World Park, Hillside City Park (mountain bike), Bailey's Point Nature Preserve, William H. Houlton Conservation Area, Rabbit Park softball field, Autumn Heights Park softball field and others.

POWERED BY NATURE

CITY OF HUGO EST. 1906

14669 Fitzgerald Avenue North, Hugo, MN 55038 • (651) 762-6300 • www.ci.hugo.mn.us

July 26, 2019

Anoka County Comp Plan Liaison
Karen Blaska, Anoka County Parks
1140 Bunker Lake Blvd, NW
Andover MN 55304

Dear Mr. Kelly:

Thank you for the opportunity to review the Anoka County 2040 Comp Plan Update, a few items were identified for comment.

Transportation

Anoka CR-140. The Anoka County 2040 Transportation Plan references a new interchange at Anoka County Northerly Bypass (CR-140 / 80th Street) in Anoka County.

As you may know, there was effort with the I-35W/E coalition to collaborate on improvements along I-35 in several communities and Counties. The discussions included this connection and interchanges at I-35E and I-35W. Anoka County participated in the coalition meetings. We encourage Anoka County to include the connection improvements and new interchange locations in its 2040 Transportation Plan. The City is interested in cooperating with Anoka County on creating a corridor management plan that would include representatives of the I-35 W/E coalition to further this planning effort. In addition, the City supports an interchange location for I-35E at CR-140 (80th Street).

CR-84. The Anoka County 2030 Transpiration Plan recommends proposed new roadway connections. Specifically a new Anoka/Washington County north-south route (extension of CR-84/Otter Lake Road). This roadway is named as a long-term improvement in the implementation plan. It would seem that this road is intended to be a County Road shared by Washington and Anoka Counties, however this is not in the 2040 Anoka County Transportation Plan. Similar to CR-140, we recommend that this new road be included in the 2040 plan and a corridor study be initiated by Anoka and Washington Counties including representatives from all cities along the corridor.

In addition, the City of Hugo has included a trail along this section of roadway in its 2040 Comprehensive Plan.

Thank you for your cooperation. If you have any questions or need more information, please feel free to contact me at rjuba@ci.hugo.mn.us or (651) 762-6304.

Sincerely,

Rachel Juba

Rachel Juba
Community Development Director

CC: Honorable Mayor and Council
Bryan Bear, City Administrator
Mark Erichson, City Engineer
Kendra Lindahl, City Planner
Shayla Denaway, Parks Planner

CITY OF LINO LAKES

June 6, 2019

Karen Blaska
Anoka County Parks
550 Bunker Lake Blvd NW
Andover, MN 55304

VIA EMAIL

Dear Ms. Blaska:

Thank you for the opportunity to comment on the Anoka County 2040 Comprehensive Plan Update. Based on our review we have the following comments:

Park Plan:

1. Page 8, Map excludes small portion of park property owned by Anoka County north of 35W and east of CSAH 14 within the boundaries of the Regional Parks. Both the City's regional park boundaries and those shown on the Metropolitan Council map are different.

2. Page 13 Discusses Fisheries and Wildlife. Peltier Island, located within the Chain of Lakes Regional Park Reserve is home to what once was the 2nd largest Heron Rookery in the Twin Cities. The nesting population dropped significantly in the early 2000's. Local preservation efforts have helped the Colony rebound over the past 10 years. The plan should include measures to assist with these ongoing activities.

3. Community Engagement identified walking/biking as one of the top activities. The City partnered with the County in a 2016 Regional Solicitation application to construct a portion of the Bunker-Chain of Lakes Regional Trail. While unsuccessful this is an important extension that expands on prior investment (35W Ped Bridge and CSAH 14 trail) to improve safety and continuity of the system. The City recommends inclusion of this trail project in the County's 10 year Capital Forecast.

4. The City of Lino Lakes strongly supports the continued operation of the Chomonix Golf Course.

Transportion Plan:

1. ***Page 18, Figure 2, "Functional Roadway Classification"*** – The County's plan shows CSAH 23 (Lake Dr) from I-35W to CSAH 14 (Main St) as a "Principal Arterial". It is included on the City's plan and the Metropolitan Council Plans as a "A Minor Arterial Reliever".

2. ***Page 22, Figure 4, "Roadway Jurisdiction "***– The map does not show CSAH 12 (Apollo Dr) from Lilac St to CSAH 23 (Lake Dr) as a County Road.

3. ***Page 23, Figure 5, "State Aid Highway System"*** – This map needs to be updated with the current Lino Lakes MSA Routes. Some of the corrections include:

   a. Addition of MSA Routes:

      - Otter Lake Rd north of CSAH 14 (Main St)
      - Elmcrest Ave north of CSAH 14 (Main St) to 80th St

   b. Removal of MSA Routes:
      - Fox Rd – W. Shadow Lake Rd to Deerwood Ln
      - Deerwood Ln – Fox Rd to CSAH 34 (Birch St)
      - Carl St, Louis Ln, 79th St – 4th Ave to CSAH 23 (Lake Dr)

4. ***Page 26, Figure 6, "Existing 2015 Roadway Daily Traffic and Congestion Levels"*** – In addition to the roadways the County identifies in this figure the City has identified the following roadways at or approaching capacity.
   a. At or Over Capacity:
      - CSAH 23 (Lake Dr) – CR 49 (Hodgson Rd) to Elm St (Identified in County Plan as "Approaching Capacity")
      - CSAH 23 (Lake Dr) – Elm St to I-35W (Identified in County Plan as "LOS C")
      - CSAH 23 (Lake Dr) – 77th St to CSAH 14 (Main St)
      - CSAH 32 (Ash St) – CR 49 (Hodgson R) to Circle Pines Boarder (Identified in County Plan as "LOS C")
      - CSAH 34 (Birch St) – CR 49 (Hodgson Rd) to West Shadow Lake Rd (Identified in County Plan as "LOS D")
      - CSAH 34 (Birch St) – West Shadow Lake Rd to 12th Ave

   b. Near or Approaching Capacity:
      - CSAH 14 (Main St) – (CSAH 23 (Lake Dr) to Blaine Boarder
      - CSAH 23 (Lake Dr) – CSAH 14 (Main St) to Columbus Boarder
      - CSAH 34 (Birch St) – 12th Ave to CSAH 21 (Centerville Rd)
      - CR 49 (Hodgson Rd) – CSAH 34 (Birch St) to CSAH 32 (Ash St)

   c. The City has also identified the following existing areas of concern:
      - CR 49 (Hodgson Rd) at CSAH 32 (Ash St)

- CR J (Ash St) at I-35E Interchange
- CSAH 21 (Centerville Rd) at CR J (Ash St) – ICE Completed

It is understood that the City may use slightly different thresholds than the County, however, these roadway segments are a concern to the City and should be looked at closer in the County Plan.

5. ***Page 52, "Pavement Condition"***, the County has identified potential roadway improvement needs based on the roadway segment Pavement Quality Index (PQI). They have identified the following segments with low PQI:

   a. CSAH 32 (Ash St) - south County Line to CSAH 21 (Centerville Rd)
   b. CSAH 34 (Birch St) - CR 49 (Hodgson Rd) to CSAH 21 (Centerville Rd)
   c. CR 49 (North Rd) - Lakeview Dr to CSAH 23 (Lake Dr)

The County has included the section of CSAH 34 (Birch St) from Ware Rd to West Shadow Lake Rd for improvements in 2021. However, the other segments have not been included in the current "Capital Infrastructure Improvement Plan (2018 – 2022)". How will these roadways be addressed?

6. ***Page 57, Table 20, "Structurally Deficient County Bridges – 2016"***. This table identifies the culvert under CSAH 34 (Birch St) at Ditch #25 as structurally deficient. However, there is no mention of this project in the current "Capital Infrastructure Plan (2018 – 2022)". How will this deficiency be addressed?

7. None of the ***"Top Intersection High Crash Locations", page 64, Table 22*** include any locations in the City of Lino Lakes. The ***"Supplemental Safety and Crash Analysis" Appendix D*** shows that there were several Fatal crashes, Serious Injury crashes and Bicycle/Pedestrian crashes on roadways in the City of Lino Lakes. Even though these locations are not included in the "Top Intersection High Crash Locations" they should be factored into the safety analysis for future roadway improvements.

8. ***Page 76, "Roadway Design Trends"*** the County discusses the option of converting four lane roadways to three lane roadways with a center left turn lane. The City is supportive of this type of alternative improvements.

9. ***Page 79, Figure 27, "Projected 2040 Roadway Daily Traffic and Congestion Levels"*** In addition to the roadways the County identifies in this figure the City has identified the following roadways at or approaching capacity by 2040:

   a. At or Over Capacity
      - CSAH 14 (Main St) – CSAH 23 (Lake Dr) to Blaine Boarder (Identified in County Plan as "LOS D")

- CSAH 14 (Main St) – CSAH 23 (Lake Dr) to CSAH 21 (Centerville Rd) (Identified in County Plan as "LOS C")
- CSAH 21 (Centerville Rd) – CSAH 34 (Birch St) to CR J (Ash St)
- CSAH 23 (Lake Dr) – CR 49 (Hodgson Rd) to I-35W (Identified in County Plan as "LOS C")
- CSAH 23 (Lake Dr) – 77th St to CSAH 14 (Main St) (Identified in County Plan as "LOS D")
- CSAH 32 (Ash St) – Holly Dr to Circle Pines Boarder
- CSAH 34 (Birch St) – CR 49 (Hodgson Rd) to West Shadow Lake Rd
- CSAH 34 (Birch St) – West Shadow Lake Rd to 12th Ave (Identified in County Plan as "LOS C")
- CSAH 34 (Birch St) – 12th Ave to CSAH 21 (Centerville Rd)
- CR 49 (Hodgson Rd) – CSAH 34 (Birch St) to CSAH 32 (Ash St)

b. Near or Approaching Capacity • CSAH 21 (Centerville Rd) – CSAH 14 (Main St) to CSAH 34 (Birch St)
- CSAH 23 (Lake Dr) – CSAH 14 (Main St) to Columbus Boarder
- CSAH 32 (Ash St) – CSAH 21 (Centerville Rd) to Holly Dr
- CSAH 54 (20th Ave) – CSAH 14 (Main St) to 77th St (Identified in County Plan as "LOS C")

c. The City has also identified the following existing areas of concern • CR 49 (Hodgson Rd) at CSAH 32 (Ash St)
- CR J (Ash St) at I-35E Interchange
- CSAH 21 (Centerville Rd) at CR J (Ash St) – ICE Completed
- CSAH 23 (Lake Dr) at Elm St

10. ***Page 100, Table 31*** has a typo. Under Tier 3, CSAH 52 should be CSAH 54.

11. ***Page 102, "Local Plans and Studies"*** – In this section a reference and summary of the CSAH 14 (Main St), I-35W to I-35E Alternative Analysis from July 2004 should be included.

12. ***Page 106, "I-35 Corridor Management Plan"*** several recommendations that impact Lino Lakes are identified including the new interchange at Anoka Northerly Bypass (CR 140/80th St) which is only referenced on ***page 116, Figure 34, "Highway System Capacity Needs"*** in a note that indicates "Potential connection between I-35W and I-35E, No Exact Location has been determined". The City has identified the realignment of CSAH 14 with new interchanges at I-35W and I-35E (Northern Bypass) in their plan. Washington County has also included a discussion of this future connection in their plan. Additional discussion should be included in the plan for this future improvement to be consistent with these other plans. The City would request that the improvement be identified in more detail on ***Figure 34***.

13. ***Page 111, Table 38 "Anoka County Right-of-Way Guidelines" and page 112, Figure 32 "Minimum Right of Way Requirements"*** – The County guidelines show a Collector as 120 feet. A Collector in the City of Lino Lakes has an 80-foot right-of-way requirement. This should be revised.

14. ***Page 113, Section 6.3 "Transportation Deficiencies & Programmed Improvements"*** The plan discusses potential improvements for the short term (2018-2022). However, for the mid to long term (2023 – 2040) they indicate: "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". The following are the roadway improvement needs identified in the County's Plan within the City of Lino Lakes:

Page 116, Figure 34, "Highway System Capacity Needs", identifies the following:

a. Shorter Term Needs
   - CSAH 14 (Main St) – CSAH 21 (Centerville Rd) to CSAH 54 (20th Ave)
   - CSAH 14 (Main St) – I-35E to east City Limit
   - CR 49 (Hodgson Rd) – CSAH 23 (Lake Dr) to CSAH 34 (Birch St)

b. Longer Term Needs
   - CSAH 14 (Main St) – CR 53 (Sunset Ave) to CSAH 21 (Centerville Rd)
   - CSAH 14 (Main St) – CSAH 54 (20th Ave) to I-35E
   - CSAH 21 (Centerville Rd) - CSAH 32 (Ash St) to south City Limit
   - CSAH 23 (Lake Dr) – CR 49 (Hodgson Rd) to Elm St
   - CSAH 23 (Lake Dr) – I-35W to CSAH 14 (Main St)
   - CSAH 34 (Birch St) – West Shadow Lake Rd to Black Duck Dr
   - CR 49 (North Rd) – CSAH 53 (Sunset Ave) to CSAH 23 (Lake Dr)
   - CSAH 54 (20th Ave) – CSAH 14 (Main St) to 73rd St
   - Potential connection between I-35W AND I-35E (NO EXACT LOCATION HAS BEEN DETERMINED)

Page 117, Figure 35, "Capital Infrastructure Improvements", identifies the following short-term improvements:

a. 2018 – CSAH 14 (Main St), west of CSAH 17 (Lexington Ave) to 4th Ave
b. 2021 – CSAH 34 (Birch St), Ware Rd to West Shadow Lake Rd

Page 118 – page 127, Table 39 "County Roadways System Deficiencies Audit", lists the roadway improvement needs by county road. The following County Roads in Lino Lakes have identified needs:

a. CSAH 14 (Main St) – Pavement Condition, Mobility
b. CSAH 32 (Ash St) – Pavement Condition
c. CSAH 34 (Birch St) – Pavement Condition
d. CSAH 49 (Hodgson Rd) – Mobility
e. CR 49 (Hodgson Rd) – Pavement Condition

f. CR 53 (Sunset Ave) – Potential Jurisdictional Transfer
g. CSAH 54 (20th Ave) - None
h. CR 84 (Otter Lake Rd) – None
i. CR 140 (80th St) – None

In general, the City agrees and are supportive of the identified deficiencies and improvements. However, there are several additional improvements or changes that the City believes should be considered including:

- • CSAH 14 (Main St) realignment with new interchanges at I-35W and I-35E (Northern Bypass)
- • CSAH 21 (Centerville Rd) – CSAH 34 (Birch St) to CR J (Ash St)
- • CSAH 21 (Centerville Rd) at CR J (Ash St) Roundabout – ICE Completed
- • CR J (Ash St) at I-35E Interchange
- • CSAH 23 (Lake Dr) at Elm St
- • CR 49 (Hodgson Rd) at CSAH 32 (Ash St)
- CR53 (Sunset Ave) Jurisdictional Transfer – The City is not in agreement with this potential transfer.

15. The City has identified the extension of Otter Lake Road north of CSAH 14 (Main St) to CR 140 (80th St) in their plan. This extension has been discussed and is also included in the City of Hugo and Washington County Transportation Plans. It is an integral part of the transportation network east of I-35E and north of CSAH 14 (Main St). Previous versions of the Anoka County Plan have also included this roadway connection. This roadway extension has also been discussed as a future roadway jurisdiction transfer from the City to Anoka County and/or Washington County.

Additional discussion should be included in the plan for this future improvement to be consistent with these other plans. The City would request that the improvement be identified in more detail on ***Figure 34***.

16. The City has identified a possible short-term jurisdictional transfer. County Road J from CSAH 21 (Centerville Road) to I-35E is requested to be changed from the City of Lino Lakes to Anoka County's jurisdiction. Currently the south half of this border roadway is under Ramsey County Jurisdiction. The roadway connects to two Anoka County roads on either side (CSAH 21 (Centerville Rd) and CR 84 (Otter Lake Rd). It also provides partial access to I-35E. The City is requesting that this roadway Jurisdiction transfer be included in the County's Transportation Plan.

Thank you for the opportunity to comment. Please feel free to contact me directly with any questions at 651-982-2427.

Sincerely,

Michael Grochala
Community Development Director

600 Town Center Parkway, Lino Lakes, MN 55014
Phone: 651-982-2400 · Fax: 651-982-2499

DEPARTMENT OF TRANSPORTATION

Metropolitan District
Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

June 27, 2019

Karen Blaska
Park Planner
Anoka County Parks
550 Bunker Lane Blvd. N.W.
Andover, MN 55304

SUBJECT: **Anoka County 2040 Comprehensive Plan**
MnDOT Review # **CPA19-022**
Anoka County

Dear Ms. Blaska:

Thank you for the opportunity to review the proposed **Anoka County 2040 Comprehensive Plan.** MnDOT's staff has reviewed the document and has the following comments:

Traffic:
The legend of the map of "Existing Number of Through Lanes" (Figure 3, p 19 of the Transportation Section) is confusing. The legend says "Number of Through Lanes in Each Direction". This would indicate that a road with 2 lanes in each direction would have 4 lanes total, making I-694 a total of 12 lanes wide.

The County may also want to include the recently concluded MnDOT Highway 47/65 Road Safety Audit that covers the Anoka County area.

Review Submittal Options:
MnDOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. An electronic .pdf version of the plans. MnDOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is less than 20 megabytes.

2. A compact disc with the plans in .pdf format. The disc can be sent to:

   MnDOT – Metro District Planning Section
   Development Reviews Coordinator
   1500 West County Road B-2
   Roseville, MN 55113

3. A .pdf version of the plans sent to MnDOT's external shared workspace site located at: https://mft.dot.state.mn.us Please contact MnDOT development review staff gain access to the shared workspace site. Also, please send a note to metrodevreviews.dot@state.mn.us indicating the file name and stating that the plans have been submitted on the shared workspace site.

4. If you are unable to send the plans electronically, please submit a set of full size plans to the above address.

If you have any questions concerning this review, please contact me at (651) 234-7797.
Sincerely,

Cameron Muhic
Senior Planner

Copy sent via E-Mail:
Buck Craig, Permits
Mark Lindeberg, Area Engineer
Russell Owen, Metropolitan Council
Jeff Rones, Design
Carl Jensen, Transit
Mike Lynch, Right-of-Way
Brian Kelly, Water Resources
Ashley Roup, Traffic
John Tompkins, Freight

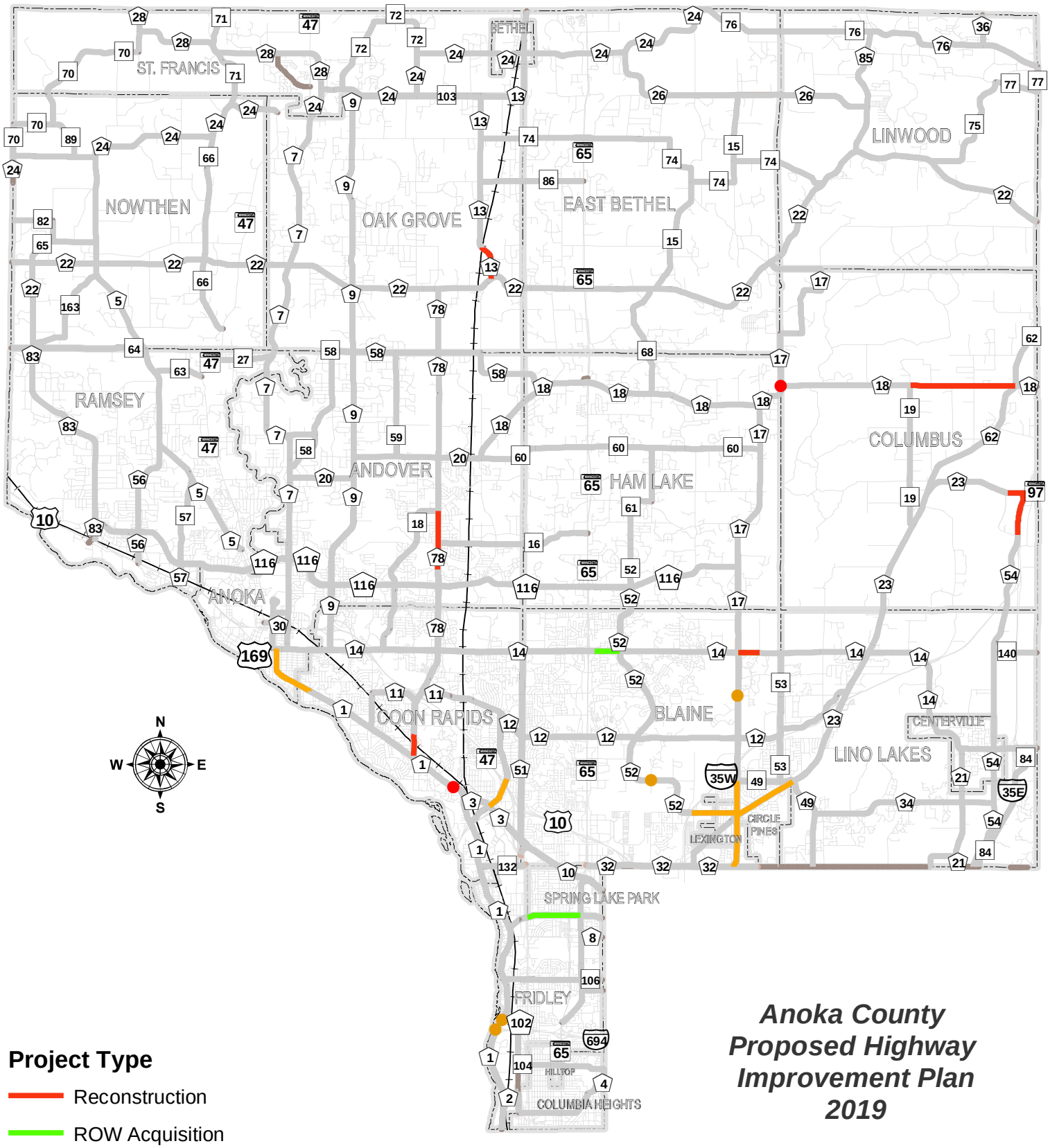
Appendix M

ACHD 2019 - 2023 Highway Improvement Plan

ANOKA COUNTY HIGHWAY DEPARTMENT
2019 Approved Highway Improvement Plan

11/20/2019

Project #	Description	FUNDING							Notes
		County			Federal	State	City/Town	Total	
		Levy	Trans. Tax	CSAH (1)					
2019									(1) CSAH Funds may be from Const. or Maint. Accts.
Rehabilitation		$0	$2,400,000	$6,950,000	$0	$0	$0	$9,350,000	
19-01-00	Overlays (Bituminous And Concrete)		$2,400,000	$6,000,000				$8,400,000	
19-02-00	Crack Sealing			$250,000				$250,000	
19-07-00	Bridge Maintenance			$300,000				$300,000	
Unassigned	RR Crossing Repairs			$400,000				$400,000	
Reconstruction Program		$0	$0	$4,075,881	$2,174,119	$0	$0	$6,250,000	
002-613-001	CSAH 13 from CSAH 22 to BNSF RR			$2,500,000				$2,500,000	Includes Bridge Over Cedar Creek
002-618-032	CSAH 18 from CR 19 to CSAH 62			$110,000	$990,000			$1,100,000	Federal = HSIP Funds
002-614-045	CSAH 14 from Lexington to Lever			$465,881	$1,184,119			$1,650,000	
002-601-050	CSAH 1 at Port Riverwalk			$1,000,000				$1,000,000	City Letting. County Share Only
002-617-021	CSAH 17 and CSAH 18 (North Intersection)							2018 Funds	2019 Letting. HSIP Funds
002-654-003	CSAH 54 realignment south of CSAH 23							2017 Funds	2019 Letting. LRIP Funds
002-596-024	Hornsby Street from TH 97 to 1250' N of TH 97							2017 Funds	2019 Letting. LRIP Funds - County Let/City Admin.
002-678-022	CSAH 78 from 139th Avenue to Crosstown Blvd							2018 Funds	Late 2018 Letting
Traffic Management		$0	$100,000	$1,687,050	$0	$0	$812,500	$2,599,550	
002-030-011	ATMS Interconnect								
	CSAH 1, CSAH 14 to Blackfoot Street			$97,500				$97,500	
	CSAH 17, North Road to CR J			$141,050				$141,050	
	CSAH 11, 101st Avenue to CR 3			$39,000				$39,000	
	CSAH 23, CSAH 17 to CSAH 49			$110,500				$110,500	
	I-35W East Ramps to CSAH 17/CSAH 23			$71,500				$71,500	
TBD	FYA Conversions								
	Projects To Be Determined		$50,000	$200,000				$250,000	
3. Spot Signal/Safety Projects									
002-617-022	CSAH 17 Signal at Woodland Parkway			$312,500			$187,500	$500,000	
002-601-052	CSAH 1 at I-694 (MnDOT Project #0285-67)			$160,000				$160,000	MnDOT Letting. County Share Only
002-601-055	CSAH 1 at 57th Avenue			$400,000			$400,000	$800,000	
002-652-008	CSAH 52 at Xylite Street			$75,000			$225,000	$300,000	
4. Signal Painting									
17-09-00	Signal Painting (Year 3) TBD		$50,000	$80,000				$130,000	
Infrastructure Improvement Programs		$338,510	$2,558,000	$0	$0	$0	$0	$2,896,510	
TB/Local	CR Turnbacks/Local Initiated Projects (2955)		$900,000					$900,000	
Unknown	TH 10 & Fairoak/Thurston Interchanges		$1,658,000					$1,658,000	Design and ROW Acquistion
RTC	Annual Payment (2955)	$338,510						$338,510	
2019 CONSTRUCTION TOTALS		$338,510	$5,058,000	$12,712,931	$2,174,119	$0	$812,500	$21,096,060	
ROW ACQUISITION									
002-614-041	CSAH 14 from Aberdeen to CSAH 52			$500,000				$500,000	
002-608-012	CSAH 8 from TH 47 to TH 65			$500,000				$500,000	
002-614-045	CSAH 14 from Lexington (CSAH 17) to Lever St NE			$100,000				$100,000	
	Misc Acquisition			$250,000				$250,000	
2019 ROW AQUISITION TOTALS		$0	$0	$1,350,000	$0	$0	$0	$1,350,000	
ENGINEERING SERVICES									
002-618-xxx	CSAH 18 Over Coon Creek Bridge Rehabilitation			$150,000				$150,000	
002-634-003	CSAH 34 from Ware Road to W. Shadow Lake Drive			$300,000				$300,000	
002-656-xxx	CSAH 56 Railroad Grade Separation		$1,000,000					$1,000,000	
002-622-xxx	CSAH 22 from CR 64 to CR65							$0	In-House Design
002-635-xxx	CSAH 35 from 81st to CSAH 10							$0	In-House Design
002-716-019	CSAH 116 from Van Buren to TH 65							$0	In-House Design
	Misc Services			$500,000				$500,000	
2019 CONSULTANT SERVICES TOTALS		$0	$1,000,000	$950,000	$0	$0	$0	$1,950,000	
PLANNING/STUDIES									
	Corridor Studies			$500,000				$500,000	
	Evironmental Studies			$275,000				$275,000	
	TH 10 Corridor Improvements		$100,000					$100,000	
	TH 47 Corridor Improvements		$100,000					$100,000	
	TH 65 Corridor Improvements		$100,000					$100,000	
2019 PLANNING/STUDIES TOTALS		$0	$300,000	$775,000	$0	$0	$0	$1,075,000	
2019 HIGHWAY PROGRAM TOTALS		$338,510	$6,358,000	$15,787,931	$2,174,119	$0	$812,500	$25,471,060	



Project Type

- Reconstruction
- ROW Acquisition
- Traffic Management

Anoka County Proposed Highway Improvement Plan 2019

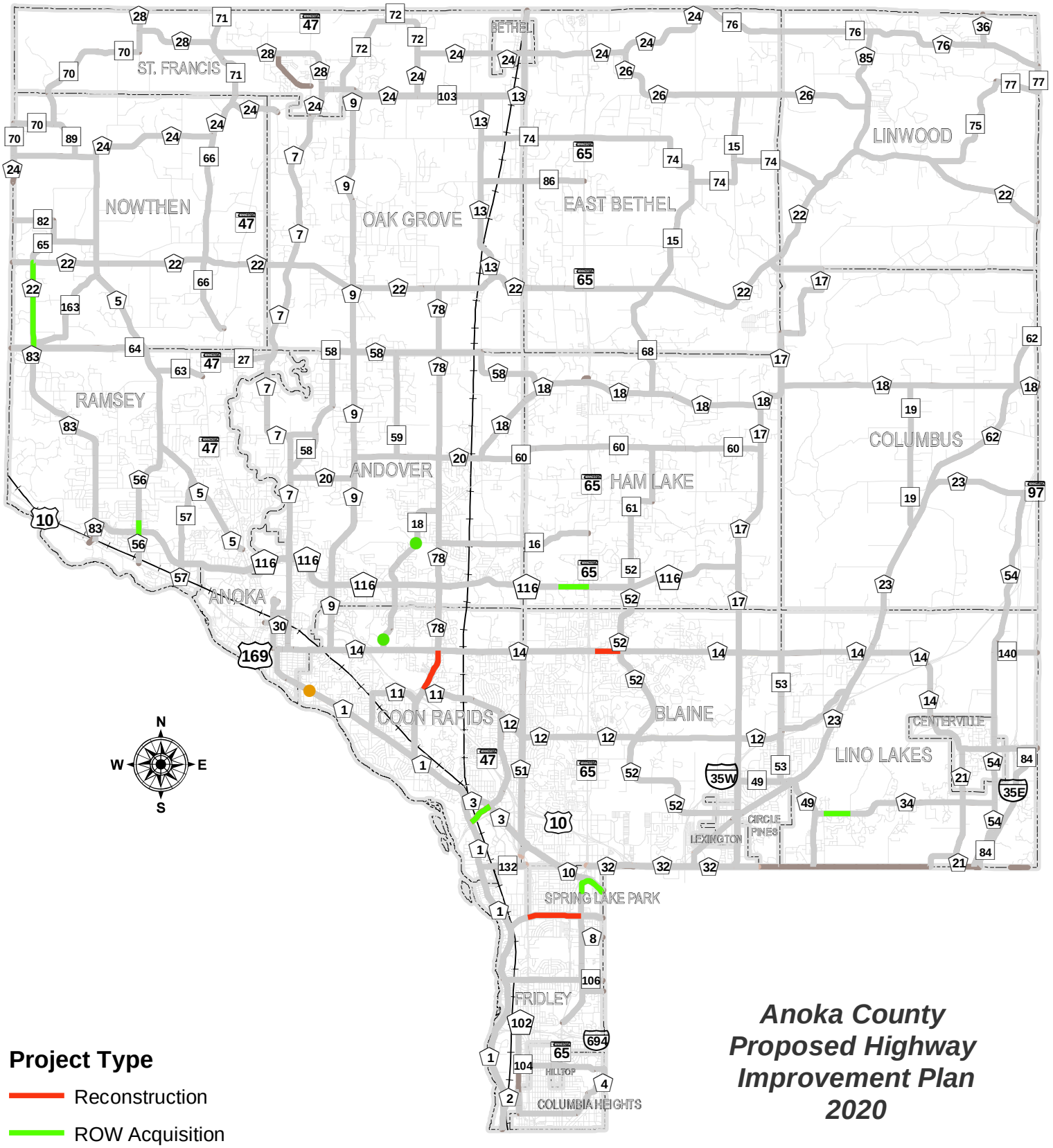
Anoka County
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ANOKA COUNTY HIGHWAY DEPARTMENT
2020 Proposed Highway Improvement Plan

11/20/2019

Project #	Description	FUNDING								Notes
		County				Federal	State	City/Town	Total	
		In-House	Levy	Trans.Tax	CSAH					
2020										
CONSTRUCTION PROGRAM										
REHABILITATION		$0	$0	$1,700,000	$7,550,000	$0	$0	$0	$9,250,000	
20-01-00	Pavement Rehabilitation (Bituminous And Concrete)									
	CSAH 18 Whitetopping from TH 65 to CSAH 17				$3,500,000				$3,500,000	
	CR 76 at Thames S-Curve Subproject			$250,000					$250,000	
	Bituminous Subprojects TBD			$1,450,000	$3,100,000				$4,550,000	
20-02-00	Crack Sealing				$250,000				$250,000	
	Subprojects to be determined.									
20-07-00	Bridge Maintenance				$300,000				$300,000	
	Subprojects to be determined.									
Unassigned	RR Crossing Repairs				$400,000				$400,000	
	Subprojects to be determined.									
RECONSTRUCTION		$0	$0	$0	$3,898,600	$3,215,400	$0	$1,900,000	$9,014,000	
002-614-041	CSAH 14 from Aberdeen to CSAH 52				$2,600,000			$400,000	$3,000,000	
002-608-012	CSAH 8 from TH 47 to TH 65				$198,600	$893,700			$1,092,300	
002-678-025	CSAH 78 from CSAH 11 to CSAH 14				$1,100,000	$2,321,700		$1,500,000	$4,921,700	Includes add'l $400k for Northdale
TRAFFIC MANAGEMENT		$0	$0	$200,000	$592,500	$0	$0	$262,500	$1,055,000	
ATMS Interconnect										
002-030-xxx	Subprojects to be determined.			$100,000	$230,000				$330,000	
FYA Conversions										
002-030-xxx	CSAH 14 (Avocet, Hanson, Shenandoah, Coon Creek)			$50,000	$200,000				$250,000	
Spot Signal/Safety Projects										
002-612-xxx	CSAH 12 at Tournament Players Parkway - New Signal				$87,500			$262,500	$350,000	
Signal Painting										
TBD	Subprojects to be determined.			$50,000	$75,000				$125,000	
MISC. INFRASTRUCTURE PROGRAM		$0	$0	$3,158,510	$0	$0	$0	$0	$3,158,510	
TB/Local	CR Turnbacks/Local Initiated Projects (2955)			$900,000					$900,000	
Unknown	TH 10 & Fairoak/Thurston Interchanges			$1,920,000					$1,920,000	Design and ROW Acquistion
RTC	Annual Payment (2955)			$338,510					$338,510	
2020 CONSTRUCTION TOTALS		$0	$0	$5,058,510	$12,041,100	$3,215,400	$0	$2,162,500	$22,477,510	
ROW ACQUISITION (2021 Program)										
002-611-036	CSAH 11 RR Grade Separation Project			$2,741,619	$808,381				$3,550,000	Trans. Tax - Restricted
002-716-020	CSAH 116 at TH 47 and Rum River Oxbow Bridge				$200,000				$200,000	
002-607-026	CSAH 7 from TH 10 to Bunker Lake Blvd				$1,000,000				$1,000,000	
002-634-003	CSAH 34 from Ware Road to W. Shadow Lake Drive				$500,000				$500,000	
TBD	CR 76 at Thames Street S-Curves Realignment			$300,000					$300,000	
	U.S. 10 "Add-a-Lane" Project						$500,000		$500,000	Dependent on State Bonding
002-612-xxx	CSAH 12 at Tournament Players Parkway - New Signal				$10,000				$10,000	
21-xx-132	CR 132 (85th Avenue) at Evergreen				$20,000				$20,000	
	Misc Acquisition				$250,000				$250,000	
2020 ROW AQUISITION TOTALS		$0	$0	$3,041,619	$2,788,381	$0	$500,000	$0	$6,330,000	
ENGINEERING SERVICES										
Construction Inspection and Administration (2020 Program)		$1,370,000	$0	$0	$550,000	$0	$0	$0	$1,920,000	
20-01-00	Overlays (Bituminous And Concrete)	$500,000							$500,000	
002-614-041	CSAH 14 from Aberdeen to CSAH 52	$180,000							$180,000	
002-608-012	CSAH 8 from TH 47 to TH 65	$60,000							$60,000	
002-678-025	CSAH 78 from CSAH 11 to CSAH 14	$300,000							$300,000	
002-030-xxx	ATMS Fiber Interconnect	$20,000							$20,000	
002-030-xxx	CSAH 14 (Avocet, Hanson, Shenandoah, Coon Creek)	$20,000							$20,000	
002-612-xxx	CSAH 12 at Tournament Players Parkway - New Signal	$20,000							$20,000	
TBD	Signal Painting	$20,000							$20,000	
	Misc Services	$250,000			$550,000				$800,000	
Final Design (2022 Program)		$1,000,000	$0	$1,500,000	$1,550,000	$0	$0	$25,000	$4,075,000	
002-614-048	CSAH 14 from Harpers Street to Lexington Avenue	$350,000			$50,000				$400,000	
002-617-024	CSAH 17 from Pheasant Ridge to 125th Avenue				$500,000				$500,000	
002-716-019	CSAH 116 from Van Buren to TH 65	$200,000			$50,000				$250,000	
002-601-056	CSAH 1 & Blackfoot St NW Signal Replacement				$50,000				$50,000	
002-623-xxx	CSAH 23 at Elm Street				$50,000				$50,000	
22-01-00	Overlays (Bituminous And Concrete)	$200,000							$200,000	
	CSAH 9 / TH 10 Ped and Signal Improvements				$350,000				$350,000	
002-652-xxx	CSAH 52 at Tournament Players Parkway				$25,000				$25,000	
002-716-xxx	CSAH 116 at Sunwood Drive Signal Install							$25,000	$25,000	
21-xx-132	CR 132 (85th Avenue) at Evergreen				$25,000				$25,000	
002-618-xxx	CSAH 18 (Coon Creek) Bridge Rehabilitation				$100,000				$100,000	
002-030-xxx	ATMS Interconnect				$50,000				$50,000	
002-030-xxx	FYA Conversions				$50,000				$50,000	
	U.S. 10 "Add-a-Lane" Project			$1,500,000					$1,500,000	
	Misc Services	$250,000			$250,000				$500,000	
Preliminary Engineering, Surveying & Environmental (2023 Program)		$900,000	$0	$0	$390,000	$0	$0	$0	$1,290,000	
002-622-036	CSAH 22 Bridge Rehab over Rum River				$140,000				$140,000	
002-683-006	CSAH 83 @ Alpine Roundabout	$120,000							$120,000	
002-609-019	CSAH 9 at 221st Roundabout	$120,000							$120,000	
002-606-012	CSAH 6 from TH 47 to TH 65	$90,000							$90,000	
002-614-049	CSAH 14 at Sunset Roundabout	$120,000							$120,000	
23-01-00	Overlays (Bituminous And Concrete)	$200,000							$200,000	
	Misc Services	$250,000			$250,000				$500,000	
2020 ENGINEERING SERVICES TOTALS		$3,270,000	$0	$1,500,000	$2,490,000	$0	$0	$25,000	$7,285,000	
PLANNING/STUDIES										
	Corridor Studies				$200,000				$200,000	
	Evironmental Studies				$200,000				$200,000	
	TH 10 Corridor Improvements			$100,000					$100,000	
	TH 65 Corridor Improvements			$100,000					$100,000	
	TH 47 Corridor Improvements			$100,000					$100,000	
2020 PLANNING/STUDIES TOTALS		$0	$0	$300,000	$400,000	$0	$0	$0	$700,000	
2020 HIGHWAY PROGRAM TOTALS		$3,270,000	$0	$9,900,129	$17,719,481	$3,215,400	$500,000	$2,187,500	$36,792,510	



Project Type

- Reconstruction
- ROW Acquisition
- Traffic Management

Anoka County Proposed Highway Improvement Plan 2020

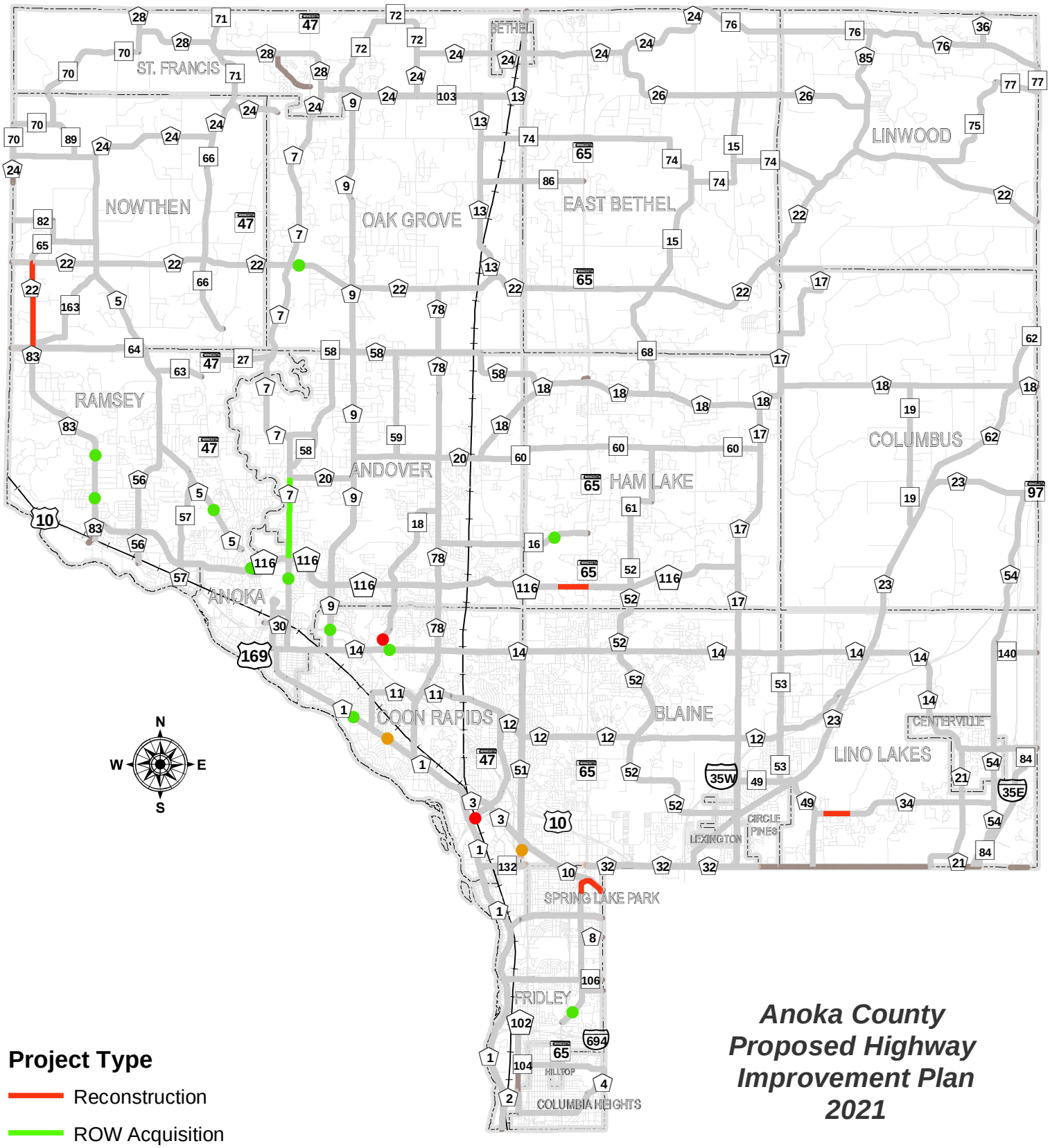
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ANOKA COUNTY HIGHWAY DEPARTMENT
2021 Unfunded Highway Improvement Plan

11/20/2019

Project #	Description	FUNDING								Notes
		County				Federal	State	City/Town	Total	
		In-House	Levy	Trans. Tax	CSAH (1)					
2021										
Rehabilitation		$0	$0	$2,000,000	$7,850,000	$0	$0	$0	$9,850,000	
21-01-00	Pavement Rehabilitation (Bituminous And Concrete)			$2,000,000	$6,900,000				$8,900,000	
21-02-00	Crack Sealing				$250,000				$250,000	
21-07-00	Bridge Maintenance				$300,000				$300,000	
Unassigned	RR Crossing Repairs				$400,000				$400,000	BNSF RR
Reconstruction Program		$0	$0	$4,379,431	$14,972,369	$9,368,000	$26,132,000	$6,546,000	$57,018,369	
002-611-036	CSAH 11 RR Grade Separation Project				$6,620,569	$7,500,000		$2,000,000	$16,120,569	
	Transportation Tax - Restricted			$3,379,431						
	Transportation Tax - Regular			$1,000,000						
002-716-020	CSAH 116 at TH 47 and Rum River Oxbow Bridge				$653,800	$1,868,000			$2,521,800	
002-607-026	CSAH 7 from TH 10 to Bunker Lake Blvd				$5,250,000			$750,000	$6,000,000	
002-634-003	CSAH 34 from Ware Road to W. Shadow Lake Drive				$2,000,000			$200,000	$2,200,000	
002-609-xxx	CSAH 9 / TH 10 Ped & Signal Improvements				$448,000		$1,132,000	$96,000	$1,676,000	Includes $240k in State LPP funds
	U.S. 10 "Add-a-Lane" Project						$25,000,000		$25,000,000	Dependent on State Bonding
002-716-xxx	CSAH 116 from Armstrong Blvd to Ramsey Blvd							$3,500,000	$3,500,000	City Cost Per RTC Agreement
Traffic Management		$0	$0	$200,000	$962,500	$0	$0	$612,500	$1,775,000	
ATMS Interconnect										
002-030-xxx	Subprojects to be determined.			$100,000	$400,000				$500,000	
FYA Conversions										
002-030-xxx	TH 10/Northdale, Bunker, City Signals			$50,000	$200,000				$250,000	
Spot Signal/Safety Projects										
21-xx-132	CR 132 (85th Avenue) at Evergreen				$287,500			$262,500	$550,000	
002-716-xxx	CSAH 116 at Sunwood Drive Signal Install							$350,000	$350,000	
Signal Painting										
TBD	Subprojects to be determined.			$50,000	$75,000				$125,000	
Infrastructure Improvement Programs		$0	$0	$350,010	$0	$0	$0	$0	$350,010	
TB/Local	CR Turnbacks/Local Initiated Projects (2955)			$0					$0	TB's Funded Even Years Only
Unknown	TH 10 & Fairoak/Thurston Interchanges			$11,500					$11,500	
RTC	Annual Payment (2955)			$338,510					$338,510	
2021 CONSTRUCTION TOTALS		$0	$0	$6,929,441	$23,784,869	$9,368,000	$26,132,000	$7,158,500	$68,993,379	
ROW ACQUISITION (2022 Program)										
002-614-048	CSAH 14 from Harpers Street to Lexington Avenue				$550,000				$550,000	
002-617-024	CSAH 17 from Pheasant Ridge to 125th Avenue				$200,000				$200,000	
002-601-056	CSAH 1 & Blackfoot St NW Signal Replacement				$200,000				$200,000	
002-623-xxx	CSAH 23 at Elm Street				$50,000				$50,000	
002-716-019	CSAH 116 from Van Buren to TH 65				$500,000				$500,000	
002-656-xxx	CSAH 56 Railroad Grade Separation						$2,000,000		$2,000,000	
002-652-xxx	CSAH 52 at Tournament Players Parkway				$10,000				$10,000	
	Misc Acquisition				$250,000				$250,000	
2021 ROW AQUISITION TOTALS		$0	$0	$0	$1,760,000	$0	$2,000,000	$0	$3,760,000	
ENGINEERING SERVICES										
Construction Inspection and Administration (2021 Program)		$1,435,000	$0	$0	$800,000	$0	$1,600,000	$40,000	$3,875,000	
21-01-00	Overlays (Bituminous And Concrete)	$100,000							$100,000	$200,000
002-611-036	CSAH 11 RR Grade Separation Projec	$410,000			$250,000				$660,000	
002-716-020	CSAH 116 at TH 47 and Rum River Oxbow Bridge	$150,000							$150,000	
002-607-026	CSAH 7 from TH 10 to Bunker Lake Blvd	$200,000							$200,000	
002-634-003	CSAH 34 from Ware Road to W. Shadow Lake Drive	$200,000							$200,000	
002-716-xxx	CSAH 116 from Armstrong Blvd to Ramsey Blvd	$25,000							$25,000	City Project
TBD	U.S. 10 "Add-a-Lane" Project						$1,600,000		$1,600,000	Dependent on State Bonding
002-716-xxx	CSAH 116 at Sunwood Drive Signal Install							$40,000	$40,000	
21-xx-132	CR 132 (85th Avenue) at Evergreen	$40,000							$40,000	
002-030-xxx	ATMS Fiber Interconnect	$20,000							$20,000	
002-030-xxx	FYA Conversions	$20,000							$20,000	
TBD	Signal Painting	$20,000							$20,000	
	Misc Services	$250,000			$550,000				$800,000	
Final Design (2023 Program)		$850,000	$0	$0	$1,315,000	$0	$0	$0	$2,165,000	
002-622-036	CSAH 22 Bridge Rehab over Rum River				$240,000				$240,000	
002-683-006	CSAH 8 [illegible]pine Roundabout				$200,000				$200,000	
002-601-057	CSAH 1 @ Mississippi Blvd Signal Rebuild				$100,000				$100,000	
002-635-012	CSAH 35 @ Gardena Roundabout				$200,000				$200,000	
002-609-019	CSAH 9 at 221st Roundabout				$200,000				$200,000	
002-614-049	CSAH 14 at Sunset Roundabout	$200,000							$200,000	
002-606-012	CSAH 6 from TH 47 to TH 65	$200,000							$200,000	
23-01-00	Overlays (Bituminous And Concrete)	$200,000							$200,000	
002-652-xxx	CSAH 52 at Cloud Drive				$25,000				$25,000	
002-030-xxx	ATMS Interconnect				$50,000				$50,000	
002-030-xxx	FYA Conversions				$50,000				$50,000	
	Misc Services	$250,000			$250,000				$500,000	
Preliminary Engineering, Surveying & Environmental (2024 Program)		$1,400,000	$0	$0	$250,000	$0	$0	$0	$1,650,000	
002-609-xxx	CSAH 9 from 150th Lane to 157th Avenue	$350,000							$350,000	
002-622-037	CSAH 22 from CR 64 to CR 65	$500,000							$500,000	
002-617-xxx	CSAH 17 J-Turn at Lovell Road	$100,000							$100,000	
24-01-00	Overlays (Bituminous And Concrete)	$200,000							$200,000	
	Misc Services	$250,000			$250,000				$500,000	
2021 CONSULTANT SERVICES TOTALS		$3,685,000	$0	$0	$2,365,000	$0	$1,600,000	$40,000	$7,690,000	
PLANNING/STUDIES										
	Corridor Studies				$250,000				$250,000	
	Evironmental Studies				$250,000				$250,000	
	TH 10 Corridor Improvements			$100,000					$100,000	
	TH 65 Corridor Improvements			$100,000					$100,000	
	TH 47 Corridor Improvements			$100,000					$100,000	
2021 PLANNING/STUDIES TOTALS		$0	$0	$300,000	$500,000	$0	$0	$0	$800,000	
2021 HIGHWAY PROGRAM TOTALS		$3,685,000	$0	$7,229,441	$28,409,869	$9,368,000	$29,732,000	$7,198,500	$81,243,379	



Project Type

- Reconstruction
- ROW Acquisition
- Traffic Management

Anoka County Proposed Highway Improvement Plan 2021

Anoka County
MINNESOTA
Resourceful. Innovative. Fiscally Responsible.

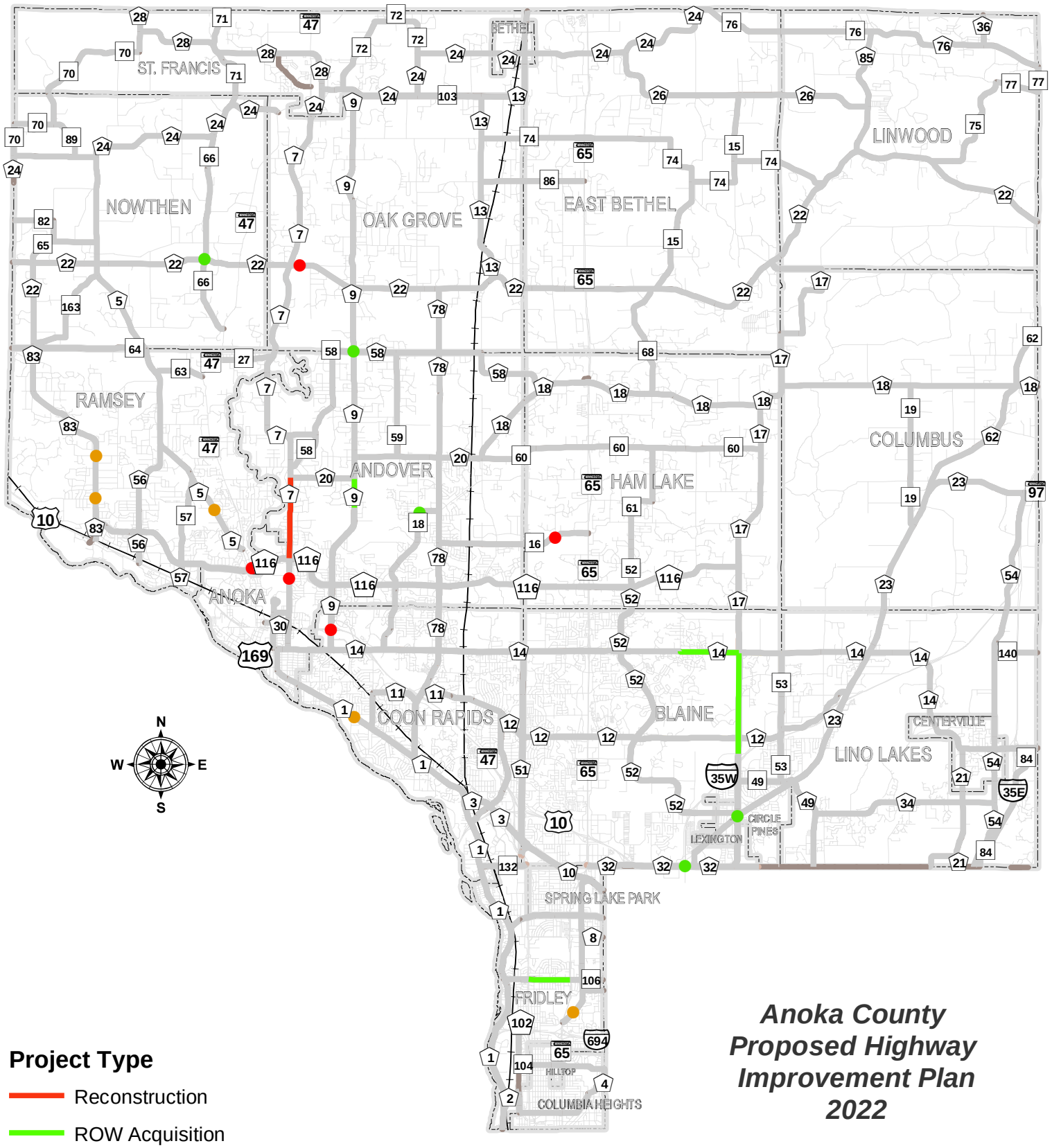
This is a compilation of records as they appear in the Cartographic Information System's effective the area shown. It is drawing is, or is used only for reference and the County is not responsible for any inaccuracies contained herein.

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ANOKA COUNTY HIGHWAY DEPARTMENT
2022 Unfunded Highway Improvement Plan

11/20/2019

Project #	Description	FUNDING								Notes
		County				Federal	State	City/Town	Total	
		In-House	Levy	Trans. Tax	CSAH (1)					
2022										
Rehabilitation		$0	$0	$2,000,000	$8,150,000	$0	$0	$0	$10,150,000	
22-01-00	Pavement Rehabilitation (Bituminous And Concrete)			$2,000,000	$7,200,000				$9,200,000	
22-02-00	Crack Sealing				$250,000				$250,000	
22-07-00	Bridge Maintenance				$300,000				$300,000	
Unassigned	RR Crossing Repairs				$400,000				$400,000	
Reconstruction Program		$0	$0	$0	$14,281,000	$405,000	$0	$1,050,000	$15,736,000	
002-614-048	CSAH 14 from Harpers Street to Lexington Avenue				$4,500,000			$200,000	$4,700,000	
002-617-024	CSAH 17 from Pheasant Ridge to 125th Avenue				$6,400,000			$500,000	$6,900,000	
002-716-019	CSAH 116 from Van Buren to TH 65				$2,500,000			$250,000	$2,750,000	
002-601-056	CSAH 1 & Blackfoot St Signal Replacement				$81,000	$405,000			$486,000	Mercy Hospital
002-618-xxx	CSAH 18 (Coon Creek) Bridge Rehabilitation				$500,000				$500,000	
002-623-xxx	CSAH 23 at Elm Street				$300,000			$100,000	$400,000	
Traffic Management		$0	$0	$200,000	$762,500	$0	$0	$262,500	$1,225,000	
ATMS Interconnect										
002-030-xxx	Subprojects to be determined.			$100,000	$400,000				$500,000	
FYA Conversions										
002-030-xxx	Bunker Lake Blvd Corridor			$50,000	$200,000				$250,000	
Spot Signal/Safety Projects										
002-652-xxx	CSAH 52 at Tournament Players Parkway				$87,500			$262,500	$350,000	
Signal Painting										
TBD	Subprojects to be determined.			$50,000	$75,000				$125,000	
Infrastructure Improvement Programs		$0	$0	$1,610,510	$0	$0	$0	$0	$1,610,510	
TB/Local	CR Turnbacks/Local Initiated Projects (2955)			$900,000					$900,000	
Unknown	TH 10 & Fairoak/Thurston Interchanges			$372,000					$372,000	
RTC	Annual Payment (2955)			$338,510					$338,510	
2022 CONSTRUCTION TOTALS		$0	$0	$3,810,510	$23,193,500	$405,000	$0	$1,312,500	$28,721,510	
ROW ACQUISITION (2023 Program)										
002-622-036	CSAH 22 Bridge Rehab over Rum River				$100,000				$100,000	
002-683-006	CSAH 83 @ Alpine Roundabout				$250,000				$250,000	
002-601-057	CSAH 1 @ Mississippi Blvd Signal Rebuild				$250,000				$250,000	
002-635-012	CSAH 35 @ Gardena Roundabout				$250,000				$250,000	
002-609-019	CSAH 9 at 221st Roundabout				$250,000				$250,000	
002-614-049	CSAH 14 at Sunset Roundabout				$250,000				$250,000	
002-606-012	CSAH 6 from TH 47 to TH 65				$500,000				$500,000	
002-652-xxx	CSAH 52 at Cloud Drive				$10,000				$10,000	
	Misc Acquisition				$250,000				$250,000	
2022 ROW AQUISITION TOTALS		$0	$0	$0	$2,110,000	$0	$0	$0	$2,110,000	
ENGINEERING SERVICES										
Construction Inspection and Administration (2022 Program)		$1,075,000	$0	$0	$550,000	$0	$0	$0	$1,625,000	
002-614-048	CSAH 14 from Harpers Street to Lexington Avenue	$200,000							$200,000	
002-617-024	CSAH 17 from Pheasant Ridge to 125th Avenue	$300,000							$300,000	
002-716-019	CSAH 116 from Van Buren to TH 65	$150,000							$150,000	
002-601-056	CSAH 1 & Blackfoot St Signal Replacement	$25,000							$25,000	
002-623-xxx	CSAH 23 at Elm Street	$25,000							$25,000	
002-652-xxx	CSAH 52 at Tournament Players Parkway	$25,000							$25,000	
002-618-xxx	CSAH 18 (Coon Creek) Bridge Rehabilitation	$40,000							$40,000	
002-030-xxx	ATMS Fiber Interconnect	$20,000							$20,000	
002-030-xxx	FYA Conversions	$20,000							$20,000	
TBD	Signal Painting	$20,000							$20,000	
	Misc Services	$250,000			$550,000				$800,000	
Final Design (2024 Program)		$1,350,000	$0	$0	$900,000	$0	$0	$0	$2,250,000	
002-609-xxx	CSAH 9 from 150th Lane to 157th Avenue				$500,000				$500,000	
002-622-037	CSAH 22 from CR 64 to CR 65	$840,000							$840,000	
002-617-xxx	CSAH 17 J-Turn at Lovell Road	$60,000							$60,000	
24-01-00	Overlays (Bituminous And Concrete)	$200,000							$200,000	
002-601-xxx	CSAH 1 & Xavis Signal Replacement				$25,000				$25,000	
002-603-xxx	CSAH 3 at 86th Lane Signal Replacement				$25,000				$25,000	
002-030-xxx	ATMS Interconnect				$50,000				$50,000	
002-030-xxx	FYA Conversions				$50,000				$50,000	
	Misc Services	$250,000			$250,000				$500,000	
Preliminary Engineering, Surveying & Environmental (2025 Program)		$1,250,000	$0	$0	$250,000	$0	$0	$0	$1,500,000	
TBD	Misc. Services for 2025 Program	$1,250,000			$250,000				$1,500,000	
2022 CONSULTANT SERVICES TOTALS		$3,675,000	$0	$0	$1,700,000	$0	$0	$0	$5,375,000	
PLANNING/STUDIES										
	Corridor Studies				$250,000				$250,000	
	Evironmental Studies				$250,000				$250,000	
	TH 10 Corridor Improvements			$100,000					$100,000	
	TH 65 Corridor Improvements			$100,000					$100,000	
	TH 47 Corridor Improvements			$100,000					$100,000	
2022 PLANNING/STUDIES TOTALS		$0	$0	$300,000	$500,000	$0	$0	$0	$800,000	
2022 HIGHWAY PROGRAM TOTALS		$3,675,000	$0	$4,110,510	$27,503,500	$405,000	$0	$1,312,500	$37,006,510	



Project Type

- Reconstruction
- ROW Acquisition
- Traffic Management

Anoka County Proposed Highway Improvement Plan 2022

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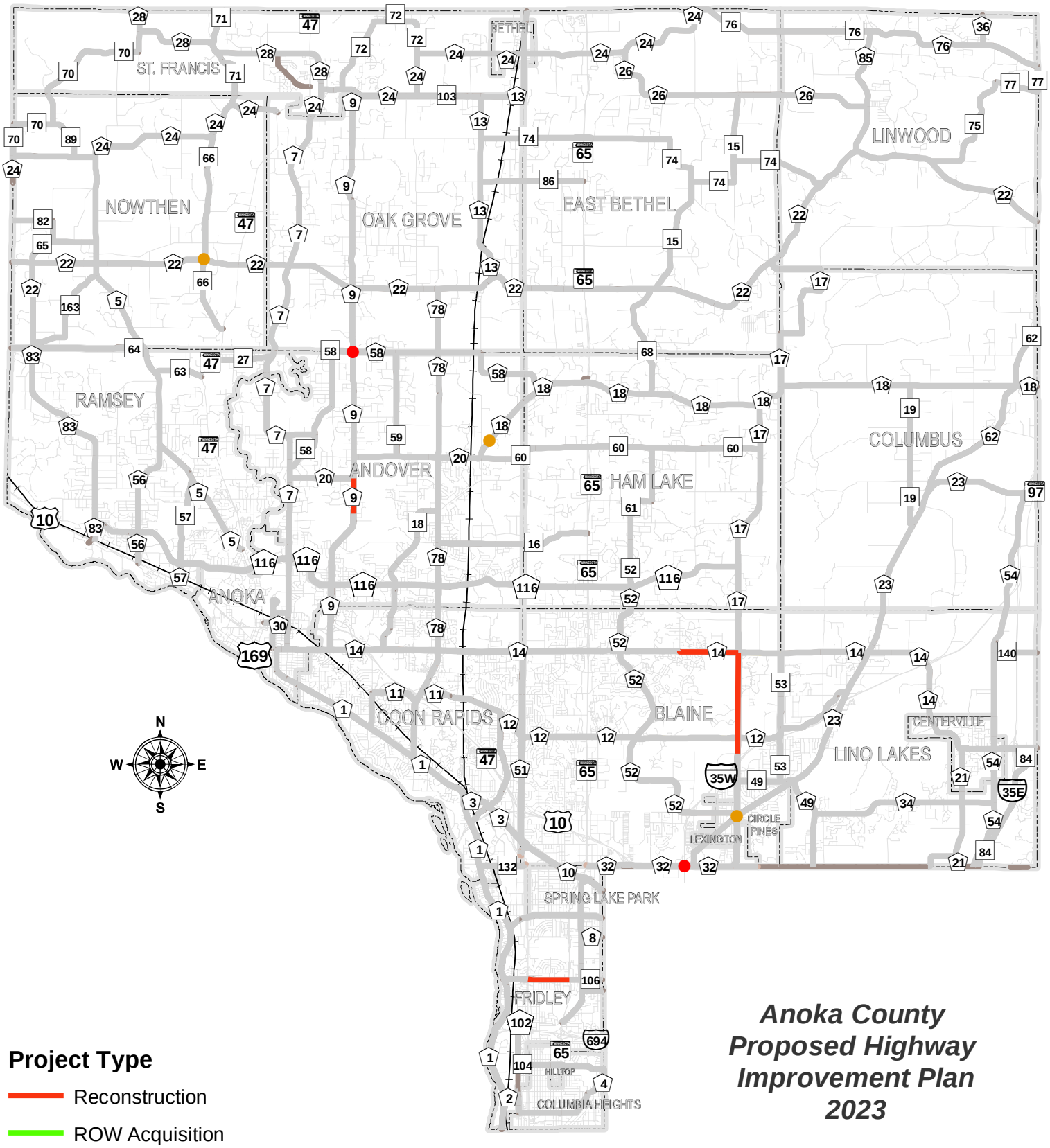
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ANOKA COUNTY HIGHWAY DEPARTMENT
2023 Unfunded Highway Improvement Plan

11/20/2019

Project #	Description	FUNDING								Notes
		County								
		In-House	Levy	Trans. Tax	CSAH (1)	Federal	State	City/Town	Total	
2023										
Rehabilitation		$0	$0	$2,000,000	$8,550,000	$0	$0	$0	$10,550,000	
23-01-00	Pavement Rehabilitation (Bituminous And Concrete)			$2,000,000	$7,600,000				$9,600,000	
23-02-00	Crack Sealing				$250,000				$250,000	
23-07-00	Bridge Maintenance				$300,000				$300,000	
Unassigned	RR Crossing Repairs				$400,000				$400,000	BNSF RR
Reconstruction Program		$0	$0	$0	$4,188,611	$5,486,296	$0	$250,000	$9,924,907	
002-622-036	CSAH 22 Bridge Rehab over Rum River				$538,611	$1,436,296			$1,974,907	
002-683-006	CSAH 83 @ Alpine Roundabout				$300,000	$1,350,000			$1,650,000	
002-601-057	CSAH 1 @ Mississippi Blvd Signal Rebuild				$100,000	$450,000			$550,000	Anoka Ramsey Comm. College
002-635-012	CSAH 35 @ Gardena Roundabout				$300,000	$1,350,000			$1,650,000	
002-609-019	CSAH 9 at 221st Roundabout				$1,350,000			$150,000	$1,500,000	
002-614-049	CSAH 14 at Sunset Roundabout				$600,000	$900,000			$1,500,000	NHS System Federal Funds
002-606-012	CSAH 6 from TH 47 to TH 65				$1,000,000			$100,000	$1,100,000	
Traffic Management		$0	$0	$200,000	$762,500	$0	$0	$262,500	$1,225,000	
ATMS Interconnect										
002-030-xxx	Subprojects to be determined.			$100,000	$400,000				$500,000	
FYA Conversions										
002-030-xxx	Subprojects to be determined.			$50,000	$200,000				$250,000	
Spot Signal/Safety Projects										
002-652-xxx	CSAH 52 at Cloud Drive				$87,500			$262,500	$350,000	
Signal Painting										
TBD	Subprojects to be determined.			$50,000	$75,000				$125,000	
Infrastructure Improvement Programs		$0	$0	$338,510	$0	$0	$0	$0	$338,510	
TB/Local	CR Turnbacks/Local Initiated Projects (2955)			$0					$0	TB's Funded Even Years Only
RTC	Annual Payment (2955)			$338,510					$338,510	
2023 CONSTRUCTION TOTALS		$0	$0	$2,538,510	$13,501,111	$5,486,296	$0	$512,500	$22,038,417	
ROW ACQUISITION (2024 Program)										
002-609-xxx	CSAH 9 from 150th Lane to 157th Avenue				$250,000				$250,000	
002-622-037	CSAH 22 from CR 64 to CR 65				$1,200,000				$1,200,000	
002-617-xxx	CSAH 17 J-Turn at Lovell Road				$50,000				$50,000	
002-601-xxx	CSAH 1 & Xavis Signal Replacement				$10,000				$10,000	
002-603-xxx	CSAH 3 at 86th Lane Signal Replacement				$10,000				$10,000	
	Misc Acquisition for 2024 Construction Projects				$250,000				$250,000	
2023 ROW AQUISITION TOTALS		$0	$0	$0	$1,770,000	$0	$0	$0	$1,770,000	
ENGINEERING SERVICES										
Construction Inspection and Administration (2023 Program)		$635,000	$0	$0	$800,000	$0	$0	$0	$1,435,000	
002-622-036	CSAH 22 Bridge Rehab over Rum River				$150,000				$150,000	
002-683-006	CSAH 83 @ Alpine Roundabout	$75,000							$75,000	
002-601-057	CSAH 1 @ Mississippi Blvd Signal Rebuild	$25,000							$25,000	
002-635-012	CSAH 35 @ Gardena Roundabout	$75,000							$75,000	
002-609-019	CSAH 9 at 221st Roundabout	$75,000							$75,000	
002-614-049	CSAH 14 at Sunset Roundabout	$75,000							$75,000	
002-606-012	CSAH 6 from TH 47 to TH 65				$100,000				$100,000	
002-030-xxx	ATMS Fiber Interconnect	$20,000							$20,000	
002-030-xxx	FYA Conversions	$20,000							$20,000	
TBD	Signal Painting	$20,000							$20,000	
	Misc Services	$250,000			$550,000				$800,000	
Final Design (2025 Program)		$1,250,000	$0	$0	$1,000,000	$0	$0	$0	$2,250,000	
	Misc. Services for 2025 Program	$1,250,000			$1,000,000				$2,250,000	
Preliminary Engineering, Surveying & Environmental (2026 Program)		$1,250,000	$0	$0	$250,000	$0	$0	$0	$1,500,000	
TBD	Misc. Services for 2026 Program	$1,250,000			$250,000				$1,500,000	
2023 CONSULTANT SERVICES TOTALS		$3,135,000	$0	$0	$2,050,000	$0	$0	$0	$5,185,000	
PLANNING/STUDIES										
	Corridor Studies				$250,000				$250,000	
	Evironmental Studies				$250,000				$250,000	
	TH 10 Corridor Improvements			$100,000					$100,000	
	TH 65 Corridor Improvements			$100,000					$100,000	
	TH 47 Corridor Improvements			$100,000					$100,000	
2023 PLANNING/STUDIES TOTALS		$0	$0	$300,000	$500,000	$0	$0	$0	$800,000	
2023 HIGHWAY PROGRAM TOTALS		$3,135,000	$0	$2,838,510	$17,821,111	$5,486,296	$0	$512,500	$29,793,417	



Project Type

- Reconstruction
- ROW Acquisition
- Traffic Management

Anoka County Proposed Highway Improvement Plan 2023

Anoka County
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This is a compilation of records as they appear in the Cartographic Information System's effective the area shown. It is drawing is, or is used only for reference and the County is not responsible for any inaccuracies contained herein.

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ANOKA COUNTY HIGHWAY DEPARTMENT
2024 Unfunded Highway Improvement Plan

11/20/2019

Project #	Description	FUNDING								Notes
		County								
		In-House	Levy	Trans. Tax	CSAH (1)	Federal	State	City/Town	Total	
2024										
Rehabilitation		$0	$0	$2,000,000	$8,950,000				$10,950,000	
24-01-00	Pavement Rehabilitation (Bituminous And Concrete)			$2,000,000	$8,000,000				$10,000,000	
24-02-00	Crack Sealing				$250,000				$250,000	
24-07-00	Bridge Maintenance				$300,000				$300,000	
Unassigned	RR Crossing Repairs				$400,000				$400,000	BNSF RR
Reconstruction Program		$0	$0	$0	$11,100,000	$0	$0	$500,000	$11,600,000	
002-609-xxx	CSAH 9 from 150th Lane to 157th Avenue				$3,600,000			$500,000	$4,100,000	
002-622-037	CSAH 22 from CR 64 to CR 65				$7,000,000				$7,000,000	
002-617-xxx	CSAH 17 J-Turn at Lovell Road				$500,000				$500,000	
Traffic Management		$0	$0	$200,000	$1,025,000	$0	$0	$350,000	$1,575,000	
ATMS Interconnect										
002-030-xxx	Subprojects to be determined.			$100,000	$400,000				$500,000	
FYA Conversions										
002-030-xxx	Subprojects to be determined.			$50,000	$200,000				$250,000	
Spot Signal/Safety Projects										
002-601-xxx	CSAH 1 & Xavis Signal Replacement				$175,000			$175,000	$350,000	
002-603-xxx	CSAH 3 at 86th Lane Signal Replacement				$175,000			$175,000	$350,000	
Signal Painting										
TBD	Subprojects to be determined.			$50,000	$75,000				$125,000	
Infrastructure Improvement Programs		$0	$0	$1,238,510	$0				$1,238,510	
TB/Local	CR Turnbacks/Local Initiated Projects (2955)			$900,000					$900,000	
RTC	Annual Payment (2955)			$338,510					$338,510	
2024 CONSTRUCTION TOTALS		$0	$0	$3,438,510	$21,075,000	$0	$0	$850,000	$25,363,510	
ROW ACQUISITION										
	Misc Acquisition for 2025 Construction Projects				$3,000,000				$3,000,000	
2024 ROW AQUISITION TOTALS		$0	$0	$0	$3,000,000	$0	$0	$0	$3,000,000	
ENGINEERING SERVICES										
Construction Inspection and Administration (2024 Program)		$835,000	$0	$0	$550,000	$0	$0	$500,000	$1,360,000	
002-609-xxx	CSAH 9 from 150th Lane to 157th Avenue	$200,000						$500,000	$500,000	
002-622-037	CSAH 22 from CR 64 to CR 65	$300,000							$0	
002-617-xxx	CSAH 17 J-Turn at Lovell Road	$25,000							$0	
002-030-xxx	ATMS Fiber Interconnect	$20,000							$20,000	
002-030-xxx	FYA Conversions	$20,000							$20,000	
TBD	Signal Painting	$20,000							$20,000	
	Misc Services	$250,000			$550,000				$800,000	
Final Design (2025 Program)		$1,250,000	$0	$0	$1,000,000	$0	$0	$0	$2,250,000	
	Misc. Services for 2025 Program	$1,250,000			$1,000,000				$2,250,000	
Preliminary Engineering, Surveying & Environmental (2026 Program)		$1,250,000	$0	$0	$250,000	$0	$0	$0	$1,500,000	
TBD	Misc. Services for 2026 Program	$1,250,000			$250,000				$1,500,000	
2024 CONSULTANT SERVICES TOTALS		$3,335,000	$0	$0	$1,800,000	$0	$0	$500,000	$5,110,000	
PLANNING/STUDIES										
	Corridor Studies				$250,000				$250,000	
	Evironmental Studies				$250,000				$250,000	
	TH 10 Corridor Improvements			$100,000					$100,000	
	TH 65 Corridor Improvements			$100,000					$100,000	
	TH 47 Corridor Improvements			$100,000					$100,000	
2024 PLANNING/STUDIES TOTALS		$0	$0	$300,000	$500,000	$0	$0	$0	$800,000	
2024 HIGHWAY PROGRAM TOTALS		$3,335,000	$0	$3,738,510	$26,375,000	$0	$0	$1,350,000	$34,273,510	

ANOKA COUNTY

2040 TRANSPORTATION PLAN UPDATE



Anoka County
MINNESOTA

SEH

management unit. The DNR must administer these lands to benefit the Trust, and this management potentially conflicts with other goals the county has for this area. DNR is concerned that this need for a permanent solution, for example, a public sale of these lands or acquisition of the area by the county, is not discussed.

- On page 12, there is a discussion of future land acquisition – no mention of Sand Hill Crane Area.
- There is a description on page 30 of the Sand Hill Crane area as a past accomplishment, but no reference to current issues.
- On page 49 there is reference to budgeting for capital improvement, and for county parks needing "special financing attention." However it is still not clear from the description how the county is prioritizing the Sand Hill Crane area, or whether it is targeted for acquisition. DNR wants to work in collaboration with the county to resolve this issue so the state can fulfill its obligation to the Trust. The text referenced is the following: "As part of the Ten-Year Capital Improvements Program, special financing attention must be given to the county parks such as Kordiak, Rum River South, Rum River North, Sandhill Crane Natural Area, and Coon Lake County Park. County Parks do not qualify for Regional Park capital investments or operations and maintenance funding sources. Funding proposals for infrastructure development and redevelopment must be pursued through Anoka County's Five-Year Capital Improvement Program process."

MRRCA. The previous comments do not assess whether the draft comprehensive plan complies with the MRCCA plan minimum requirements. You have already received preliminary comments from the DNR. If you are interested in further review of your MRCCA chapter for consistency with the MRCCA plan minimum requirements, please submit your draft plan to Matt Bauman via email at matthew.bauman@state.mn.us.

Reviewer _Martha Vickery, regional coordinator, Lands and Minerals Division, DNR_

Date: _12/28/18

Signature of Reviewer 

Memorandum

To: Karen Blaska, Anoka County Parks

From: Jenna Fabish, City of Elk River Assistant City Engineer

Date: July 31, 2019

Subject: Anoka County 2040 Comprehensive Plan

The City of Elk River has reviewed Anoka County's 2040 Comprehensive Plan and has the following comments:

1. The 2040 Transportation Plan does not look at the transportation impacts west of the Sherburne/Anoka County border. Consider future study along US 10/169 between TH 101 in Elk River and US 169 in Anoka with support from MnDOT, Sherburne and Anoka counties, and cities of Elk River, Ramsey and Anoka. With the proposed US 169 interchange improvements in Elk River, the traffic volumes will likely increase and change traffic patterns on US 10/169 between TH 101 and the Twin Cities metro area.

2. Consider Regional Trail route along 181st Avenue (County Road 64) to connect into infrastructure in Elk River. Route would provide connection between Ramsey and Elk River to access the Top of the World Park, Hillside City Park (mountain bike), Bailey's Point Nature Preserve, William H. Houlton Conservation Area, Rabbit Park softball field, Autumn Heights Park softball field and others.

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July 26, 2019

Anoka County Comp Plan Liaison
Karen Blaska, Anoka County Parks
1140 Bunker Lake Blvd, NW
Andover MN 55304

Dear Mr. Kelly:

Thank you for the opportunity to review the Anoka County 2040 Comp Plan Update, a few items were identified for comment.

Transportation

Anoka CR-140. The Anoka County 2040 Transportation Plan references a new interchange at Anoka County Northerly Bypass (CR-140 / 80th Street) in Anoka County.

As you may know, there was effort with the I-35W/E coalition to collaborate on improvements along I-35 in several communities and Counties. The discussions included this connection and interchanges at I-35E and I-35W. Anoka County participated in the coalition meetings. We encourage Anoka County to include the connection improvements and new interchange locations in its 2040 Transportation Plan. The City is interested in cooperating with Anoka County on creating a corridor management plan that would include representatives of the I-35 W/E coalition to further this planning effort. In addition, the City supports an interchange location for I-35E at CR-140 (80th Street).

CR-84. The Anoka County 2030 Transpiration Plan recommends proposed new roadway connections. Specifically a new Anoka/Washington County north-south route (extension of CR-84/Otter Lake Road). This roadway is named as a long-term improvement in the implementation plan. It would seem that this road is intended to be a County Road shared by Washington and Anoka Counties, however this is not in the 2040 Anoka County Transportation Plan. Similar to CR-140, we recommend that this new road be included in the 2040 plan and a corridor study be initiated by Anoka and Washington Counties including representatives from all cities along the corridor.

In addition, the City of Hugo has included a trail along this section of roadway in its 2040 Comprehensive Plan.

Thank you for your cooperation. If you have any questions or need more information, please feel free to contact me at rjuba@ci.hugo.mn.us or (651) 762-6304.

Sincerely,

Rachel Juba

Rachel Juba
Community Development Director

CC: Honorable Mayor and Council
Bryan Bear, City Administrator
Mark Erichson, City Engineer
Kendra Lindahl, City Planner
Shayla Denaway, Parks Planner

CITY OF LINO LAKES

June 6, 2019

Karen Blaska
Anoka County Parks
550 Bunker Lake Blvd NW
Andover, MN 55304

VIA EMAIL

Dear Ms. Blaska:

Thank you for the opportunity to comment on the Anoka County 2040 Comprehensive Plan Update. Based on our review we have the following comments:

Park Plan:

1. Page 8, Map excludes small portion of park property owned by Anoka County north of 35W and east of CSAH 14 within the boundaries of the Regional Parks. Both the City's regional park boundaries and those shown on the Metropolitan Council map are different.

2. Page 13 Discusses Fisheries and Wildlife. Peltier Island, located within the Chain of Lakes Regional Park Reserve is home to what once was the 2nd largest Heron Rookery in the Twin Cities. The nesting population dropped significantly in the early 2000's. Local preservation efforts have helped the Colony rebound over the past 10 years. The plan should include measures to assist with these ongoing activities.

3. Community Engagement identified walking/biking as one of the top activities. The City partnered with the County in a 2016 Regional Solicitation application to construct a portion of the Bunker-Chain of Lakes Regional Trail. While unsuccessful this is an important extension that expands on prior investment (35W Ped Bridge and CSAH 14 trail) to improve safety and continuity of the system. The City recommends inclusion of this trail project in the County's 10 year Capital Forecast.

4. The City of Lino Lakes strongly supports the continued operation of the Chomonix Golf Course.

Transportion Plan:

1. ***Page 18, Figure 2, "Functional Roadway Classification"*** – The County's plan shows CSAH 23 (Lake Dr) from I-35W to CSAH 14 (Main St) as a "Principal Arterial". It is included on the City's plan and the Metropolitan Council Plans as a "A Minor Arterial Reliever".

2. ***Page 22, Figure 4, "Roadway Jurisdiction "***– The map does not show CSAH 12 (Apollo Dr) from Lilac St to CSAH 23 (Lake Dr) as a County Road.

3. ***Page 23, Figure 5, "State Aid Highway System"*** – This map needs to be updated with the current Lino Lakes MSA Routes. Some of the corrections include:

   a. Addition of MSA Routes:

      - Otter Lake Rd north of CSAH 14 (Main St)
      - Elmcrest Ave north of CSAH 14 (Main St) to 80th St

   b. Removal of MSA Routes:
      - Fox Rd – W. Shadow Lake Rd to Deerwood Ln
      - Deerwood Ln – Fox Rd to CSAH 34 (Birch St)
      - Carl St, Louis Ln, 79th St – 4th Ave to CSAH 23 (Lake Dr)

4. ***Page 26, Figure 6, "Existing 2015 Roadway Daily Traffic and Congestion Levels"*** – In addition to the roadways the County identifies in this figure the City has identified the following roadways at or approaching capacity.
   a. At or Over Capacity:
      - CSAH 23 (Lake Dr) – CR 49 (Hodgson Rd) to Elm St (Identified in County Plan as "Approaching Capacity")
      - CSAH 23 (Lake Dr) – Elm St to I-35W (Identified in County Plan as "LOS C")
      - CSAH 23 (Lake Dr) – 77th St to CSAH 14 (Main St)
      - CSAH 32 (Ash St) – CR 49 (Hodgson R) to Circle Pines Boarder (Identified in County Plan as "LOS C")
      - CSAH 34 (Birch St) – CR 49 (Hodgson Rd) to West Shadow Lake Rd (Identified in County Plan as "LOS D")
      - CSAH 34 (Birch St) – West Shadow Lake Rd to 12th Ave

   b. Near or Approaching Capacity:
      - CSAH 14 (Main St) – (CSAH 23 (Lake Dr) to Blaine Boarder
      - CSAH 23 (Lake Dr) – CSAH 14 (Main St) to Columbus Boarder
      - CSAH 34 (Birch St) – 12th Ave to CSAH 21 (Centerville Rd)
      - CR 49 (Hodgson Rd) – CSAH 34 (Birch St) to CSAH 32 (Ash St)

   c. The City has also identified the following existing areas of concern:
      - CR 49 (Hodgson Rd) at CSAH 32 (Ash St)

- CR J (Ash St) at I-35E Interchange
- CSAH 21 (Centerville Rd) at CR J (Ash St) – ICE Completed

It is understood that the City may use slightly different thresholds than the County, however, these roadway segments are a concern to the City and should be looked at closer in the County Plan.

5. ***Page 52, "Pavement Condition"***, the County has identified potential roadway improvement needs based on the roadway segment Pavement Quality Index (PQI). They have identified the following segments with low PQI:

   a. CSAH 32 (Ash St) - south County Line to CSAH 21 (Centerville Rd)
   b. CSAH 34 (Birch St) - CR 49 (Hodgson Rd) to CSAH 21 (Centerville Rd)
   c. CR 49 (North Rd) - Lakeview Dr to CSAH 23 (Lake Dr)

The County has included the section of CSAH 34 (Birch St) from Ware Rd to West Shadow Lake Rd for improvements in 2021. However, the other segments have not been included in the current "Capital Infrastructure Improvement Plan (2018 – 2022)". How will these roadways be addressed?

6. ***Page 57, Table 20, "Structurally Deficient County Bridges – 2016"***. This table identifies the culvert under CSAH 34 (Birch St) at Ditch #25 as structurally deficient. However, there is no mention of this project in the current "Capital Infrastructure Plan (2018 – 2022)". How will this deficiency be addressed?

7. None of the ***"Top Intersection High Crash Locations", page 64, Table 22*** include any locations in the City of Lino Lakes. The ***"Supplemental Safety and Crash Analysis" Appendix D*** shows that there were several Fatal crashes, Serious Injury crashes and Bicycle/Pedestrian crashes on roadways in the City of Lino Lakes. Even though these locations are not included in the "Top Intersection High Crash Locations" they should be factored into the safety analysis for future roadway improvements.

8. ***Page 76, "Roadway Design Trends"*** the County discusses the option of converting four lane roadways to three lane roadways with a center left turn lane. The City is supportive of this type of alternative improvements.

9. ***Page 79, Figure 27, "Projected 2040 Roadway Daily Traffic and Congestion Levels"*** In addition to the roadways the County identifies in this figure the City has identified the following roadways at or approaching capacity by 2040:

   a. At or Over Capacity
      - CSAH 14 (Main St) – CSAH 23 (Lake Dr) to Blaine Boarder (Identified in County Plan as "LOS D")

- CSAH 14 (Main St) – CSAH 23 (Lake Dr) to CSAH 21 (Centerville Rd) (Identified in County Plan as "LOS C")
- CSAH 21 (Centerville Rd) – CSAH 34 (Birch St) to CR J (Ash St)
- CSAH 23 (Lake Dr) – CR 49 (Hodgson Rd) to I-35W (Identified in County Plan as "LOS C")
- CSAH 23 (Lake Dr) – 77th St to CSAH 14 (Main St) (Identified in County Plan as "LOS D")
- CSAH 32 (Ash St) – Holly Dr to Circle Pines Boarder
- CSAH 34 (Birch St) – CR 49 (Hodgson Rd) to West Shadow Lake Rd
- CSAH 34 (Birch St) – West Shadow Lake Rd to 12th Ave (Identified in County Plan as "LOS C")
- CSAH 34 (Birch St) – 12th Ave to CSAH 21 (Centerville Rd)
- CR 49 (Hodgson Rd) – CSAH 34 (Birch St) to CSAH 32 (Ash St)

b. Near or Approaching Capacity • CSAH 21 (Centerville Rd) – CSAH 14 (Main St) to CSAH 34 (Birch St)
- CSAH 23 (Lake Dr) – CSAH 14 (Main St) to Columbus Boarder
- CSAH 32 (Ash St) – CSAH 21 (Centerville Rd) to Holly Dr
- CSAH 54 (20th Ave) – CSAH 14 (Main St) to 77th St (Identified in County Plan as "LOS C")

c. The City has also identified the following existing areas of concern • CR 49 (Hodgson Rd) at CSAH 32 (Ash St)
- CR J (Ash St) at I-35E Interchange
- CSAH 21 (Centerville Rd) at CR J (Ash St) – ICE Completed
- CSAH 23 (Lake Dr) at Elm St

10. ***Page 100, Table 31*** has a typo. Under Tier 3, CSAH 52 should be CSAH 54.

11. ***Page 102, "Local Plans and Studies"*** – In this section a reference and summary of the CSAH 14 (Main St), I-35W to I-35E Alternative Analysis from July 2004 should be included.

12. ***Page 106, "I-35 Corridor Management Plan"*** several recommendations that impact Lino Lakes are identified including the new interchange at Anoka Northerly Bypass (CR 140/80th St) which is only referenced on ***page 116, Figure 34, "Highway System Capacity Needs"*** in a note that indicates "Potential connection between I-35W and I-35E, No Exact Location has been determined". The City has identified the realignment of CSAH 14 with new interchanges at I-35W and I-35E (Northern Bypass) in their plan. Washington County has also included a discussion of this future connection in their plan. Additional discussion should be included in the plan for this future improvement to be consistent with these other plans. The City would request that the improvement be identified in more detail on ***Figure 34***.

13. ***Page 111, Table 38 "Anoka County Right-of-Way Guidelines" and page 112, Figure 32 "Minimum Right of Way Requirements"*** – The County guidelines show a Collector as 120 feet. A Collector in the City of Lino Lakes has an 80-foot right-of-way requirement. This should be revised.

14. ***Page 113, Section 6.3 "Transportation Deficiencies & Programmed Improvements"*** The plan discusses potential improvements for the short term (2018-2022). However, for the mid to long term (2023 – 2040) they indicate: "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". The following are the roadway improvement needs identified in the County's Plan within the City of Lino Lakes:

Page 116, Figure 34, "Highway System Capacity Needs", identifies the following:

a. Shorter Term Needs
   - CSAH 14 (Main St) – CSAH 21 (Centerville Rd) to CSAH 54 (20th Ave)
   - CSAH 14 (Main St) – I-35E to east City Limit
   - CR 49 (Hodgson Rd) – CSAH 23 (Lake Dr) to CSAH 34 (Birch St)

b. Longer Term Needs
   - CSAH 14 (Main St) – CR 53 (Sunset Ave) to CSAH 21 (Centerville Rd)
   - CSAH 14 (Main St) – CSAH 54 (20th Ave) to I-35E
   - CSAH 21 (Centerville Rd) - CSAH 32 (Ash St) to south City Limit
   - CSAH 23 (Lake Dr) – CR 49 (Hodgson Rd) to Elm St
   - CSAH 23 (Lake Dr) – I-35W to CSAH 14 (Main St)
   - CSAH 34 (Birch St) – West Shadow Lake Rd to Black Duck Dr
   - CR 49 (North Rd) – CSAH 53 (Sunset Ave) to CSAH 23 (Lake Dr)
   - CSAH 54 (20th Ave) – CSAH 14 (Main St) to 73rd St
   - Potential connection between I-35W AND I-35E (NO EXACT LOCATION HAS BEEN DETERMINED)

Page 117, Figure 35, "Capital Infrastructure Improvements", identifies the following short-term improvements:

a. 2018 – CSAH 14 (Main St), west of CSAH 17 (Lexington Ave) to 4th Ave
b. 2021 – CSAH 34 (Birch St), Ware Rd to West Shadow Lake Rd

Page 118 – page 127, Table 39 "County Roadways System Deficiencies Audit", lists the roadway improvement needs by county road. The following County Roads in Lino Lakes have identified needs:

a. CSAH 14 (Main St) – Pavement Condition, Mobility
b. CSAH 32 (Ash St) – Pavement Condition
c. CSAH 34 (Birch St) – Pavement Condition
d. CSAH 49 (Hodgson Rd) – Mobility
e. CR 49 (Hodgson Rd) – Pavement Condition

f. CR 53 (Sunset Ave) – Potential Jurisdictional Transfer
g. CSAH 54 (20th Ave) - None
h. CR 84 (Otter Lake Rd) – None
i. CR 140 (80th St) – None

In general, the City agrees and are supportive of the identified deficiencies and improvements. However, there are several additional improvements or changes that the City believes should be considered including:

- • CSAH 14 (Main St) realignment with new interchanges at I-35W and I-35E (Northern Bypass)
- • CSAH 21 (Centerville Rd) – CSAH 34 (Birch St) to CR J (Ash St)
- • CSAH 21 (Centerville Rd) at CR J (Ash St) Roundabout – ICE Completed
- • CR J (Ash St) at I-35E Interchange
- • CSAH 23 (Lake Dr) at Elm St
- • CR 49 (Hodgson Rd) at CSAH 32 (Ash St)
- CR53 (Sunset Ave) Jurisdictional Transfer – The City is not in agreement with this potential transfer.

15. The City has identified the extension of Otter Lake Road north of CSAH 14 (Main St) to CR 140 (80th St) in their plan. This extension has been discussed and is also included in the City of Hugo and Washington County Transportation Plans. It is an integral part of the transportation network east of I-35E and north of CSAH 14 (Main St). Previous versions of the Anoka County Plan have also included this roadway connection. This roadway extension has also been discussed as a future roadway jurisdiction transfer from the City to Anoka County and/or Washington County.

Additional discussion should be included in the plan for this future improvement to be consistent with these other plans. The City would request that the improvement be identified in more detail on ***Figure 34***.

16. The City has identified a possible short-term jurisdictional transfer. County Road J from CSAH 21 (Centerville Road) to I-35E is requested to be changed from the City of Lino Lakes to Anoka County's jurisdiction. Currently the south half of this border roadway is under Ramsey County Jurisdiction. The roadway connects to two Anoka County roads on either side (CSAH 21 (Centerville Rd) and CR 84 (Otter Lake Rd). It also provides partial access to I-35E. The City is requesting that this roadway Jurisdiction transfer be included in the County's Transportation Plan.

Thank you for the opportunity to comment. Please feel free to contact me directly with any questions at 651-982-2427.

Sincerely,

Michael Grochala
Community Development Director

600 Town Center Parkway, Lino Lakes, MN 55014
Phone: 651-982-2400 · Fax: 651-982-2499

DEPARTMENT OF TRANSPORTATION

Metropolitan District
Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

June 27, 2019

Karen Blaska
Park Planner
Anoka County Parks
550 Bunker Lane Blvd. N.W.
Andover, MN 55304

SUBJECT: **Anoka County 2040 Comprehensive Plan**
MnDOT Review # **CPA19-022**
Anoka County

Dear Ms. Blaska:

Thank you for the opportunity to review the proposed **Anoka County 2040 Comprehensive Plan**. MnDOT's staff has reviewed the document and has the following comments:

Traffic:
The legend of the map of "Existing Number of Through Lanes" (Figure 3, p 19 of the Transportation Section) is confusing. The legend says "Number of Through Lanes in Each Direction". This would indicate that a road with 2 lanes in each direction would have 4 lanes total, making I-694 a total of 12 lanes wide.

The County may also want to include the recently concluded MnDOT Highway 47/65 Road Safety Audit that covers the Anoka County area.

Review Submittal Options:
MnDOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. An electronic .pdf version of the plans. MnDOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is less than 20 megabytes.

2. A compact disc with the plans in .pdf format. The disc can be sent to:

   MnDOT – Metro District Planning Section
   Development Reviews Coordinator
   1500 West County Road B-2
   Roseville, MN 55113

3. A .pdf version of the plans sent to MnDOT's external shared workspace site located at: https://mft.dot.state.mn.us Please contact MnDOT development review staff gain access to the shared workspace site. Also, please send a note to metrodevreviews.dot@state.mn.us indicating the file name and stating that the plans have been submitted on the shared workspace site.

An equal opportunity employer

4. If you are unable to send the plans electronically, please submit a set of full size plans to the above address.

If you have any questions concerning this review, please contact me at (651) 234-7797.
Sincerely,

Cameron Muhic
Senior Planner

Copy sent via E-Mail:

Buck Craig, Permits
Mark Lindeberg, Area Engineer
Russell Owen, Metropolitan Council
Jeff Rones, Design
Carl Jensen, Transit
Mike Lynch, Right-of-Way
Brian Kelly, Water Resources
Ashley Roup, Traffic
John Tompkins, Freight